



AGENDA REGULAR MEETING

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

- DATE:** Thursday, July 21, 2016
3:00 p.m.
- LOCATION:** **Board of Supervisors Chambers**
481 Fourth St., Hollister, CA 95023
- DIRECTORS:** Chair Tony Boch, Vice Chair Ignacio Velazquez
Anthony Botelho, Victor Gomez, and Jerry Muenzer
Alternates: San Benito County: Jaime De La Cruz;
City of Hollister: Mickie Luna; City of San Juan Bautista: Jim West
Ex Officio: Caltrans District 5

*Persons who wish to address the Board of Directors must complete a Speaker Card and give it to the Clerk prior to addressing the Board. Those who wish to address the Board on an agenda item will be heard when the Chairperson calls for comments from the audience. Following recognition, persons desiring to speak are requested to advance to the podium and state their name and address. After hearing audience comments, the Public Comment portion of the agenda item will be closed. **The Opportunity to address the Board of Directors on items of interest not appearing on the agenda will be provided during Section C. Public Comment.***

3:00 P.M. CALL TO ORDER

- A. Pledge of Allegiance**
- B. Verification of Certificate of Posting**
- C. Public Comment** (Opportunity to address the Board on items of interest on a subject matter within the jurisdiction of the Council of Governments and not appearing on the agendas. No action may be taken unless provided by Govt. Code Sec. 54954.2 Speakers are limited to 3 minutes.)
- D. Executive Director's Report**
- E. Caltrans Report – Gubbins/Loe**
- F. Board of Directors' Reports**

CONSENT AGENDA:

(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

1. **APPROVE** Council of Governments Draft Meeting Minutes Dated June 16, 2016 – Gomez (Pgs 5-10)
2. **RECEIVE** Construction Projects Report – Caltrans District 5 (Pgs 11-12)

3. **2016 Unmet Transit Needs Report** - Lezama (Pgs 13- 45)
 - a. **ACCEPT** 2016 Unmet Transit Needs Report.
 - b. **ADOPT** Resolution 2016-04 Making Findings and Recommendations Regarding Unmet Transit Needs that are Reasonable to Meet as Required by the Transportation Development Act (TDA) for Fiscal Year 2016/2017.

REGULAR AGENDA:

4. **RECEIVE** Report on the Transportation Agency for Monterey County Regional Roundabout Study and **PROVIDE** Direction, as Appropriate – Lezama (Pgs 46- 49)
5. **RECEIVE** Report on State Transportation Improvement Program Funding in San Benito County – Gilbert (Pgs 50- 93)
6. **RECEIVE** and **COMMENT** on Draft Highway 25 Widening Design Alternatives Analysis – Gilbert (Pgs 94- 293)

Adjourn to COG Meeting on August 18, 2016 Agenda Deadline is Tuesday, August 9, 2016 at 12:00 p.m.

In compliance with the Americans with Disabilities Act (ADA), if requested, the Agenda can be made available in appropriate alternative formats to persons with a disability. If an individual wishes to request an alternative agenda format, please contact the Clerk of the Council four (4) days prior to the meeting at (831) 637-7665. The Council of Governments Board of Directors meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Clerk of the Council's office at (831) 637-7665 at least 48 hours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.



SUMMER 2016

Caltrans District 5

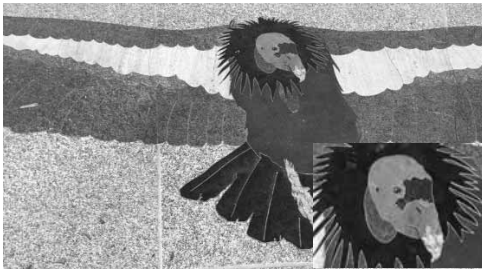


District Director
Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

District Director's Report

A quarterly publication for our transportation partners



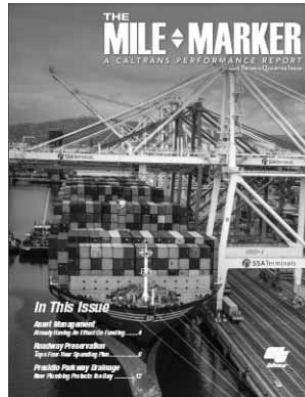
Vista Points Project Enhances Livability

Four granite mosaics and an inlaid picnic table—all designed by Caltrans Landscape Architecture—were recently installed at the following District 5 vista points:

- (SB) SR154, Rancho Cielo
- (SB) US 101, Arroyo Hondo
- (MON) SR 1, Julia Pfeiffer Burns

Caltrans produced the initial artwork for the life-sized animal mosaics. The fabricator's artist then transformed the concepts into computerized drawings used to *water-jet* cut the multi-colored stone pieces. The \$700,000 project installed interpretive elements at seven vista points in four counties. It also featured 40 porcelain enamel displays on natural stone boulders and free standing stone-veneer walls. The exhibits inform the public on local history, cultural importance and unique area natural resources.

Continued on back



Latest Mile Marker Released

The 2016 second quarter *Mile Marker* is now available online. This report provides a transparent, plain-language accounting of Caltrans' performance. The latest edition features: how the new Asset Management has directed \$250 million to key projects, new elements in two of the Department's largest funding sources, and how value analysis has saved billions of dollars on hundreds of projects since 2000.

Other topics include an innovative design in an iconic San Francisco parkway protecting the environment, and how California motorists may soon benefit from wireless technology to estimate their travel times.

More information:

http://www.dot.ca.gov/milemarker/docs/2016/MileMarker_v3lss2_final.pdf.



Input Sought on SR 68 Plan

The Transportation Agency for Monterey County's SR 68 Scenic Highway Plan is under way and gathering input on proposed transportation improvements and wildlife connectivity along the highway between Salinas and the Monterey Peninsula.

The plan will analyze current and future travel patterns along the corridor, develop a preferred corridor concept and identify sustainable operational and capacity improvements for the next 20 years.

The proposed improvements include a roundabout; bypass; bicycle, pedestrian and transit facilities; advanced traffic management system; and systemic safety evaluation. The comprehensive study will also incorporate performance-based planning and programming, a benefit/cost analysis, and extensive public outreach. The second public workshop is planned for later this year.

The planning effort is funded by a Caltrans Sustainable Transportation Planning Grant and is scheduled for completion in 2017. More information:

<http://www.sr68sceniccorridorstudy.com/>.

Vista Project continued



To ensure interpretive accuracy, Caltrans conducted extensive stakeholder outreach to tribal representatives, historians, biologists, and various local agencies. More than 300 photographers, artists, map makers and museum groups enthusiastically donated images to the project either for free or minimal costs.

Other vista point project locations:

- (SLO) SR 1, San Simeon Bay
- (SLO) SR 1, Piedras Blancas
- (MON) SR 1, Big Creek
- (SCR) SR 1, La Selva



Sustainable Freight Plan

The *California Sustainable Freight Action Plan* features a long-term 2050 vision and guiding principles to improve the freight system's efficiency while reducing pollution and enhancing the state's competitiveness in goods movement. The plan's key goals include the following:

- Improve freight system efficiency 25 percent by 2030
- Deploy 100,000 plus zero-emission vehicles/equipment and maximize near zero-limits by 2020
- Foster future economic growth for freight and goods movement

The draft plan is available online. Public comments are due to Caltrans by *July 6, 2016*.

More information:

http://dot.ca.gov/hq/tpp/offices/ogm/cs_freight_action_plan/Documents/CSFAP_Main%20Document_DRAFT_050216%20v2.pdf



Social Media Connections

District 5 posts daily to Facebook and has 1,500 plus likes, so far. We tweet real time traffic/roadwork information daily with 1,000 followers. Check us out on Twitter, Facebook and You Tube.



Photos source: Land Life Company

Sustainable Cocoon Planter Saves Water

Innovative technology increases efficiency and minimizes impacts

Caltrans is experimenting with alternative planting methods in remote sites and difficult terrain to reduce water use and planting costs. So far, the District has installed 30 plants using a self-irrigating system called Cocoons along Highway 46 east of the Estrella River in San Luis Obispo County. An additional 30 will soon be placed along Highway 1 near Post Ranch in Monterey County.

The Cocoon produces independent, strong trees, which do not rely on external irrigation and can survive harsh conditions, according to the Land Life Company. Mycorrhizal fungi are added to the soil surrounding a plant's roots, increasing the surface absorbing area from 100 to 1,000 times while improving access to soil moisture and nutrients. The Cocoon is 100 percent biodegradable and requires no follow-up irrigation or maintenance after planting.

The planters cost \$9 each and annually save about 50 gallons of water per plant. They last underground up to three years depending upon soil type and area conditions—the timeframe it will take to determine how well the product performs in establishing plants.

Statewide, Landscape Architecture is committed to finding alternative ways to reduce water use while meeting permit requirements. Reducing labor costs and materials related to irrigation watering systems helps sustain our planting projects. Increasing efficiency and minimizing environmental impacts with innovative techniques also helps the Department meet its mission, vision and goals. More information on Caltrans' water conservation efforts:

http://www.dot.ca.gov/hq/LandArch/16_la_design/water_conserv/.

**SAN BENITO COUNTY
COUNCIL OF GOVERNMENTS
REGULAR MEETING**

June 16, 2016, 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:

Chair Boch, Director Botelho, Director Gomez, and Director Velazquez,
Ex Officio: Richard Rosales, Caltrans District 5

STAFF PRESENT:

Deputy County Counsel, Shirley Murphy; Executive Director, Mary Gilbert; Transportation Planner,
Veronica Lezama; Administrative Services Specialist, Kathy Postigo; Secretary I, Monica Gomez

OTHERS PRESENT:

Maura Twomey, Gina Schmidt, Association of Monterey Bay Area Governments

CALL TO ORDER:

Chair Boch called the meeting to order at 3:01 P.M.

A. PLEDGE OF ALLEGIANCE

B. CERTIFICATE OF POSTING

*Upon a motion duly made by Director Botelho, and seconded by Director Velazquez, the Directors
acknowledged the Certificate of Posting. Vote: 4/0 motion passes.*

C. PUBLIC COMMENT:

Chair Boch stated for the record that the COG Board received Joe Thompson's public comment
correspondence dated May 22, 2016 through June 14, 2016. The correspondence was entered into the
public record.

D. EXECUTIVE DIRECTOR'S REPORT: Gilbert

Ms. Gilbert followed up on a request from the Board at last month's meeting for staff to look into a
round-about study similar to what the Transportation Agency for Monterey County had done. Staff has
contacted TAMC staff and will be providing more information to the Board at the July meeting.

Ms. Gilbert announced that staff is recruiting for the Transportation Planner position that was recently left
vacant by Sean Vienna.

Lastly, Ms. Gilbert asked that the Board continue Item 4 from the SAFE Agenda to next month.

E. CALTRANS DISTRICT 5 REPORT: Gubbins/Loe

Richard Rosales, Deputy District Director of Program Project Management for Caltrans District 5 provided an updated Caltrans District Director's Report and Project Update Report with corrections noted in red.

Mr. Rosales announced that the California Sustainable Freight Action Plan is out for review at www.casustainablefreight.org comments are due by July 6, 2016.

Mr. Rosales provided copies of the latest Mile Marker magazine and touched on a couple of the articles in the magazine. One article was on culverts and Intelligent Transportation Systems. The other article was about the California Transportation Commission cuts of the STIP program of \$754 million.

Mr. Rosales acknowledged Director Botelho's letter to Caltrans Director Tim Gubbins, regarding Route 129 and School Road. Tim Gubbins provided a written response to Director Botelho stating that they are working on it and it will take about four weeks to get the results from the traffic investigation report.

Lastly, he reported that the US Department of Transportation announced that they received 585 applications for the recent TIGER Grant. He pointed out that there was \$500 million available in funding for the 585 applications totaling more than \$9.3 billion.

Director Velazquez asked that Caltrans look into the Airline Highway area from Santa Ana Road through Sunnyslope Road because woodchips are piling up into the gutter. Also, the weeds are growing between the curb and sidewalk along the island area as well.

Mr. Rosales stated that he would check in with the Maintenance department

Chair Boch noted a correction needed to be made on the Project Report for the Hwy. 156 Improvement Project under "Construction Timeline."

Mr. Rosales noted that the report would be corrected to read Construction Timeline – Fall 2019 to 2021.

BOARD OF DIRECTORS REPORTS:

Director Botelho announced that the County Board of Supervisors will hold a special meeting June 22nd to discuss what the next steps will be since COG's Measure P failed. He stated that it puts the County in a bad position with maintaining a level of repair for County roads. He stated that it was imperative to try again for another ½ cent sales tax focusing on the roads alone.

Director Botelho also mentioned that he received a call from one of his constituents, who told him that they had been banned from using the bus again. He stated that although some passengers may be a bit of a handful, drivers should try to have a little more patience. He wanted to ensure that these infractions are documented and warrant the suspension of transportation services.

CONSENT AGENDA:

1. **APPROVE** Council of Governments Draft Special Joint Meeting Minutes Dated May 19, 2016 – Gomez
2. **APPROVE** Council of Governments Draft Meeting Minutes Dated May 19, 2016 – Gomez
3. **RECEIVE** Construction Projects Report – Caltrans District 5
4. **APPROVE** the Fiscal Year 2016/2017 Final Overall Work Program and Authorize executive Director to Sign Overall Work Program Agreement – Lezama
5. **RECEIVE** 2016 Draft Unmet Transit Needs Report – Lezama

- 6. APPROVE** Amendment No. 1 to Contract with Michael Baker International, Inc., Extending the Contract through December 2016 – Postigo

There was no public comment on the Consent Agenda.

Upon a motion duly made by Director Velazquez, and seconded by Director Botelho, the Directors unanimously approved Items 1-6 from the Consent Agenda. Vote: 4/0 motion passes.

REGULAR AGENDA

TRANSPORTATION ITEMS:

- 7. RECEIVE** Council of Governments FY 2015/16 Third Quarter Budget Report and **APPROVE** Budget Transfers 15-16-06 and 15-16-09 – Postigo

Kathy Postigo provided a review of the Council of Governments FY 2015/16 Third Quarter Budget report and answered questions from the Board.

There was discussion about the Vanpool Program budget adjustment. Ms. Postigo reported that staff received a grant from the Monterey Air Quality Control District for \$25,000 after the preparation of the 2015/16 Budget.

There was brief discussion about whether all of the vanpool vehicles are leased out. Ms. Gilbert stated that currently there is one van that staff is actively looking to lease. There is an older van on the road that could be replaced. Staff does not really have any backup vehicles.

Ms. Postigo reported that the second Budget Adjustment is in the State Planning Subvention for the Contract line item which is needed because of new contracts and amendments to contracts not available during the budget process.

There was discussion about the State Transportation Improvement Program (STIP) funds. The Board wanted to know how much in STIP funds has been received and how much has been allocated to certain projects such as the Highway 156 and Highway 25 projects. This way they can work with the Impact fees collected for other projects.

Maura Twomey, Executive Director of the Association of Monterey Bay Area Governments provided a brief explanation of STIP funding for the Board. Every two years the California Transportation Commission estimates collections of the gas tax. In 2006 San Benito County programmed money (\$9.6 million) towards HWY 156. Because San Benito is a small County the County is allowed to advance program. Nobody gets the money in cash, what they are saying is you will have capacity in this STIP and future STIP's based on the fund estimate to fund up to \$9.8 million. The money is not set aside anywhere the State cash flow's it all of the time so it is being used constantly. She stated that \$9.6 million is essentially based on nine STIP's and COG will not have capacity to put money towards another project until at least the 2020 STIP cycle. Assuming at that time the State has corrected its transportation funding issues and has money to once again program to projects.

Ms. Gilbert stated that staff would bring back an update of the Regional Transportation Improvement Program that the COG Board adopted in the fall. However, she reminded the Board that the problem being that there is no good estimates for any future STIP's right now, they are still in the deficit.

Director Botelho inquired about local impact fees collected and whether or not those funds could be used for other projects, he directed staff to provide a summary sheet of funds available.

There was no public comment on this item

Upon a motion duly made by Director Gomez, and seconded by Director Botelho, the Directors unanimously approved Item 7. Vote: 4/0 motion passes.

8. APPROVE FY 2016/17 Council of Governments Final Budget – Postigo

Kathy Postigo provided a brief report on the FY 2016/17 Council of Governments Final Budget. Ms. Postigo noted that the Final Budget has a change of the Draft Budget of \$8,500 for a new server for \$7,000 and \$1,500 for installation of the server.

Director Botelho inquired about the possibility of using some of the funds for maintenance of County Roads since there is a shortfall for County road maintenance.

Ms. Gilbert stated that the County has not claimed against the funds that they have allocated. She has contacted the Resource Management Agency Director to make him aware of the \$230,000 allocation that is available to the County.

Director Botelho noted one correction to the Organizational Chart in the report, which was to include the two COG members from the San Benito County Board of Supervisors.

Staff noted that the correction would be made.

There was no public comment on this item.

Upon a motion duly made by Director Botelho, and seconded by Director Gomez, the Directors unanimously approved Item 8. Vote: 4/0 motion passes

9. CONSIDER Amendment to the Memorandum of Understanding Between The Council of San Benito County Governments and the Association of Monterey Bay Area Governments for the Regional Ortho-Imagery Project or Provide Further Direction to Staff Regarding the Existing Agreement – Gilbert

Ms. Gilbert reported that at its June meeting the Board opposed the amendment in a 3-2 vote. Staff provided more information for the Boards consideration of the amendment.

There was brief discussion about whether there was any overlap of services. Ms. Gilbert explained that there may be some cases where there is an overlap in services, however, there is a share of cost that is distributed equally between the County and City.

Director Botelho stated that he had expressed concern about this project at the last meeting however, he thanked COG and AMBAG staff for meeting with him to explain the process of this project in more detail. He stated that he would support it this time around so as to not increase the cost to the City and County.

There was no public comment on the item.

Upon a motion duly made by Director Botelho, and seconded by Director Gomez, the Directors unanimously approved Item 9. Vote: 4/0 motion passes

10. APPROVE the Council of San Benito County Governments Joining the Fix our Roads Coalition – Gilbert

Ms. Gilbert reported that staff was seeking approval from the Board to join the Fix Our Roads Coalition. The Fix Our Roads Coalition is a broad coalition of cities, counties, business, and transportation advocates formed to address California's chronic transportation infrastructure funding shortfall.

Ms. Gilbert stated that this item was continued from the May 2016 COG Board meeting. Staff provided an attachment with a full list of current members of the coalition. She also reported that there has not been any general support for either Senator Jim Beall's SBX11, or Senator Frazier's AB 1591.

There was no public comment on the item.

Upon a motion duly made by Director Gomez, and seconded by Director Botelho, the Directors unanimously approved Item 10. Vote: 4/0 motion passes.

11. RECEIVE Update on the State Route 25 Hollister to Gilroy Route Adoption – Gilbert

Mary Gilbert provided a brief update on the State Route 25 Hollister to Gilroy Route Adoption and then introduced Richard Rosales with Caltrans, who provided a Power-Point presentation. Mr. Rosales reported that Caltrans has completed the Environmental Impact Report (EIR) which is being circulated for a 10-day period before it is certified on June 21st. Caltrans will prepare the CEQA findings and then they will be able to approve the Project Report. Once that is completed they will submit the notice of determination to the State Clearing House which will circulate for a 30-day period. After the 30 days they will begin process to prepare and submit the project to the California Transportation Commission (CTC) for the Route Adoption process, which is anticipated to occur at the August CTC meeting. Once the CTC approves the route adoption from the findings from this document both San Benito and Santa Clara Counties will be required to adopt the new route into their General Plans.

There was discussion from the Board with regards to the project not having sufficient funding for completion in the near term. They directed staff to provide more information regarding the past 15-20 years commitments and future projections of STIP funding as well as any Impact Fees projected for this project.

The Board also discussed moving forward with lower-cost alternatives for short-term improvements and widening of the existing highway. They hope Santa Clara County moves forward with making much needed improvements to the Interchange at Highway 101 and Highway 25.

The Board expressed that whether they construct a grade separation at Highway 25 and Highway 156 or extend the acceleration or deceleration at the location, it should be the State who is financially responsible for the improvements.

Ms. Gilbert stated that staff would bring back an update of the Regional Transportation Improvement Program that the COG Board adopted in the fall.

There was no public comment on the item.

12. RECEIVE Update on Measure P/Ordinance No. 2016-01, the Council of San Benito County Governments Transportation Expenditure Plan and Transactions and Use Tax Ordinance – Gilbert

Ms. Gilbert reported that unfortunately the measure was not approved in the primary election, receiving approval by 59% of the voters. She expressed appreciation to Valerie Egland (who was present) and all of the stakeholders for all of their effort and involvement with Measure P.

The COG Board expressed their disappointment over the measure not passing. They thanked staff and the Measure P Committee, as well as fellow elected officials for all of their work and outreach.

There was discussion about the potential impacts on the election results such as a low voter turnout, lack of trust from voters, lack of specificity in Project list, and lack of knowledge. The Board reiterated that the County Board of Supervisors was holding a special meeting later in the month to discuss next steps

with their potential tax measure in November that would focus on fixing roads alone. There was also discussion about the importance of educating the public.

PUBLIC COMMENT:

**Valerie Eglan
Measure P Committee**

Ms. Eglan stated that she enjoyed being a part of the Measure P Committee and expressed her appreciation to staff for all of their help. She stated that she learned so much and encouraged others to become involved so that they understand the process of how decisions are made and where there money goes. She also stated that educating the public is very important. Providing information in local newspapers or setting up an informational bank would be helpful for residents.

Chair Boch thanked Ms. Eglan for all of her effort and involvement with the Measure P Committee.

Upon a motion duly made by Director Gomez, and seconded by Director Botelho, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 4:32 p.m. Vote: 4/0 motion passes.

ADJOURN TO COG MEETING JULY 21, 2016 at 3:00 P.M.



PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE JULY 21, 2016 SAN BENITO COUNTY COUNCIL OF GOVERNMENTS' MEETING

COMPLETED CONSTRUCTION PROJECTS

Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1. Hwy. 101/San Juan Road Interchange (315804)	On Route 101 near Prunedale .4 mile south of Dumbarton Road in Mon. Co. (PM 100.0-101.3)	Construct new interchange at San Juan Road and US 101	Dec. 3, 2012-May 29, 2016 (Timeframe includes Plant Establishment Work)	\$46.2 Million	STIP/CMIA/ARRA	David Silberberger (JW)	Granite Construction/MCM	Construction Contract Acceptance (CCA) was achieved on April 28, 2016. This included all roadwork and plant establishment. Work will continue on closeout processes including obtaining the Freeway Maintenance Agreement and relinquishing excess property.

CONSTRUCTION PROJECTS

Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1. Hwy. 25 Curve Realignment (0T6404)	On Route 25 Near Hollister, from 0.8 mile north of San Benito Lateral to 2 miles south of Rte 146 (PM 18.8/19.5)	Realign roadway and widen lanes and shoulders	June 8, 2015-December 9, 2015	\$1.99 Million	SHOPP	David Silberberger (KB)	John Madonna Construction Co.	Project completed and accepted on Dec. 9, 2015 Note: Emergency roadwork completed to repave and reopen old roadway due to unstable cut slopes. Work has begun on investigating the final design strategy.



PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE JULY 21, 2016 SAN BENITO COUNTY COUNCIL OF GOVERNMENTS' MEETING

PROJECTS IN DEVELOPMENT

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
2.	Hwy. 25 Route Adoption Hollister to Gilroy (48540_)	Near Hollister and Gilroy on SR 25 in SBT & SCL Counties (SBT-25-51.5/60.1) (SBT-156-R10.5/12.2) (SCL-25-0.0/2.6)	Route Adoption (SBT-25-51.5 to SCL-25-2.6)	N/A	N/A	Local	Richard Rosales	PA&ED	Final Environmental Document will be in signature process. Project Report for Route Adoption in signature process.
3.	Hwy. 156 Improvement Project (34490_)	On SR 156 in and near San Juan Bautista from The Alameda to 0.2 mi east of 4th St. near Hollister (PM 3.0/R8.2)	Construct 4-Lane Expressway	Summer 2017 to Summer 2019	\$44.6 Million	STIP, IIP, RIP, Local	Richard Rosales	PS&E	Project design on-going. Right of Way appraisals in progress. Controlled Access Highway Agreement approved. Utility relocation design coordination almost complete. 95% design complete, target July 2016. CTC staff recommendations for funding may delay project for 3 years.
4.	Hwy. 25 Super Elevation Adjustment and Culvert Extension (1C260_)	In San Benito County, from La Gloria Road and to the North of La Gloria Road (PM R25.9/R26.2)	Curve Correction	Spring 2019	\$2.1 Million	SHOPP	Doug Hessing	PA&ED	In PA&ED phase and anticipating circulating the Draft Environmental Document to the public in July 2016.
5.	Hwy 25 Roadway Safety Improvements (1F430_)	In San Benito County in Hollister from Sunnyslope/Tres Pinos Rd. to San Felipe Rd. (PM R49.9/R52.2)	Rte Deficiency Corrections	October 2018	\$6.9 Million	SHOPP	Luis Duazo	PS&E/RW	Work continues on Design. Right of Way Requirements/Appraisal Maps will be completed July 15.



Staff Report

To: Council of Governments
From: Veronica Lezama, Transportation Planner **Telephone:** (831) 637-7665 Ext. 204
Date: July 21, 2016
Subject: 2016 Unmet Transit Needs Report

Recommendation:

1. **ACCEPT** 2016 Unmet Transit Needs Report.
2. **ADOPT** Resolution 2016-04 Making Findings and Recommendations Regarding Unmet Transit Needs that are Reasonable to Meet as Required by the Transportation Development Act (TDA) for Fiscal Year 2016/2017.

Summary:

Each year, pursuant to the Transportation Development Act, the Council of Governments (COG) seeks public input to identify *Unmet Transit Needs* within the San Benito County before allocating Local Transportation Funds for public transit or other eligible purposes. This year, COG conducted one public hearing and two public meetings to obtain input on the transit service needs provided by the Local Transportation Authority.

Financial Impact:

The primary funding source for transit services operated by County Express and Specialized Transportation Services is provided by Transportation Development Act (TDA) funds. Unmet Transit Needs that can be met are paid for with Transportation Development Act funds. The annual average Transportation Development Act funds total \$1,630,000, which funds transit operations and administration (\$1,047,000), COG administration (\$288,000) and 2% (\$33,000) is reserved for City and County bicycle and pedestrian project needs.

Background:

Each year, the Council of Governments (COG) holds annual Unmet Transit Needs hearings to provide a forum for residents, transit users, and community members to express service needs provided by the Local Transportation Authority, which include County Express and Specialized Transportation Services. Unmet Transit Needs are “expressed or identified needs of a significant segment of the community for public transportation services to meet basic mobility needs which are not currently being met through existing transit services or other means of transportation.” If an

unmet transit need is identified, a further determination is needed to establish whether or not that need is "Reasonable to Meet" in accordance with COG adopted criteria (Exhibit A, Page 7).

If an Unmet Transit Need is found "reasonable to meet," COG is responsible for ensuring that funds are expended to meet those needs. However, if those needs are determined as "Not Reasonable to Meet" then that determination is submitted to the State and the funds are allowed to maintain in the COG budget for existing transit operations.

The Council of Governments held one hearing and two public meetings to receive public testimony on the bus services provided by County Express and Specialized Transportation Services. The hearing was held on March 17, 2016 regularly scheduled COG board meeting. The public meetings were held at the Hollister Community Center and at San Juan Bautista's City Hall.

Staff Analysis

During the 2016 Unmet Transit Needs Process, the Council of Governments received 16 public requests at the Unmet Transit Needs Hearings of which 4 were classified as Unmet Transit Needs, "Not Reasonable to Meet." The remaining 12 request were classified as Not an Unmet Transit Need. Staff has prepared responses to all of the requests which are summarized in Exhibit A, page 16 of the Unmet Transit Needs Report.

The enclosed 2016 Unmet Transit Needs Report contains the adopted definitions and procedures for the Unmet Transit Needs Hearings and the criteria for evaluating all the requests that were received. As part of the evaluation process, the Social Services Transportation Advisory Council (SSTAC) is required to review all comments.

The Social Services Transportation Advisory Council is responsible for representing the concerns of all segments of the community, including the elderly, persons with disabilities, and persons of limited means. At their May 27, 2016 meeting, the Advisory Council reviewed all the testimony received and determined that there are no Unmet Transit Needs that are "Reasonable to Meet." Although, there were no identified Unmet Transit Needs that are "Reasonable to Meet," the San Benito County Local Transportation makes an effort to accommodate and/or provide response to the public request, as summarized in Exhibit A, page 20 of the Unmet Transit Needs Report.

Upon approval, the 2016 Unmet Transit Needs Report and adopted resolution 16-04 will be submitted to the California Department of Transportation, Division of Mass Transportation.

Executive Director Review: _____

Counsel Review: Yes

Attachments:

1. Resolution No. 16-04, Exhibit A. 2016 Unmet Transit Needs Report



BEFORE THE BOARD OF DIRECTORS OF THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

RESOLUTION OF THE COUNCIL OF SAN BENITO)	
COUNTY GOVERNMENTS CONCERNING UNMET)	
PUBLIC TRANSPORTATION NEEDS FUNDING)	RESOLUTION NO: 16-04
AND IMPLEMENTATION OF THE PROGRAM)	
WITHIN FISCAL YEAR 2016/2017)	

WHEREAS, the Council of San Benito County Governments, hereinafter referred to as COG, has been designated as the Regional Transportation Planning Agency for San Benito County; and

WHEREAS, said Agency has adopted a Regional Transportation Plan directed at the achievement of a balanced coordinated transportation system; and

WHEREAS, said Agency shall, in implementation of its Plan, allocate monies in the Local Transportation Fund and State Transit Assistance Fund in accordance with the rules and regulations which implement the Transportation Development Act of 1972 as amended; and

WHEREAS, COG adopted the definition of "unmet needs" and "reasonable to meet" in Resolution 1992-01: Unmet Needs Findings Required; and

WHEREAS, COG adopted Resolution No. 11-04 Amending its Unmet Transit Needs "Reasonable to Meet" Criteria; and

WHEREAS, California Public Utilities Code, Section 99401.5 requires COG to hold a public hearing to determine whether there are any unmet public transportation needs that are reasonable to meet prior to allocation of Local Transportation Funds for local streets and roads; and

WHEREAS, COG held a duly noticed public hearing on March 17, 2016 and two public meetings on March 15 and 16, 2016, to determine whether there are any unmet public transportation needs, and all those who attended the public hearings were given the opportunity to hear and be heard regarding all matters properly before the COG and COG considered all public testimony; and

WHEREAS, COG pursuant to Public Utility Code Section 99401.5:

1. Has consulted with the Social Services Transportation Advisory Council established pursuant to Public Utilities Code Section 99238; and
2. Has conducted a transit analysis including an assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including but not limited to the elderly, the disabled and persons of limited means, an analysis of the adequacy of existing and specialized public and private transportation services in meeting the transit demands of those groups, and an analysis of the potential alternative public and specialized transportation services

and service improvements that would meet all or part of the demand, in order to identify the transit needs of the County of San Benito;

3. Has not identified any unmet transit needs that are reasonable to meet;
4. Has prepared the 2016 Annual Unmet Transit Needs Report, attached hereto and incorporated herein by reference as **Exhibit A**, which provides the findings required by Section 99401.5 and the information developed by the COG that provides the basis for the findings.

NOW, THEREFORE, BE IT RESOLVED, that the Council of San Benito County Governments, acting as the Regional Transportation Planning Agency for the County of San Benito, makes the following findings and determinations, based on all information in the record including, but not limited to the findings of the 2016 Annual Unmet Transit Needs Report (**Exhibit A**):

- A. There are four (4) "unmet transit needs" that are not "reasonable to meet," as further explained in the 2016 Annual Unmet Transit Needs Report (**Exhibit A**); and
- B. There are no "unmet transit needs" that are "reasonable to meet."

BE IT FURTHER RESOLVED that COG, acting as the Regional Transportation Planning Agency, accepts and adopts the 2016 Unmet Transit Needs Report (**Exhibit A**) and finds that there are no additional unmet regional and community public transit needs within the incorporated and unincorporated areas of the County that can be reasonably met at this time.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS on this 21st day of July 2016, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Tony Boch, Chair

ATTEST:
Mary Gilbert, Executive Director

APPROVED AS TO LEGAL FORM:
San Benito County Counsel's Office

By: _____

By: Shirley L. Murphy
Shirley L. Murphy, Deputy County Counsel

Dated: _____

Dated: July 15, 2016



DRAFT UNMET TRANSIT NEEDS REPORT

May 2016



The Council of San Benito County Governments improves the mobility of San Benito County travelers by planning for and investing in a multi-modal transportation system that is safe, economically viable, and environmentally friendly.

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About the Council of San Benito County Governments (COG)

BOARD OF DIRECTORS

The Council of San Benito County Governments (COG) is the Regional Transportation Planning Agency (RTPA) for San Benito County. COG serves as the forum for regional decision-making. In this capacity, COG builds consensus among local and regional agencies, develops long-term strategic plans, programs Federal and State funding for allocation to transportation projects.

The governing board for COG is made up of five members. Two members are appointed by the San Benito County Board of Supervisors, two from the City of Hollister and one from the City of San Juan Bautista.

COG BOARD OF DIRECTORS

Tony Boch, Chair, City of San Juan Bautista

Ignacio Velazquez, City of Hollister

Victor Gomez, City of Hollister

Anthony Botelho, County of San Benito

Jerry Muenzer, County of San Benito

Eileen Loe, Caltrans District 5 (Ex-Officio)

ALTERNATES, COG BOARD OF DIRECTORS:

Mickie Solorio Luna, City of Hollister

Jim West, City of San Juan Bautista

Jaime De La Cruz, San Benito County

COG STAFF:

Mary Gilbert, Executive Director

Kathy Postigo, Administrative Services Specialist

Veronica Lezama, Transportation Planner

Monica Gomez, Secretary

Griselda Arevalo, Office Assistant

Chris Thomson, Mechanic

Area Profile and Transit System Overview

REGIONAL SETTING

San Benito County is ideally located inland from the Central California Coast. The County borders Monterey, Santa Cruz, Fresno, Merced, and Santa Clara Counties. Combined with more affordable housing and its close proximity to Monterey, Santa Cruz, and Santa Clara Counties, San Benito County is an attractive home to 55,269 people (2010). Although the County consists of 1,390 square miles, the majority of the population lives in Hollister (the County seat) San Juan Bautista, or the unincorporated area of northern San Benito County.



EXISTING TRANSIT SERVICES

The San Benito County Local Transportation Authority (LTA) was formed by a Joint Powers Agreement between the Cities of Hollister and San Juan Bautista and the County of San Benito in 1990. The Authority is responsible for the administration and operation of public transportation services in the County provided by County Express and Specialized Transportation Services.

COUNTY EXPRESS TRANSIT SYSTEM

The County Express system currently provides three fixed routes in the City of Hollister, complementary Americans with Disabilities Act Paratransit service, Intercounty service to Gilroy in Santa Clara County, and a general public Dial-A-Ride.

As of April 2016, the County Express fleet included 23 vehicles. All vehicles are ADA compliant and equipped with wheelchair lifts/ramps and bicycle racks. The Local Transportation Authority contracts with a private operator for management, dispatchers, trainers, and drivers of its County Express transit service.



Fixed-Route

Fixed-Route service operates three Fixed Routes within the City of Hollister. These routes operate between 6:20 a.m. and 5:40 p.m. However, there is no Fixed Route service between 11:00 a.m. to 2:00 p.m. Headways for each of the routes range from 40 to 50 minutes.

Dial-A-Ride

County Express transit system provides Dial-a-Ride service to parts of northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, Monday through Friday from 6:00 a.m. to 6:00 p.m. where and when Fixed Route is not available and on weekends. Reservations for the Dial-A-Ride may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

Paratransit

Complementary Americans with Disabilities Act Paratransit service is available for residents and visitors who are eligible for the service as determined by the Authority. The service is for individuals who are not able to access Fixed Route due to a physical or cognitive disability and have trips that begin or end in a location less than ¼ mile from a Fixed Route bus stop. Reservations for the Paratransit service may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.



Intercounty

County Express' Intercounty routes provide connections from the Cities of Hollister and San Juan Bautista to the City of Gilroy. There is daily weekday service to Gavilan College and the Caltrain station and Saturday service to the Greyhound station in Gilroy. The weekday shuttle service to Gavilan College is from 6:50 a.m. to 6:10 p.m. with a limited schedule when school is not in session. There are three early morning and three evening runs to the Gilroy Caltrain station for connections to Caltrain and Valley Transportation Authority bus services. Service to the Greyhound station operates on Saturday and Sunday from 7:40 a.m. to 6:00 p.m.

SPECIALIZED TRANSPORTATION SERVICES

According to the 2010 U.S. Census, 10.4 percent of the total county population is aged 65 or older.¹ Many of these elderly individuals and persons with disabilities require specialized transportation services to travel to medical appointments, shop, and visit recreation centers.

The Authority contracts with Jovenes de Antaño, a local non-profit organization that has been providing specialized transportation services in San Benito County since 1990. Specialized services include Out of County Non-Emergency Medical Transportation, Medical Shopping Assistance Transportation, and Senior Lunch Transportation Program. These services are beyond the requirements of Americans with Disabilities Act. They provide escort services, door-through-door, and minor translation services.



Jovenes de Antaño also has a referral program that provides information about other social services within the community, coordination of home-based services, referral to legal assistance, and other local

¹ U.S. Census, San Benito County

services to their clients. The coordination effort between Jovenes de Antaño and the Authority allows for efficient, affordable and reliable service for this critical need in the community of San Benito County.

The LTA makes great strides to provide a comprehensive and adequate public transit service. This continued effort to meet the needs of the community is accomplished through the annual Unmet Transit Needs Process, which is outlined in this Report.

Unmet Transit Needs Overview

TRANSPORTATION DEVELOPMENT ACT (TDA)

The Transportation Development Act of 1971 (TDA), also known as SB 325, is administered by the California Department of Transportation (Caltrans) through the county's designated regional transportation planning agency (RTPA).



As the administrator of Transportation Development Act (TDA) funds, the Council of San Benito County Governments (COG), as the regional transportation planning agency, is charged with performing the Unmet Transit Needs (UTN) process. The purpose of this process is to ensure that all unmet transit needs that are "reasonable to meet" are met before funds are expended for non-transit uses, such as streets and roads.

"Unmet Transit Needs" are defined as expressed or identified needs of a significant segment of the community for public transportation services to meet basic mobility needs which are not currently being met through existing transit services or other means of transportation.

The "Reasonable To Meet" standard is based on several criteria that analyze how accommodating that transit need will affect the rest of the transit system that it relates to. If it passes the criteria then it is found reasonable to meet and changes will be made to accommodate the need.

The process is done annually and entails a comprehensive outreach program and a series of public hearings throughout the county to obtain comments on unmet transit needs that may be reasonable to meet. Once the comments are received, the Social Services Transportation Advisory Committee (SSTAC) analyzes them to determine if there are any transit needs that meet the adopted definitions of "reasonable to meet" and "unmet transit need" and makes a recommendation of findings to the COG Board. If the Board determines there are unmet transit needs that are reasonable to meet, the affected jurisdiction must satisfy the needs before any TDA funds are expended for non-transit purposes.

This Report documents the Unmet Transit Needs process which is submitted annually to the California Department of Transportation (Caltrans).

Adopted Definitions and Procedures For Noticing and Conducting The Annual Unmet Transit Needs Hearing

As required by PUC section 9940 1.5, the Council of San Benito County Governments must adopt formal definitions of "unmet transit need" and "reasonable to meet." The first definition is the primary tool used to evaluate the public testimony received during the initial hearing.

The second definition is used to evaluate the reasonableness of meeting those requests. State law (PUC Section 994015(c)) has been modified to clarify that..."the fact that an identified transit need cannot fully be met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet."

Additionally, the Act specifies that..." An agency's determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need of streets and roads."

I. The "unmet needs" definition adopted by Council of San Benito County Governments:

"Unmet needs are defined as expressed or identified needs of a significant segment of the community for public transportation services to meet basic mobility needs which are not currently being met through existing transit services or other means of transportation."

Included, at a minimum, are those public transportation or specialized services that are identified in the Regional Transportation Plan, Short Range Transit Plan and/or Transit Development Plan, which have not been implemented or funded."

II. The "unmet needs" threshold criteria adopted by the Council of San Benito County Governments:

The following criteria must be true for the COG to consider a request an "unmet need". If a request **fails** to satisfy any of the criteria below, the request is **not** an unmet need.

1. The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan.
2. Sufficient *broad-based* community support exists.
3. Request is a *current* rather than *future* need.
4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.)

III. Adopted Definition of "Transit Needs That Are Reasonable To Meet Determination."

In making the reasonableness determination, an analysis will be conducted on existing transit services, available options, likely demand and general costs based on similar services in the area and available studies. Once completed, the following criteria shall be considered.

REASONABLE TO MEET CRITERIA

In making a reasonableness determination, an analysis will be conducted on existing transit services, available options, likely demand and general costs based on similar services in the area and available studies. An Unmet Transit Need would be considered reasonable to meet if the proposed service is in general compliance with the following criteria:

A. EQUITY

The proposed service would:

1. Benefit the general public.
2. Not unreasonably discriminate against nor favor any particular area or segment of the community at the exclusion of any other.
3. Not result in adversely affect existing services in other parts of the transit system that have an equal or higher priority immediately or within the foreseeable future.
4. Require a subsidy per passenger generally equivalent to other parts of the transit system, unless overriding reasons so justify.

B. TIMING

The proposed service would:

1. Be in response to an existing rather than a future need.
2. Be implemented consistent with federal, state, or regional funding approval schedules, if such funds are the most appropriate primary method of funding.

C. COST EFFECTIVENESS

The proposed service would:

1. Not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocated funds.
2. Not set a precedent for other service expansions without a reasonable expectation of available funding.
3. Have available funding on a long-term basis to maintain the service.

D. SYSTEM PERFORMANCE

1. The efficiency of the new, expanded or revised transit service, excluding specialized transportation services, shall be measured on efficiency, such as:
 - Cost per passenger trip,
 - Cost per vehicle service hour,
 - Passenger trips per vehicle service hour,
 - Passenger trips per service mile,
 - On-time performance.
2. The proposed service would have a reasonable expectation of future increase in ridership.

E. OPERATIONAL FEASIBILITY

1. The new, expanded or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.
2. The new service would be provided with the existing vehicle fleet or with vehicles that can be acquired with available funds.

3. The new service would have the available maintenance staff to cover the additional vehicle maintenance hours incurred as a result of the proposed service.

F. COMMUNITY ACCEPTANCE

A significant level of community support exists for the public subsidy of transit services designed to address the unmet transit need. Including but not limited to, community groups, community leaders, and community meetings reflecting support for the unmet transit need.

G. ADA CONFORMITY

The new, expanded or modified service, excluding specialized transportation services, would conform to the requirements of the Americans with Disabilities Act. The COG shall consider the financial impact on the TDA claimant if complementary paratransit services are required as a result of the new, expanded, or modified service.

H. OTHER FACTORS

Other specific, formulated components that COG determines to affect the reasonableness of meeting an unmet transit need.

Council of Governments Resolution

BEFORE THE BOARD OF DIRECTORS OF THE
COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

RESOLUTION OF THE BOARD OF)
DIRECTORS OF THE COUNCIL OF SAN)
BENITO COUNTY GOVERNMENTS) Resolution No. 11-04
AMENDING RESOLUTION NO. 90-12 TO)
REVISE THE CRITERIA FOR)
DETERMINING UNMET TRANSIT NEEDS)
THAT ARE "REASONABLE TO MEET")
_____)

WHEREAS, the Council of San Benito County Governments, herein referred as to as ("COG") is the Regional Transportation Planning Agency (RTPA) for San Benito County; and

WHEREAS, the COG is responsible for the allocation to claimants of funds received from the Transportation Development Act (P.U.C. 99200, et seq); and

WHEREAS, Transportation Development Act funds can be allocated to eligible claimants for support of public transportation systems, bicycle and pedestrian facilities, and for streets and roads; and

WHEREAS, COG identifies unmet transit needs within the San Benito County region and those needs that are reasonable to meet in accordance with Public Utilities Code, Section 99401.5; and

WHEREAS, COG, on July 12, 1990, adopted Resolution No. 90-12, adopting the definition of "unmet needs" and the criteria for determining unmet transit needs that are "reasonable to meet" in San Benito County.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Council of San Benito County Governments, that it does hereby amend COG's Resolution 90-12 to amend the criteria for determining what unmet transit needs are "reasonable to meet", as set forth in Exhibit A, attached hereto and incorporated herein by reference.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS THIS 21ST DAY OF APRIL, 2011 BY THE FOLLOWING VOTE:

AYES:

NOES:


ABSTAINING:

ABSENT:


Jaime De La Cruz, Chair

ATTEST:
Lisa Rheinheimer, Executive Director

APPROVED AS TO LEGAL FORM:
San Benito County Counsel Office

By: 

By: 
Shirley L. Murphy, Deputy County Counsel

Dated: 4/26/11

Dated: April 13, 2011

Exhibit A

REASONABLE TO MEET CRITERIA

In making a reasonableness determination, an analysis will be conducted on existing transit services, available options, likely demand and general costs based on similar services in the area and available studies. An Unmet Transit Need would be considered reasonable to meet if the proposed service is in general compliance with the following criteria:

A. EQUITY

The proposed service would:

1. Benefit the general public.
2. Not unreasonably discriminate against nor favor any particular area or segment of the community at the exclusion of any other.
3. Not adversely affect existing services in other parts of the transit system that have an equal or higher priority immediately or within the foreseeable future.
4. Require a subsidy per passenger generally equivalent to other parts of the transit system, unless overriding reasons so justify.

B. TIMING

The proposed service would:

1. Be in response to an existing rather than a future need.
2. Be implemented consistent with federal, state, or regional funding approval schedules, if such funds are the most appropriate primary method of funding.

C. COST EFFECTIVENESS

The proposed service would:

1. Not cause the responsible operator or service claimant to incur expenses in excess of the maximum allocated funds.
2. Not set a precedent for other service expansions without a reasonable expectation of available funding.
3. Have available funding on a long-term basis to maintain the service.

D. SYSTEM PERFORMANCE

1. The efficiency of the new, expanded or revised transit service, excluding specialized transportation services, shall be measured on efficiency, such as:
 - Cost per passenger trip,
 - Cost per vehicle service hour,
 - Passenger trips per vehicle service hour,
 - Passenger trips per service mile,
 - On-time performance.
2. The proposed service would have a reasonable expectation of future increase in ridership.

E. OPERATIONAL FEASIBILITY

1. The new, expanded or revised transit service must be safe to operate and there must be adequate roadways and turnouts for transit vehicles.
2. The new service would be provided with the existing vehicle fleet or with vehicles that can be acquired with available funds.
3. The new service would have the available maintenance staff to cover the additional vehicle maintenance hours incurred as a result of the proposed service.

F. COMMUNITY ACCEPTANCE

A significant level of community support exists for the public subsidy of transit services designed to address the unmet transit need, including but not limited to, community groups, community leaders, and community meetings reflecting support for the unmet transit need.

G. ADA CONFORMITY

The new, expanded or modified service, excluding specialized transportation services, would conform to the requirements of the Americans with Disabilities Act. The COG shall consider the financial impact on the TDA claimant if complementary paratransit services are required as a result of the new, expanded, or modified service

H. OTHER FACTORS

Other specific, formulated components that COG determines to affect the reasonableness of meeting an unmet transit need.

Unmet Transit Needs Public Hearing

HEARING PROCESS

The Council of Governments held one public hearing and two public meetings to receive Unmet Transit Needs testimony. Translation services were available at both hearings, and transportation was available to those persons in need by San Benito County Transit.

The hearing was held March 17, 2016 at 3:00 p.m. during the Council of Governments regular Board meeting.

Two public meetings are also scheduled on: March 15 from 1:00 PM at the Hollister Community Center, 300 West Street, Hollister, CA and on March 16 from 1:30 PM at San Juan Bautista City Hall, 311 Second Street, in San Juan Bautista, CA.

During the public comment period, the Council of Governments received a total of 16 comments. A summary of comments received, Unmet Transit Needs determination (i.e. Unmet Need or Not an Unmet Need), COG response to comments, and relevant Unmet Transit Needs Policy.

Unmet Needs Public Notice

Notice of the hearings was given 30 days in advance and included the date, place and specific purpose of the meeting. Notice was provided in English and Spanish.

Public Notice

NOTICE OF PUBLIC HEARING
Unmet Transit Needs

Notice is hereby given that one public hearing and two public meetings will be held by the Council of San Benito County Governments. The purpose of the hearing and meetings are to provide the public the opportunity to identify any transit needs that are not currently being met in San Benito County.

Said public hearing will be held on March 17, 2016 at 3:00 PM at the San Benito County Administration Building, 481 Fourth Street, Hollister, CA. Two public meetings are also scheduled on: March 15 from 1:00 PM to 2:00 PM at the Hollister Community Center, 300 West Street, Hollister, CA and on March 16 from 1:30 PM to 2:30 PM at San Juan Bautista City Hall, 311 Second Street, San Juan Bautista, CA.

If you are unable to attend, you may submit your comments in writing to: Council of Governments, Attn: Unmet Transit Needs, 330 Tres Pinos Road, Suite C7, Hollister, CA 95023. For more information, please contact Veronica Lezama (831) 637-7665 Ext. 204.

AVISO-AUDIENCIA PÚBLICA
Necesidades de Tránsito

Se avisa que una audiencia pública y dos justas públicas se llevarán a cabo por el Concilio de los Gobiernos del Condado de San Benito. El propósito de la audiencia y juntas es de ofrecer al público la oportunidad de identificar las necesidades de tránsito que en la actualidad no se están cumpliendo en el Condado de San Benito.

Dicha Audiencia Pública se llevarán a cabo el 17 de marzo del 2016 a las 3:00 PM en el Edificio de Administración del Condado de San Benito, 481 Fourth Street, Hollister, CA. Dos juntas públicas también están programadas para el: 15 de marzo de 1:00 PM a 2:00 PM en el Centro de la Comunidad de Hollister, 300 West Street, Hollister, CA y el 16 de marzo de 1:30 PM a 2:30 PM en la Municipalidad de San Juan Bautista, 311 Second Street, San Juan Bautista, CA.

Si usted no puede atender, usted puede escribir para

expresar sus opiniones a el Concilio de Gobiernos, Attn: Necesidades de Tránsito, 330 Tres Pinos Road, Suite C7, Hollister, CA 95023. Para obtener más información, llame a Veronica Lezama al (831) 637-7665 Ext. 204.

Publish: February 12, 2016 F/11556506

Public Hearing and Meeting Flyers

Pursuant to PUC Section 99238.5, the transportation planning agency shall hold at least one public hearing for the purpose of soliciting comments on the unmet transit needs that may exist within its jurisdiction.

In fulfillment of the above requirement, the Council of San Benito County Governments, designated the San Benito County Regional Transportation Planning Agency, held one public hearing on March 17, 2016 and two public meetings on March 15 and 16, 2016.

The COG posted English and Spanish flyers in its social media Facebook page, on-board transit vehicles, and flyers were distributed to several agencies in San Benito County.

Public Transit Meetings 2016

**We want to hear your thoughts
on the bus service needs for
Jóvenes de Antaño and
County Express.**



Unmet Transit Needs

<p>March 15 1:00 PM Community Center 300 West Street Hollister</p> <p>March 16 1:30 PM San Juan Bautista City Hall 311 Second Street San Juan Bautista</p> <p>March 17 3:00 PM Board of Supervisors Chambers 481 Fourth Street Hollister</p>	<p>Comments due: March 25, 2016</p> <p>Mail Comments: Attn: Unmet Transit Needs 330 Tres Pinos Road, CP Hollister, CA 95023</p> <p>Email Comments: veronica@sanbenitocog.org</p> <p>Phone Comments: (831) 637-7665, Ext. 204</p> <p>Fax Comments: (831) 636-4160</p> <p style="text-align: center;"><small>Council of San Benito County Governments 330 Tres Pinos Road, CP Hollister, CA 95023</small></p>
---	--

Juntas Públicas Sobre el Tránsito 2016

**De su opinión sobre las
necesidades del tránsito
proporcionadas por Jóvenes de
Antaño y County Express.**



Necesidades de Tránsito

<p>15 de marzo 1:00 p.m. Centro Comunitario 300 West Street Hollister, CA</p> <p>16 de marzo 1:30 p.m. Municipalidad de la Ciudad 311 Second Street San Juan Bautista, CA</p> <p>17 de marzo 3:00 p.m. Edificio de Administración del Condado 481 Fourth Street Hollister, CA</p>	<p>Fecha de cierre para comentarios: 25 de marzo 2016</p> <p>Comentarios por Correo: Attn: Necesidades de Tránsito 330 Tres Pinos Road, CP Hollister, CA 95023</p> <p>Comentarios por correo electrónico: veronica@sanbenitocog.org</p> <p>Comentarios por teléfono: (831) 637-7665, Ext. 204</p> <p>Comentarios por fax: (831) 636-4160</p> <p style="text-align: center;"><small>Consejo de Gobiernos del Condado de San Benito 330 Tres Pinos Road, CP Hollister, CA 95023</small></p>
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COG Minutes, Relating to the Unmet Transit Needs Hearings

SAN BENITO COUNTY
COUNCIL OF GOVERNMENTS
REGULAR MEETING
March 17, 2016, 3:00 P.M.

MEMBERS PRESENT:

Chair Boch, Director Botelho, Director Gomez, Director Muenzer, and Director Velazquez
Ex Officio: Brandy Rider, Caltrans District 5

STAFF PRESENT:

Deputy County Counsel, Shirley Murphy; Executive Director, Mary Gilbert; Transportation Planner, Veronica Lezama; Transportation Planner, Sean Vienna; Secretary I, Monica Gomez

OTHERS PRESENT:

Tony Mercado, MV Transportation; Heather Adamson, AMBAG

CALL TO ORDER:

Chair Boch called the meeting to order at 3:00 P.M.

A. PLEDGE OF ALLEGIANCE

B. CERTIFICATE OF POSTING

Upon a motion duly made by Director Velazquez, and seconded by Director Gomez, the Directors acknowledged the Certificate of Posting. Vote: 5/0 motion passes.

C. PUBLIC COMMENT:

Chair Boch stated for the record that the COG Board received Joe Thompson's public comment correspondence dated February 19, 2016 through March 17, 2016. The correspondence was entered into the public record.

D. EXECUTIVE DIRECTOR'S REPORT: Gilbert

Ms. Gilbert reported that she forwarded information from the California Association of Councils of Governments (CalCOG) Regional Leadership forum which is being hosted in Monterey from March 30th to April 1st. All members of COG are invited and may let staff know if they are interested in attending.

Ms. Gilbert reported that the Regional Transportation Improvement Program was submitted to the California Transportation Commission as directed by the Board, showing existing STIP funding for the Highway 156 project. Ms. Gilbert mentioned that she will be speaking at the California Transportation Commission hearing in Sacramento on March 24th. She will be advocating for the Highway 156 project to remain funded with STIP funds.

Lastly, Ms. Gilbert announced that COG is partnering with Ecology Action, who will be hosting a Bike event on Monday, March 21st, at San Juan Elementary School in San Juan Bautista. They will provide youth

bicycle safety information and a bicycle rodeo. COG partially sponsored the event with some Rideshare funds. Veronica Lezama will be attending on behalf of COG.

F. CALTRANS DISTRICT 5 REPORT: Gubbins/Loe

Brandy Rider announced that Caltrans is kicking off a statewide Bicycle Plan, and District 5 will be participating in this effort. There will be some upcoming forums that they will be encouraging all of the local agencies to participate. They will be inviting local agencies as the dates are scheduled for these forums.

Ms. Rider announced that the California Transportation Plan 2040 is out for a final review until March 29th. If anyone has any questions or comments she asked to please call Caltrans District 5.

G. BOARD OF DIRECTORS REPORTS:

Director Muenzer reported out on the Mobility Partnership meeting. He stated that per discussion he had with VTA representatives, they also have a potential project for the overpass at Highway 25 and 101. If they are able to do it, it would not be the ultimate project. However, it would address some issues at the intersection. Also, they were pleased to hear about COG's sales tax measure and the potential monies that could go towards the project.

CONSENT AGENDA:

1. **APPROVE** Council of Governments Draft Meeting Minutes Dated February 18, 2016 – Gomez
2. **APPROVE** Council of Governments Draft Adjourned Meeting Minutes Dated February 24, 2016 – Gomez
3. **APPROVE** Council of Governments Draft Adjourned Meeting Minutes Dated February 26, 2016 – Gomez
4. **RECEIVE** Construction Projects Report – Caltrans District 5
5. **RECEIVE** Council of Governments FY 2015/16 Second Quarter Budget Report – Postigo
6. **Fiscal Year 2016/2017 Draft Overall Work Program** – Lezama
 - a. **RECEIVE** the Fiscal Year 2016/2017 Draft Overall Work Program, Which Includes Planning Activities to be Performed by the Council of Governments; and
 - b. **AUTHORIZE** Submittal of Fiscal Year 2016/2017 Draft Overall Work Program to the California Department of Transportation for Comment.

There was no public comment on the Consent Agenda.

Upon a motion duly made by Director Muenzer, and seconded by Director Botelho, the Directors unanimously approved Items 1-6 from the Consent Agenda. Vote: 5/0 motion passes.

REGULAR AGENDA

TRANSPORTATION ITEMS:

7. **Unmet Transit Needs Hearing – Lezama**
 - a. **RECEIVE** Report on Unmet Transit Needs Hearing
 - b. **OPEN** Public Hearing

c. CLOSE Public Hearing

Ms. Lezama stated that the COG Board was being asked to open a public hearing on the annual Unmet Transit Needs to obtain the public's input on the bus service needs provided by County Express and Specialized Transportations Services. In addition to this public hearing, COG held two public meetings. The first meeting was held at the Hollister Community Center on March 15th at 1:00 P.M. The second meeting took place at the San Juan Bautista City Hall on March 16th at 1:30 P.M. Chair Boch opened the Public Hearing at 3:05 p.m.

There was no public comment or discussion on this item.

Chair Boch closed the Public Hearing at 3:05 p.m.

Ms. Lezama mentioned that after the hearings process, the Social Services Transportation Advisory Council and staff review all the testimony received and will provide a recommended determination of Unmet Transit Needs to the COG Board in May or June.

Chair Boch moved Item 11 up on the agenda, after Item 7 on the agenda.

Upon a motion duly made by Director Muenzer, and seconded by Director Velazquez, the Directors unanimously approved moving Item 11 up on the agenda. Vote: 5/0 motion passes

Upon a motion duly made by Director Velazquez, and seconded by Director Muenzer, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 3:27p.m. Vote: 5/0 motion passes.

ADJOURN TO COG MEETING APRIL 21, 2016 at 3:00 P.M.

Public Comments Received

UNMET TRANSIT NEEDS 2016

PUBLIC COMMENT



No.	Statement	Unmet Transit Needs Determination and Criteria	GOG Response
1.	Provide additional weekend Dial-a-Ride service as it is always booked, even when calling early.	<p>Unmet Transit Need, Not Reasonable to Meet based on the following criteria:</p> <p>FEASIBILITY. The proposed service:</p> <ol style="list-style-type: none"> 1. Shall be provided within available funding and shall not exceed the operator's funding ability. 2. Shall be provided with the existing vehicle fleet or with vehicles that can be acquired with available funds. 3. Shall not unduly affect the operator's ability to maintain the required fare to operating cost ratio. 	<p>MV Transportation's hourly rate is \$40/hour* for transit services. Providing an additional bus on the weekend would cost \$480/weekend**. Annually, the cost of providing this service would total \$24,480.***</p> <p>*Does not include fuel or maintenance costs. **\$40 (hourly rate) x (six hours/day) x (two days). ***51 weekends in a year x \$480 (per weekend cost).</p> <p>However, to provide additional service at little cost, the San Benito County Transit Pan recommends that the LTA provide additional service by having the weekend Intercounty route start at Hazel Hawkins Memorial Hospital and make several convenient stops along the existing transit corridor before heading out of county.</p> <p>The long range section of the Transit Plan recommends weekend service on blue and green fixed routes and limited Saturday red route service. LTA staff is working on identifying funding to implement the Transit Plan recommendations.</p>
2.	More same-day weekday Dial-a-Ride service for unexpected medical visits, as service is always booked.	<p>Unmet Transit Need, Not Reasonable to Meet based on the following criteria:</p> <p>FEASIBILITY. The proposed service:</p> <ol style="list-style-type: none"> 4. Shall be provided within available funding and shall not exceed the operator's funding ability. 5. Shall be provided with the existing vehicle fleet or with vehicles that can be acquired with available funds. 6. Shall not unduly affect the operator's ability to maintain the required fare to operating cost ratio. 	<p>The Transit Plan identifies a financially constrained scenario that would allow the Hollister fixed route system to deviate (i.e. Flexibus). The Flexibus would continue to meet the designated time points on the Fixed Route schedule, but would deviate to capture those trips previously provided by Dial-A-Ride. The FlexiBus service would also provide Americans with Disability (ADA) transit services. Flexibus implements a more efficient operations by reducing overlapping, competing services, and streamlining LTA's service delivery model through a deviated fixed route system. LTA staff is working on identifying funding to implement the Transit Plan recommendations.</p>

No.	Statement	Unmet Transit Needs Determination and Criteria	GOG Response
3.	Provide the ability to schedule same-day Dial-a-Ride services, without having to pay the additional \$1.00 convenience fee. The rider noted that sometimes unexpected illness can arise.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. <u>The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan.</u> 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.) 	The advance reservation policy was developed to allow dispatchers to establish the transit schedule prior to providing Dial-a-Ride trips. The \$1.00 convenience fee is aimed at discouraging interruptions in the established schedule. The advance reservation policy reduces operational cost and increases efficiency in transit services.
4.	Extended Hollister Fixed Route service hours beyond 5:00 PM.	<p>Unmet Transit Need, Not Reasonable to Meet based on the following criteria:</p> <p>FEASIBILITY The proposed service:</p> <ol style="list-style-type: none"> 7. Shall be provided within available funding and shall not exceed the operator's funding ability. 8. Shall be provided with the existing vehicle fleet or with vehicles that can be acquired with available funds. 9. Shall not unduly affect the operator's ability to maintain the required fare to operating cost ratio. 	<p>The Transit Plan's Financially Elastic Scenario: Pulsed Fixed Route alternative would provide an expanded, all day, three bus fixed system design. The LTA would need to define what an "all day" Fixed Route service would entail based on demand.</p> <p>The annual cost of providing one additional hour of Fixed Route services is estimated at \$31,200* (\$10,400/per route). There are a total of three Fixed Routes (i.e. Red, Blue and Green). * \$40.00 x 5 (hours/week) x 52 (weeks/year) x 3 (bus routes).</p> <p>LTA staff is working on identifying funding to implement the Transit Plan recommendations.</p>
5.	Provide Intercounty service to Watsonville Santa Cruz and Salinas.	<p>Unmet Transit Need, Not Reasonable to Meet based on the following criteria:</p> <p>FEASIBILITY The proposed service:</p> <ol style="list-style-type: none"> 10. Shall be provided within available funding and shall not exceed the operator's funding ability. 11. Shall be provided with the existing vehicle fleet or with vehicles that can be acquired with available funds. 12. Shall not unduly affect the operator's ability to maintain the required fare to operating cost ratio. 	<p>The long range component of the Transit Plan recommends transit services to Monterey and Santa Cruz Counties (i.e. Watsonville and Salinas). Transit services to those Counties may be implemented during peak hours upon funding availability.</p> <p>LTA staff is working on identifying funding to implement the Transit Plan recommendations.</p>

No.	Statement	Unmet Transit Needs Determination and Criteria	GOG Response
6.	The bus stop sign that is located on Park Street and Sally Street is not visible because of overgrown tree branches.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan. 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. <u>Request is not operational in nature (i.e. minor route change, bus stop change, etc.)</u> 	The bus stop has been relocated to the east of the tree.
7.	The bus stop pole located on McCray Street near Lucky's Supermarket is in the wrong location. The bus stop needs to be marked (red line).	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan. 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. <u>Request is not operational in nature (i.e. minor route change, bus stop change, etc.)</u> 	This bus stop deficiency has been identified in the Bus Stop Improvement Plan (bus stops #31, #32). Funding for bus stop improvements was requested in May 2016, and should be available by the end of the 2016 calendar year.
8.	The commenter would like to take Dial-a-Ride to St. Francis Retreat.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. The request fills a gap in transit service, <u>or is identified as a deficiency in the Regional Transportation Plan.</u> 2. <u>Sufficient <i>broad-based</i> community support exists.</u> 3. Request is a <i>current</i> rather than <i>future</i> need. 4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.) 	The location of St. Francis Retreat is outside of the Dial-a-Ride service area and is not an operationally feasible location to serve due to its rural location.

No.	Statement	Unmet Transit Needs Determination and Criteria	GOG Response
9.	Requested that unmet transit needs responses be posted at the Hollister Community Center.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan. 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. <u>Request is not operational in nature (i.e. minor route change, bus stop change, etc.)</u> 	Request will be accommodated.
10.	Rider is pleased with the provided bus services. Drivers are always punctual.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan. 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.) 	Thank you for your comment.
11.	Need benches at the bus stops with shade coverage.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan. 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. <u>Request is not operational in nature (i.e. minor route change, bus stop change, etc.)</u> 	The LTA is currently working on the Bus Stop Improvement Plan which evaluates each County Express bus stops for its accessibility and amenities and makes recommendations for improvements. The draft Plan will be available for public review in June 2016.

No.	Statement	Unmet Transit Needs Determination and Criteria	GOG Response
12.	The bus that provides bus services to the Senior Lunch Program has reached its capacity. A larger or an additional bus is needed as client mobility walker are stacked on top of each and the bus is crowded. There is only room for one wheelchair.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. <u>The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan.</u> 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.) 	There is currently one (1) bus being operated by JDA for the Senior Lunch Service. Each bus has room for two (2) wheelchairs to be tied down. Walkers are also tied down.
13.	The rider requested that Specialized Transportation Services to Fairview Road so that they do not have to pay a fare. The rider noted that County Express provides services to Fairview Road, but charges a fare.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. <u>The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan.</u> 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.) 	Specialized Transportation Services' one-way fare to/from Fairview Road is \$1.25. Specialized Transportation Services currently provides service as far north as Fairview Mobile Manor and as far south as Saint Benedict Family Church.
14.	The rider would like consistency in the service. The rider noted that some drivers help with packages and knock on the door upon pick-up arrival and some do not.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. <u>The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan.</u> 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.) 	Specialized Transportation Services was notified of the comment. Specialized provides help with packages through the Shopping Assistance Program. In addition, Specialized provides pick-up announcements on all of its services.

No.	Statement	Unmet Transit Needs Determination and Criteria	GOG Response
15.	The rider would only like to call once to schedule a roundtrip.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. <u>The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan.</u> 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.) 	One-way trip reservations allow for the efficient operation of transit services. Identifying a predetermined time when a passenger will be ready for a pick-up may pose challenges as passengers are often delayed at their various destinations.
16.	Satisfied with the bus services provided.	<p>Not an Unmet Transit Need. The following criteria must be true for the COG to consider a request an "unmet need". If a request fails to satisfy any of the criteria below, the request is not an unmet need.</p> <ol style="list-style-type: none"> 1. The request fills a gap in transit service, or is identified as a deficiency in the Regional Transportation Plan. 2. Sufficient <i>broad-based</i> community support exists. 3. Request is a <i>current</i> rather than <i>future</i> need. 4. Request is not operational in nature (i.e. minor route change, bus stop change, etc.) 	Thank you for your comment.

Social Services Transportation Advisory Council Meeting Minutes May 27, 2016

DATE: Friday, May 27, 2016 9:30 AM
 LOCATION: Council of San Benito County Governments
 Conference Room
 330 Tres Pinos Road, Suite C-7
 Hollister, CA 95023

CALL TO ORDER

Chair, Tony Mercado called the meeting to order at 9:54 A.M.

SSTAC Members	*Jan 22	*Mar 25	May 27	July 22	Sept 23	Nov 18
Tony Mercado			P			
Maggie Bilich			P			
Esther Alva			E			
Clay Kempf (Bob Campbell)			P			
Alex Andrade			E			
Ann Ross			P			
Pauline Valdivia			P			
Jim Parker			E			

* Meeting Cancelled P= Present A=Absent E= Excused (a) = alternate

STAFF PRESENT:

Mary Gilbert, Interim Executive Director; Veronica Lezama, Transportation Planner; Monica Gomez, Secretary I

A. CERTIFICATE OF POSTING

Upon a motion duly made by Pauline Valdivia, and seconded by Ann Ross, the Committee unanimously acknowledged the Certificate of Posting.

B. Public Comment: None

C. MEMBER ANNOUNCEMENTS: None

D. EXECUTIVE DIRECTOR’S REPORT:

Mary Gilbert announced that COG received some funding through the Proposition 1B program. Staff will be using the funds to purchase new transit vehicles in July and August. Also, staff just completed a Bus Stop Improvement Plan and some Proposition 1B funds will also be used to update some of the bus stops.

CONSENT AGENDA

1) **APPROVE** SSTAC Meeting Minutes dated June 17, 2015 – Gomez

2) **APPROVE** SSTAC Special Meeting Minutes dated December 16, 2016 – Gomez

Upon a motion duly made by Pauline Valdivia, and seconded by Maggie Bilich, the Committee unanimously approved Items 1 and 2 from the Consent Agenda. Vote: 5/0 motion passes.

REGULAR AGENDA:

3) **RECEIVE** and **COMMENT** on the Draft 2016 Unmet Transit Needs Hearings Report – Lezama

The Council of Governments received 16 public comments at the Unmet Transit Needs Hearing and two public meetings. Ms. Lezama provided an overview of the 2016 Unmet Transit Needs received and Draft COG responses.

Public Comment #4 – SSTAC recommended that staff include the cost to implement an expanded, all day, three bus fixed system design in report to the Board. Tony Mercado estimated the cost to be \$31,000 a year for all three routes.

Public Comment #6 – Staff is following up with City staff to ensure that the tree blocking the bus stop has been trimmed.

Public Comment #12 – Pauline Valdivia noted a correction, Jovenes de Antaño operates two routes with 1 bus for the Senior Lunch Service. She also stated that walkers are tied down at the back of the bus and that there is room for two wheelchairs.

Comment #13 – For clarification purposes SSTAC recommended that staff include the following to COG's response: "The service always charges a fare"

There was brief discussion about providing more information to parents and students about the County Express service to and from the High School.

As a separate item of discussion the SSTAC requested a future agenda item on COG's Measure P ½ cent sales tax.

Staff will present the Draft Unmet Transit Needs Report to the Council of Governments Board at their June 16, 2016 meeting. The final report will be presented to the COG Board at their July 21, 2016 meeting for approval.

There was no further discussion or public comment.

Adjourn to Meeting of July 22, 2016.

Upon a motion duly made by Pauline Valdivia, and seconded by Ann Ross, the Committee unanimously adjourned the meeting at 10:32 a.m. Vote: 5/0 motion passes.

Council of San Benito County Governments Resolution

To be inserted upon Board approval at the July 21, 2016 meeting.



Staff Report

To: Council of Governments
From: Veronica Lezama, Transportation Planner Telephone: (831) 637-7665
Date July 21, 2016
Subject: Regional Roundabout Study

Recommendation:

RECEIVE Report on the Transportation Agency for Monterey County Regional Roundabout Study and **PROVIDE** Direction, as Appropriate.

Summary:

At the May 19, 2016 meeting, the Council of Governments directed staff to research the funding sources utilized to develop the Transportation Agency for Monterey County Regional Roundabout Study.

Financial Impact:

There are no financial impacts to the Council of Governments at this time.

In 2014, the Transportation Agency for Monterey County contracted Kittelson & Associates to prepare a Regional Roundabout Study. The contract award was for \$298,787, which was funded with Regional Surface Transportation Program monies.

Background:

The Regional Roundabout Study included the utilization of a Regional Intersection Control Evaluation (ICE) of high priority intersections throughout Monterey County to evaluate the benefit of roundabouts or other alternative control devices to traditional signalized intersections. Overall, the purpose of the Regional Intersection Control Evaluation is to:

- Provide useful tools for jurisdictions to make investment decisions at the study intersections.
- Assess the benefit / cost of conceptual roundabouts and other intersection control measures to traditional signalized intersections at high priority intersections.
- Provide concept level intersection operations, intersection layouts, and initial capital costs.
- Identify cost effective improvements that may be eligible for grant funding.
- Prompt the ICE decision making process and framework to evaluate intersection control alternatives using a performance-based approach to engineering and investment decisions.

The Regional Roundabout Study may be downloaded at the following link:
<http://www.tamcmonterey.org/programs/roundabout-projects/regional-roundabout-study/>

Staff Analysis

The Transportation Agency for Monterey County apportioned \$298,787 of its Regional Surface Transportation Program funds to finance the Regional Roundabout Study. The Study focused on 26 study area intersections located through the Monterey County region (Attachment 1).

Locally, COG distributes approximately \$521,000 annually in Regional Surface Transportation Program funds to the local jurisdictions at the following rate:

Percent	Dollar Amount	Jurisdiction
10%	\$52,000	City of San Juan Bautista
30%	\$156,000	County of San Benito
60%	\$313,000	City of Hollister

In San Benito County, RSTP funds are primarily used by the jurisdictions for street and road maintenance.

The Council of Governments may consider setting aside a portion of its FY 2016/2017 Surface Transportation Block Grant Program (STBGP)¹ estimated apportionment of \$521,000 to fund a Regional Roundabout Study in San Benito County. The estimated cost of a study may vary depending on the number of selected intersections that San Benito COG wishes to have evaluated.

Monterey County’s Regional Roundabout Study evaluated 26 study area intersections with an estimated cost of \$11,000 per intersection. The initial capital cost² of the 26 intersection roundabout alternatives ranged from \$730,000 to \$5.2 million.

The Roundabout Study also identified intersection alternatives that may be considered for grant funding through the Motor Vehicle Registration Fees Program (AB 2766), which is administered by the Monterey Bay Air Resources District.

San Benito County’s share of AB2766 funding is approximately \$90,000 to \$110,000 annually. This funding source is distributed amongst the region based on population.



Executive Director Review: _____

Counsel Review: N/A

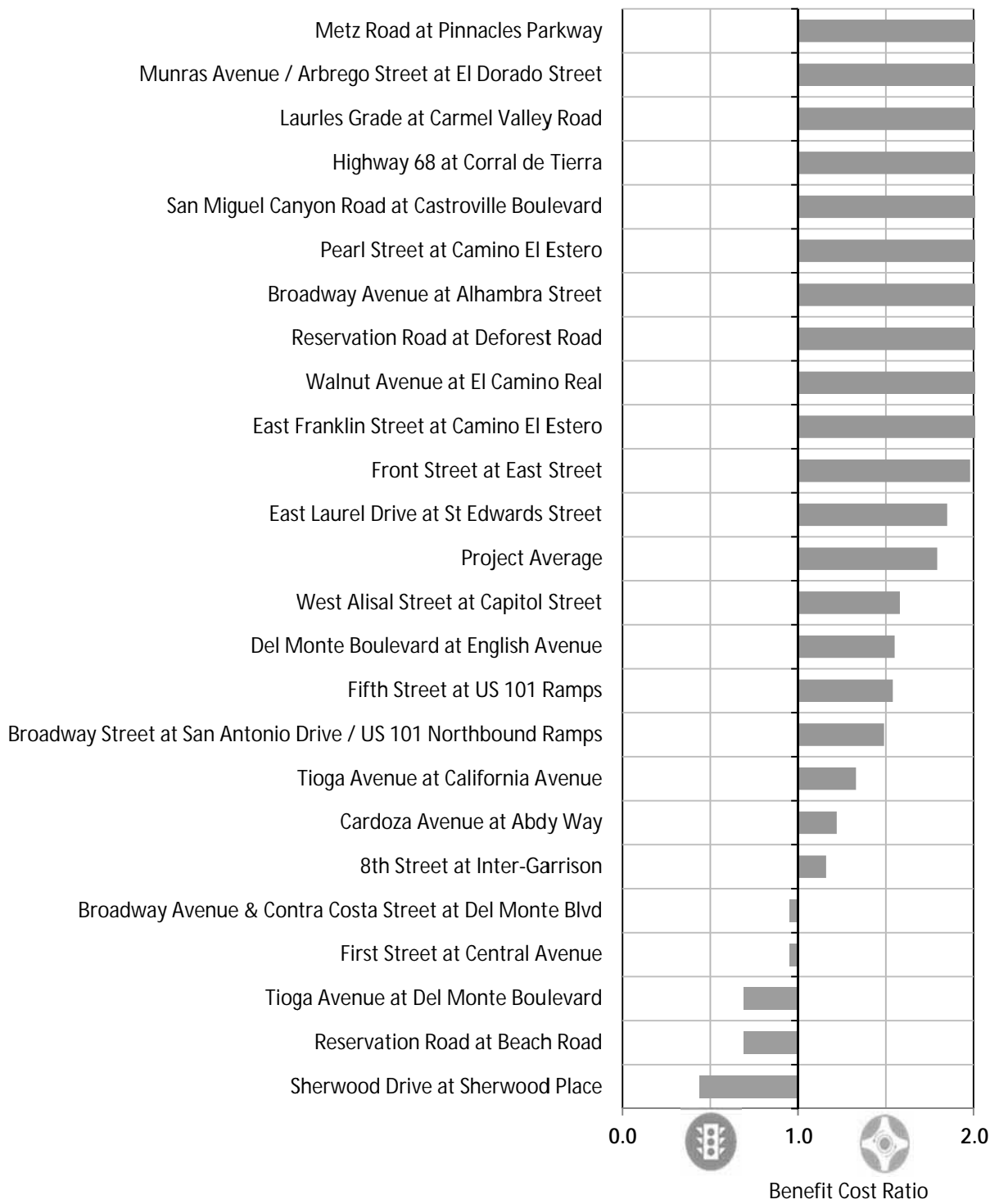
¹ Previously referred to as Regional Surface Transportation Program (RSTP).

² Includes: construction, capital support, and right-of-way.

Transportation Agency for Monterey County
REGIONAL ROUNDABOUT STUDY
 List of Study Intersections

No.	Jurisdiction	Study Intersection
1.	City of Greenfield	Walnut Avenue at El Camino Real
2.	City of Gonzalez	Fifth Street at US 101, Northbound and Southbound, Ramp Terminals (2 intersections)
3.	King City	Broadway Street at San Antonio Drive /US 101 Northbound Ramps
4.	City of Marina	Reservation Road at Beach Road
		Reservation Road at Deforest Road
		Cardoza Avenue at Abdy Way
		8th Street at Inter-Garrison
5.	Monterey County	San Miguel Canyon Road at Castroville Boulevard
		Laurles Grade at Carmel Valley Road
		Highway 68 at Corral de Tierra
6.	City of Monterey	Pearl Street at Camino El Estero
		Del Monte Boulevard at English Avenue
		Munras Avenue / Abrego Street at El Dorado Street
		East Franklin Street at Camino El Estero
7.	City of Pacific Grove	First Street at Central Avenue
8.	City of Salinas	West Alisal Street at Capitol Street
		East Laurel Drive at St Edwards Street
		Sherwood Drive at Sherwood Place
9.	Sand City	Tioga Avenue at California Avenue
		Tioga Avenue at Del Monte Boulevard
10.	City of Seaside	Broadway Avenue & Contra Costa Street at Del Monte Boulevard (2 intersections)
		Broadway Avenue at Alhambra Street
11.	City of Soledad	Metz Road at Pinnacles Parkway
		Front Street at East Street

Benefit Cost Ratio Results





Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Telephone: (831) 637-7665
Date: July 21, 2016
Subject: State Transportation Improvement Program Funding

Recommendation:

RECEIVE Report on State Transportation Improvement Program Funding in San Benito County.

Summary:

At the June 2016 COG meeting, the Board requested staff provide a detailed report of STIP funding in San Benito County. This report includes background on the STIP and information on the current funding environment, including the Traffic Impact Fee program as it relates to STIP projects.

Financial Considerations:

Current State Transportation Improvement Program

Since 2008, the Council of Governments has advanced its total share of STIP highway funding to pay for a portion of the construction cost of the San Benito Route 156 Improvement Project. The proposed amount to be programmed to the project by the Council of Governments is \$9.63 million.

In addition, COG has continued programming \$165,000 in Planning, Programming, and Monitoring funds over the five-year STIP cycle. These funds are used to support Council of Governments staff time in a broad range of activities to support transportation planning, funding, and monitoring.

Historical Funding

A breakdown of STIP share balances in San Benito County from 2000-2015 is included in the table on page 2 of this staff report. A detailed summary of all shares for San Benito County prepared by the California Transportation Commission and including all programmed projects by program year is included as Attachment 1 to this staff report.

San Benito County STIP Shares 2000-2015 Dollars in 000s				
Year	Share Balance	Programmed	Unprogrammed	Overprogrammed
2000	\$12,131	\$22,262	\$3,170	-
2001	\$12,131	\$22,261	\$2,604	-
2002	\$16,578	\$31,154	\$2,604	-
2003	\$16,184	\$30,365	\$2,023	-
2004	\$16,284	\$30,564	\$2,220	-
2005	\$3,440	\$4,875	\$2,220	-
2006	\$19,400	\$36,794	\$5,793	-
2007	\$18,490	\$34,973	-	\$2,094
2008	\$13,810	\$25,612	-	\$9,892
2009	\$11,854	\$21,699	-	\$9,892
2010	\$2,046	\$2,082	-	\$8,883
2011	\$1,946	\$1,881	-	\$8,883
2012	\$3,416	\$4,820	-	\$6,819
2013	\$3,066	\$4,119	-	\$6,819
2014	\$5,060	\$8,106	-	\$4,834
2015	\$5,015	\$8,015	-	\$4,834

Background:

The State Transportation Improvement Program (STIP) is a biennial five-year plan adopted by the California Transportation Commission for future allocations of certain state transportation funds for transportation projects on and off the State Highway System. The STIP is funded with revenues from the Transportation Investment Fund and other funding sources. State law requires the California Transportation Commission to update the Program every two years, in even-numbered years, with each new cycle adding two new years to prior programming commitments.

Programming a project in the STIP does not guarantee the funding will be available in the programmed year. The fund estimate is based on assumptions of what will be generated by STIP sources, such as the gas tax. Funds are not always available in the year programmed and are not guaranteed for any project.

Since 2008, the Council of Governments has asked that the California Transportation Commission advance money from the San Benito County regional share of funding for the State Route 156 Improvement Project, and the funding has been programmed for the project. In 2008, COG had a share of \$2,094,000 estimated for the 2-year STIP period. COG advanced, or “overdrew”, its share of funds by \$9,892,000. At the time, it was anticipated that COG would balance its share by the 2018 STIP cycle.

In earlier years of the STIP, San Benito County also programmed funding to State Route 25. STIP monies funded the Highway 25 Bypass (2007) and the Highway 25 Safety Project (2008). Funding for Highway 25 was pulled in 2008 when all funding was committed to the State Route 156 project. When the funds were committed to the State Route 156 project, they could not be made available to any other project in San Benito County without an RTIP amendment by the COG Board. Projects must meet state requirements to be eligible to be programmed in the STIP. As of November 2015, when the most recent RTIP was prepared, there were no projects in San Benito County that were eligible for STIP funding.

In addition, STIP funds were previously available to fund a broader range of San Benito County projects, including local street and road maintenance, public transit projects, the rideshare program, and bicycle and pedestrian improvements. Many of the funding sources in the STIP for these types of projects are no longer available statewide. Since San Benito County has advanced its share and due to the reduction in STIP funds available statewide, no other projects have been included in the STIP since 2012.

Staff Analysis:

The COG Board approved the 2016 RTIP as presented by staff in November 2015. Staff returned the item to the Board for further consideration in March, when the California Transportation Commission presented a revised STIP fund estimate based on new information and new projections of a \$750 million deficit in funding statewide. The Board approved the RTIP for submittal to the CTC at that time (Attachment 2).

At its June meeting, the COG Board also requested information about the Traffic Impact Mitigation Fee program with regard to highway projects. The full Traffic Impact Mitigation Fee Program project list is included in Attachment 3.

The Traffic Impact Mitigation Fee program includes \$9.6 million in funding for the State Route 156 Improvement Project; those funds will be used to fully fund the project construction when the STIP funds become available. An additional \$88 million is included for the Highway 25 Widening from Hollister to the Santa Clara County.

The Council of Governments does not have administrative authority over the collection and use of Traffic Impact Mitigation Fee funds. That responsibility lies with the local jurisdictions. When the most recent Impact Fee Nexus Study was prepared, \$10.7 million was accounted for in fees collected by the City of Hollister and San Benito County for the full project list.

Executive Director Review: _____

Counsel Review: N/A

- Supporting Attachments:
1. Summary of STIP County Shares, 2000-2016 (Prepared & Distributed by the California Transportation Commission)
 2. 2016 San Benito County Regional Transportation Improvement Program
 3. 2016 Traffic Impact Mitigation Fee Project List

SUMMARY OF STIP COUNTY SHARES
 Does Not Include Interregional Share or Grandfathered 1998 STIP Funding (See Separate Listings)
 (\$1,000's)

San Benito

1998 STIP Period County Share		1998 Fund Estimate	1998 Fund Estimate	Project Totals by Fiscal Year										Project Totals by Component				
Agency	Rte	PPNO	Project	Voted	Total	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04	R/W	Consl	E & P	PS&E	R/W Sup	Con Eng	
San Benito COG	loc	937	TDM/Matchshare	Jun-00	25	0	0	25	0	0	0	0	25	0	0	0	0	
San Benito County	loc	2052	4 facilities, rehab (98S-44)	Jun-00	1,516	0	1,516	0	0	0	0	0	1,516	0	0	0	0	
San Benito COG	loc	2043	Planning, programming, and monitoring	Jun-00	34	0	34	0	0	0	0	0	34	0	0	0	0	
San Benito COG	loc	938	CMAQ match, bike path	Jun-00	15	0	15	0	0	0	0	0	15	0	0	0	0	
San Benito COG	loc	937	TDM/Matchshare		75	0	0	25	25	25	25	0	75	0	0	0	0	
San Benito COG	loc	936	CMAQ match reserve (98S-124)		60	0	0	30	30	30	30	0	60	0	0	0	0	
San Benito Co	loc	2U	Hollister, Rt 25 Bypass (SO)(98S-121)		7,000	0	0	0	0	7,000	0	0	7,000	0	0	0	0	
San Benito COG	loc	2043	Planning, programming, and monitoring		136	0	0	34	34	34	34	0	136	0	0	0	0	
			SUBTOTAL:		8,961	0	1,665	59	89	7,059	89	0	8,961	0	0	0	0	
Balance of 1998 STIP Period County Share					12,131													
Total County Share, 1998 STIP Period					12,131													
Total Programmed at Voted					8,961													
Unprogrammed Balance					3,170													
Balance Advanced or Overdrawn					0													

SUMMARY OF STIP COUNTY SHARES
Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

		San Benito																
Agency	Rte	PNO	Project	Voted	Total	Prior	Project Totals by Fiscal Year					R/W	Project Totals by Component					
							FY 03	FY 04	FY 05	FY 06	FY 07		Const	E & P	PS&E	R/W Sup	Con Eng	
STIP County Share, 2002 STIP																		
Total County Share, through June 30, 2001					12,131													
Less Allocations through June 30, 2001					-1,883													
Unallocated County Share, June 30, 2001					10,248													
Unallocated 1996 STIP Project Balance, June 30, 2001					0													
2002 STIP Fund Estimate Formula Share					6,328													
Less Projects Lapsed at June 30, 2002					0													
Net Share Balance Available, June 30, 2002					16,576													
Projects Currently Programmed or Voted Since July 1, 2001																		
Agency	Rte	PNO	Project	Voted	Total	Prior	FY 03	FY 04	FY 05	FY 06	FY 07	R/W	Const	E & P	PS&E	R/W Sup	Con Eng	
San Benito COG	loc	938	CMAQ match reserve (ext 5-02)	ext,6-03	30	30	0	0	0	0	0	0	30	0	0	0	0	
Hollister	loc	852	Sunnyslope Drive widening (00S-4)		486	0	486	0	0	0	0	0	486	0	0	0	0	
San Juan Bautista	loc	853	Curbs, gutters, sidewalks, storm drains (State only)		133	0	133	0	0	0	0	0	133	0	0	0	0	
San Benito COG	loc	938	CMAQ match reserve (98S-124)		30	0	0	30	0	0	0	0	30	0	0	0	0	
San Benito Co	loc	1183	San Justo Rd, Lucy Brown-San Juan, rehab		750	0	0	0	0	0	0	0	750	0	0	0	0	
San Benito Co	loc	1184	San Felipe Rd, Rt 156-Shore Rd, overlay (State only)		382	0	0	0	0	0	0	0	382	0	0	0	0	
San Benito Co	loc	1185	Fallon Rd, Fairview Rd-Hollister, overlay (State only)		315	0	0	0	0	0	0	0	315	0	0	0	0	
San Benito Co	loc	1186	McCloskey Rd, Fairview-Hollister, overlay (S/O)		355	0	0	0	0	0	0	0	355	0	0	0	0	
Hollister	loc	1187	Local street rehabilitation, 83 segments identified		4,208	0	0	300	941	1,559	1,408	0	4,208	0	0	0	0	
San Juan Bautista	loc	1188	4th St, rehabilitation (State only)		750	0	0	750	0	0	0	0	750	0	0	0	0	
San Benito Co	loc	211	Hollister, Rt 25 bypass (State only)(02 STIP)		7,000	0	0	7,000	0	0	0	0	7,000	0	0	0	0	
San Benito COG	tdm	937	TDM/rideshare		125	0	25	25	25	25	25	0	125	0	0	0	0	
San Benito COG		2043	Planning, programming, and monitoring		170	0	34	34	34	34	34	0	170	0	0	0	0	
Total Programmed or Voted Since June 30, 2001:					14,714	30	1,408	8,139	1,000	1,933	2,204	0	14,714	0	0	0	0	
Balance of 2002 STIP County Share, San Benito																		
Total STIP County Share, June 30, 2002					16,576													
Total Now Programmed or Voted Since June 30, 2001					14,714													
Unprogrammed Balance					1,862													
Balance Advanced or Overdrawn					0													

SUMMARY OF STIP COUNTY SHARES
Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

STIP County Share		San Benito																									
Agency	Rte	PNO	Project	Ext	Pend	Voted	Total	Project Totals by Fiscal Year							Project Totals by Component												
								Prior	FY 03	FY 04	FY 05	FY 06	FY 07	R/W	Const	E & P	PS&E	R/W	Sup	Can	Eng						
STIP County Share																											
Total County Share, June 30, 2002 (from 2002 Report)																											
2002 STIP Fund Estimate Adjustment for Prior Year Project Lapses																											
Less Allocations, FY 2001-02 (from 2002 Report)																											
Unallocated County Share, June 30, 2002																											
Less Projects Lapsed, July 1, 2002-June 30, 2003																											
Total County Share, June 30, 2003																											
Projects Currently Programmed or Voted Since July 1, 2002																											
San Benito COG	tdm	937	TDM/fridshare			JUL-02	25	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Benito COG	loc	2043	Planting, programming, and monitoring			JUL-02	34	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Benito Co	loc	1183	San Justo Rd, Lucy Brown-San Juan, rehab			AUG-02	750	0	750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Juan Bautista	mat	938	CMAQ match, bike lane, S.Bautista-Rt 101			MAY-03	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Juan Bautista	loc	853	Curbs, gutters, sidewalks, storm drains (State only)			MAY-03	133	0	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Benito COG	mat	938	CMAQ match reserve (985-124)				30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hollister	loc	1187	Local street rehabilitation, 83 segments identified				4,323	0	0	300	941	1,559	1,523	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Juan Bautista	loc	1188	4th St. rehabilitation (State only)				750	0	0	750	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Benito Co	loc	ZU	Hollister, Rt 25 Bypass (State only)(02S-66)				850	0	0	0	7,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Benito Co	loc	1221	Southside Rd, Union-Southside Br. overlay (02S-83)				100	0	0	25	25	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Benito COG	tdm	937	TDM/fridshare				136	0	0	34	34	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	
San Benito COG		2043	Planting, programming, and monitoring					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Programmed or Voted Since June 30, 2002:							14,161	30	942	1,139	8,000	1,618	2,432	0	14,161	0	0	0	0	0	0	0	0	0	0	0	
Balance of STIP County Share, San Benito																											
Total STIP County Share, June 30, 2003																											
Total Now Programmed or Voted Since June 30, 2002																											
Net Unprogrammed Balance Available, June 30, 2003																											
Balance Advanced or Overdrawn, June 30, 2003																											
							16,164																				
							14,161																				
							2,023																				
							0																				

SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

San Benito

STIP County Share																	
Total County Share, June 30, 2003 (from 2003 Report)																	
Less Allocations, 2002-03 (from 2003 Report)																	
Unallocated County Share, June 30, 2003																	
2004 STIP Fund Estimate Formula Adjustment, Share Period Ending 2007-08																	
2004 STIP Fund Estimate Formula Distribution, Share Period Beginning 2008-09																	
2004 STIP Fund Estimate Adjustment, Prior Year Lapses, Share Period Beginning 2008-09																	
Less Projects Lapsed, July 1, 2003-June 30, 2004																	
Total County Share, June 30, 2004 (includes TE)																	
Projects Currently Programmed or Voted Since July 1, 2003																	
Agency	Rte	PPNO	Project	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component					
							FY 05	FY 06	FY 07	FY 08	FY 09	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
San Benito COG		2043	Planning, programming, and monitoring	Feb-04	34	34	0	0	0	0	0	0	34	0	0	0	0
San Benito Co		1829	AB 3090 reimbursement (Hollister Rt 25 Bypass)		7,000	0	0	0	0	7,000	0	0	7,000	0	0	0	0
Hollister		1187	Local street rehabilitation, 83 segments identified		300	0	0	300	0	0	0	0	300	0	0	0	0
Hollister		1812	Local street rehabilitation, 83 segments identified		4,200	0	0	4,200	0	0	0	0	4,200	0	0	0	0
San Benito Co		1221	Southside Rd, Union-Southside Br, overlay (02S-83)		850	0	0	0	850	0	0	0	850	0	0	0	0
San Juan Bautista		853	Curbs, gutters, sidewalks, storm drains (State only)		133	0	0	133	0	0	0	0	133	0	0	0	0
San Juan Bautista		loc	4th St, rehabilitation (State only)		750	0	0	750	0	0	0	0	750	0	0	0	0
San Benito COG		938	CMAQ match reserve		30	0	0	30	0	0	0	0	30	0	0	0	0
San Juan Bautista		mat	CMAQ match bike lane, S.Bautista-Rt 101		30	0	0	30	0	0	0	0	30	0	0	0	0
San Benito COG		937	TDM/rideshare		25	0	0	25	0	0	0	0	25	0	0	0	0
Total Programmed or Voted, excluding TE-eligible					13,352	34	0	5,468	0	850	7,000	0	13,352	0	0	0	0
TE-eligible Projects Programmed																	
San Benito COG		res	TE reserve		712	0	0	342	121	123	126	0	712	0	0	0	0
Total TE-eligible Projects Programmed					712	0	0	342	121	123	126	0	712	0	0	0	0
Balance of STIP County Share, San Benito																	
Total County Share, June 30, 2004 (includes TE)																	
Total Now Programmed or Voted Since June 30, 2003 (includes TE)																	
Unprogrammed Share Balance																	
Share Balance Advanced or Overdrawn																	

SUMMARY OF STIP COUNTY SHARES
 Does Not Include STIP Interregional Share Funding (See Separate Listing)
 (\$1,000's)

Total County Share, June 30, 2005 (from 2005 Report)	3,440
Add Prior Commitments not part of 2006 STIP target (from 2005 Report)	12,610
Less 2004-05 Allocations and closed projects	0
Less Projects Lapsed, July 1, 2005-June 30, 2006	-379
2006 STIP Fund Estimate Formula Distribution	3,529
2006 STIP Fund Estimate Adjustment, Prior Year Lapses	0
Total County Share, June 30, 2006 (includes TE)	19,400

San Benito

Agency	Rte	PNO	Project	Ext	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component							
								06-07	07-08	08-09	08-10	10-11	R/W	Const	E & P	PS&E	R/W	sup	Can	Sup
Hollister	loc	1187	Local street rehabilitation, 83 segments identified		Apr-06	4,500	4,500	0	0	0	0	0	0	0	0	0	0	0	0	
San Benito COG	mat	938	CMAQ match, Rt 156 Union Mitchell Intersection		Jun-06	23	23	0	0	0	0	0	0	0	0	23	0	0	0	
San Benito COG	tdm	937	TDM/ride share		Jun-06	25	25	0	0	0	0	0	0	0	25	0	0	0	0	
San Juan Bautista	cash	1838	AB 3090 reimbursement (road storm drain)(04S-02)			133	0	0	133	0	0	0	0	0	133	0	0	0	0	
San Juan Bautista	loc	1837	AB 3090 reimbursement (4th St rehab)(04S-02)			750	0	0	750	0	0	0	0	0	750	0	0	0	0	
			Subtotal, Remaining Prior Commitments			5,431	4,548	0	883	0	0	0	0	0	5,408	23	0	0	0	
San Benito Co	loc	2U	Rt 25 Hollister Bypass (correction: Aug 05 mtg)		Jul-06	7,000	0	7,000	0	0	0	0	0	0	7,000	0	0	0	0	
San Benito Co	loc	1221	Southside Rd, Union-Southside Br, overlay			850	0	0	850	0	0	0	0	0	850	0	0	0	0	
San Benito COG	loc	2043	Planning, programming, and monitoring			226	0	53	53	60	60	0	0	0	226	0	0	0	0	
			Subtotal, Non-TE/PFA Projects			8,076	0	7,053	53	910	60	0	0	0	8,076	0	0	0	0	
San Benito COG	res	1830	TE reserve			100	0	0	100	0	0	0	0	0	100	0	0	0	0	
			Subtotal Transportation Enhancement (TE) Projects			100	0	0	100	0	0	0	0	0	100	0	0	0	0	
			Total Programmed or Voted Since July 1, 2005			13,807	0	0	0	0	0	0	0	0	13,807	0	0	0	0	
Balance of STIP County Share, San Benito						19,400														
Total County Share, June 30, 2006						13,607														
Total Now Programmed or Voted Since July 1, 2005						5,793														
Unprogrammed Share Balance						0														
Share Balance Advanced or Overdrawn						0														

SUMMARY OF STIP COUNTY SHARES

Does Not Include STIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2006 (from 2006 Report)	19,400
Less 2005-06 Allocations and closed projects	-4,548
Less Projects Lapsed, July 1, 2006-June 30, 2007	0
2006 STIP Augmentation Fund Estimate Formula Distribution	3,638
Total County Share, June 30, 2007 (includes TE)	18,490

San Benito

Agency	Rte	Proj#	Project	Ext	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component							
								06-07	07-08	08-09	09-10	10-11	R/W	Const	E & P	PS&E	R/W Sup	Con Sup		
San Benito Co	loc	2U	Rt 25 Hollister Bypass (connector; Aug 05 mtg)			7,000	0	7,000	0	0	0	0	0	0	0	0	0	0	0	
San Benito COG	cash	2043	Planning, programming, and monitoring	Jul-06	53	53	0	53	0	0	0	0	0	0	0	0	0	0	0	
San Juan Bautista	loc	1838	AB 3090 reimbursement (road storm drain)(04S-02)	Mar-07	133	133	0	133	0	0	0	0	0	0	0	0	0	0	0	
San Benito Co	loc	1221	Southside Rd, Union-Southside Br, overlay			850	0	0	0	850	0	0	0	0	0	0	0	0	0	
San Juan Bautista	loc	1837	AB 3090 reimbursement (4th St rehab)(04S-02)			750	0	0	0	750	0	0	0	0	0	0	0	0	0	
San Benito COG	loc	5020	Rt 25 op improvts, Hudner Ln to Sta Clara Co line			10,825	0	0	0	10,825	0	0	0	0	0	0	0	0	0	
San Benito COG	loc	2043	Planning, programming, and monitoring			173	0	0	0	60	60	0	0	0	10,825	0	0	0	0	
			Subtotal, Non-TE/PTA Projects			19,784	0	7,053	936	11,735	60	0	0	19,784	0	0	0	0	0	
San Benito LTA	bus	1969	Replacement vehicles			700	0	0	200	0	500	0	0	700	0	0	0	0	0	
			Subtotal, Public Transportation Account (PTA) Projects			700	0	0	200	0	500	0	0	700	0	0	0	0	0	
San Benito COG	res	1830	TE reserve			100	0	0	100	0	0	0	0	100	0	0	0	0	0	
			Subtotal Transportation Enhancement (TE) Projects			100	0	0	100	0	0	0	0	100	0	0	0	0	0	
			Total Programmed or Voted Since July 1, 2006			20,584	0	0	0	0	0	0	0	0	0	0	0	0	0	
Balance of STIP County Share, San Benito						18,490														
Total County Share, June 30, 2007						20,584														
Unprogrammed Share Balance						0														
Share Balance Advanced or Overdrawn						2,094														

2008 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share (from 2007 Report)	18,490
2008 STIP Fund Estimate Adjustment for Prior Year Project Lapses	379
Less GARVEE debt service	0
Less 2006-07 Allocations and closed projects	(7,053)
Less Projects Lapsed, July 1, 2007-June 30, 2008	(100)
2008 STIP Fund Estimate Formula Distribution	2,094
Total County Share, June 30, 2008 (includes TE)	13,810

San Benito

Agency	Rte	PNO	Project	Ext	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component				
								08-09	09-10	10-11	11-12	12-13	RW	Const	E & P	PSAE	RW Sup
Highway Projects:																	
San Benito COG		2043	Planning, programming, and monitoring		Dec-07	53	53	0	0	0	0	0	0	0	0	0	0
San Juan Bautista	cash	1837	AB 3090 reimbursement (4th St rehab)(04S-02)		Jun-08	750	750	0	0	0	0	0	0	0	0	0	0
San Juan Bautista	cash	1838	AB 3090 reimbursement (road storm drain)(04S-02)		Jun-08	133	133	0	0	0	0	0	0	0	0	0	0
Caltrans	156	297	4-lane expressway, San Juan Bautista (RIP)			9,639	0	0	0	0	0	9,639	0	0	0	0	0
San Benito Co	loc	1221	Southside Rd, Union-Southside Br. overlay			850	0	850	0	0	0	0	0	0	0	0	0
San Benito COG	loc	5020	Rt 25 op Improvts, Haudner Ln to Sta Clara Co line			10,825	0	10,825	0	0	0	0	0	0	0	0	0
San Benito COG		2043	Planning, programming, and monitoring			500	0	100	100	100	100	0	0	0	0	0	0
			Subtotal, Highway Projects			22,750	936	11,775	100	100	100	9,739	0	22,750	0	0	0
Rail and Transit Projects:																	
San Benito LTA	bus	1969	Replacement vehicles		Sep-07	200	200	0	0	0	0	0	0	200	0	0	0
San Benito LTA	bus	1969	Replacement vehicles			500	0	0	0	500	0	0	0	0	500	0	0
			Subtotal, Rail & Transit Projects			700	200	0	0	500	0	0	0	700	0	0	0
Transportation Enhancement (TE) Projects:																	
San Benito COG	te	9380	San Juan Highway bike lanes			252	0	0	0	0	252	0	0	252	0	0	0
			Subtotal TE Projects			252	0	0	0	0	252	0	0	252	0	0	0
			Total Programmed or Voted since July 1, 2007			23,702											
Balance of STIP County Share, San Benito						13,810											
Total County Share, June 30, 2008						23,702											
Total Now Programmed or Voted Since July 1, 2007						0											
Unprogrammed Share Balance						9,892											
Share Balance Advanced or Overdrawn																	

2009 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2008 (from 2008 Report)	13,810
Less 2007-08 Allocations and closed projects	(1,136)
Less Projects Lapsed, July 1, 2008-June 30, 2009	(850)
Total County Share, June 30, 2009 (Includes TE)	11,824

San Benito

Agency	PNO	Project	Ext	Del	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component				
								08-09	09-10	10-11	11-12	12-13	R/W	Const	E & P	PSAE	R/W sup
Highway Projects:																	
San Benito COG	2043	Planning, programming, and monitoring			Jul-08	100	0	100	0	0	0	0	0	100	0	0	0
San Benito COG	5020	RT 25 op improvements, Huber Ln to Sta Clara Co line			Aug-08	10,825	0	10,825	0	0	0	0	0	10,825	0	0	0
Caltrans	156	297 4-lane expressway, San Juan Bautista (RIP)				9,639	0	0	0	0	0	0	9,639	0	0	0	0
San Benito COG	2043	Planning, programming, and monitoring				400	0	0	100	100	100	0	400	0	0	0	0
		Subtotal, Highway Projects				20,964	0	10,925	100	100	100	9,739	20,964	0	0	0	0
Rail and Transit Projects:																	
San Benito LTA	1989	Replacement vehicles				500	0	0	0	500	0	0	0	500	0	0	0
		Subtotal, Rail & Transit Projects				500	0	0	0	500	0	0	500	0	0	0	0
Transportation Enhancement (TE) Projects:																	
San Benito COG	9380	San Juan Highway bike lanes				252	0	0	0	0	252	0	0	252	0	0	0
		Subtotal TE Projects				252	0	0	0	0	252	0	252	0	0	0	0
		Total Programmed or Voted since July 1, 2008				21,716											
Balance of STIP County Share, San Benito																	
		Total County Share, June 30, 2009				11,824											
		Total Now Programmed or Voted Since July 1, 2008				21,716											
		Unprogrammed Share Balance				0											
		Share Balance Advanced or Overdrawn				9,892											

2010 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2009 (from 2009 Report)	11,824
Adjustment for 2007-08 and 2008-09 lapses	950
Less 2008-09 Allocations and closed projects	(10,925)
Less Projects Lapsed, July 1, 2009-June 30, 2010	0
2010 STIP Fund Estimate Formula Distribution	197
Total County Share, June 30, 2010 (includes TE)	2,046

San Benito

Agency	Rte	pno	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component				
									10-11	11-12	12-13	13-14	14-15	R/W	Const	E & P	PS&E	R/W Sup
Highway Projects:																		
San Benito COG	2043		Planning, programming, and monitoring	SB 184	JUL-09	AUG-09	100	100	0	0	0	0	0	0	0	0	0	
San Benito COG	2043		Planning, programming, and monitoring		JUL-10		100	0	100	0	0	0	0	0	0	0	0	
Caltrans	156	297	4-lane expressway, San Juan Bautista (RIP)				9,639	0	0	0	9,639	0	0	0	0	0	0	
San Benito COG	2043		Planning, programming, and monitoring				250	0	100	50	50	50	50	0	0	0	0	
			Subtotal, Highway Projects				10,089	100	100	50	9,689	50	0	10,089	0	0	0	
Rail and Transit Projects:																		
San Benito LTA	bus	1969	Replacement vehicles				500	0	0	250	250	0	0	0	500	0	0	
			Subtotal, Rail & Transit Projects				500	0	0	250	250	0	0	0	500	0	0	
Transportation Enhancement (TE) Projects:																		
San Benito Co.	tel	9380	San Juan Highway bike lanes			JUL-10	340	0	340	0	0	0	0	0	340	0	0	
			Subtotal TE Projects				340	0	340	0	0	0	0	0	340	0	0	
			Total Programmed or Voted since July 1, 2009				10,929											
Balance of STIP County Share, San Benito																		
			Total County Share, June 30, 2010				2,046											
			Total Now Programmed or Voted Since July 1, 2009				10,929											
			Unprogrammed Share Balance				0											
			Share Balances Advanced or Overdrawn				8,883											

2011 SUMMARY OF STIP COUNTY SHARES

Does Not Include TTP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2010 (from 2010 Report)	2,046
Less 2009-10 Allocations and closed projects	(100)
Less Projects Lapsed, July 1, 2010-June 30, 2011	0
Total County Share, June 30, 2011 (Includes TE)	1,946

San Benito

Agency	Rte	PNOI	Project	Ext	Del	Voted	Total	Prior	Project Totals by Fiscal Year					RW	Project Totals by Component				
									10-11	11-12	12-13	13-14	14-15		Const	E & P	PS&E	RW Sup	Con Sup
Highway Projects:																			
San Benito COG	156	2043	Planning, programming, and monitoring			Jul-10	100	0	100	0	0	0	0	0	100	0	0	0	0
Calltrans	297	4-lane expressway, San Juan Bautista (RIP)					9,639	0	0	0	9,639	0	0	0	9,639	0	0	0	0
San Benito COG	2043	Planning, programming, and monitoring					250	0	100	50	50	50	50	0	250	0	0	0	0
		Subtotal, Highway Projects					9,989	0	100	100	50	9,689	50	0	9,989	0	0	0	0
Rail and Transit Projects:																			
San Benito LTA	bus	1969	Replacement vehicles				500	0	0	250	250	0	0	0	500	0	0	0	0
		Subtotal, Rail & Transit Projects					500	0	0	250	250	0	0	0	500	0	0	0	0
Transportation Enhancement (TE) Projects:																			
San Benito Co.	te	9380	San Juan Highway bike lanes			Jul-10	340	0	340	0	0	0	0	0	340	0	0	0	0
		Subtotal TE Projects					340	0	340	0	0	0	0	0	340	0	0	0	0
		Total Programmed or Voted since July 1, 2010					10,829	0	340	0	0	0	0	0	340	0	0	0	0
Balance of STIP County Share, San Benito																			
		Total County Share, June 30, 2011					1,946												
		Unprogrammed Share Balance					10,829												
		Share Balance Advanced or Overdrawn					0												
							8,883												

2012 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2011 (from 2011 Report)	1,946
Adjustment for 2009-10 and 2010-11 lapses	0
Less 2010-11 Allocations and closed projects	(440)
Less Projects Lapsed, July 1, 2011-June 30, 2012	0
2012 STIP Fund Estimate Formula Distribution	1,910
Total County Share, June 30, 2012	3,416

San Benito

Agency	Rte	PNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year						R/W	Project Totals by Component				
									12-13	13-14	14-15	15-16	16-17	Const		E & P	PS&E	R/W sup	Con sup	
Highway Projects:																				
San Benito COG	2043		Planning, programming, and monitoring	SB 184		Aug-11	100	100	0	0	0	0	0	0	0	0	0	0	0	0
Calltrans	156	297	4-lane expressway, San Juan Bautista (RIP)				9,539	0	0	0	9,539	0	0	0	0	0	0	0	0	0
San Benito COG	2043		Planning, programming, and monitoring	SB 184			45	0	45	0	0	0	0	0	0	0	0	0	0	0
San Benito COG	2043		Planning, programming, and monitoring				201	0	0	45	45	45	66	0	201	0	0	0	0	0
Subtotal, Highway Projects																				
							9,985	100	45	45	9,584	45	86	0	9,985	0	0	0	0	0
Rail and Transit Projects:																				
San Benito LTA	bus	1969	Replacement vehicles			Jun-12	250	250	0	0	0	0	0	0	250	0	0	0	0	0
Subtotal, Rail & Transit Projects																				
							250	250	0	0	0	0	0	0	250	0	0	0	0	0
Total Programmed or Voted since July 1, 2011																				
							10,235													
Balance of STIP County Share, San Benito																				
							Total County Share, June 30, 2012	3,416												
							Total Now Programmed or Voted Since July 1, 2011	10,235												
							Unprogrammed Share Balance	0												
							Share Balance Advanced or Overdrawn	6,819												

2013 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2012 (from 2012 Report)	3,416
Less 2011-12 Allocations and closed projects	(350)
Less Projects Lapsed, July 1, 2012-June 30, 2013	0
Total County Share, June 30, 2013	3,066

San Benito

Agency	Rte	PNO	Project	Ext	Del	Voted	Total	Prior	Project Totals by Fiscal Year					R/W	Project Totals by Component				
									12-13	13-14	14-15	15-16	16-17		Const	E & P	PS&E	R/W Sup	Con Sup
Highway Projects:																			
San Benito COG	2043		Planning, programming, and monitoring		SB 184	Aug-12	45	0	45	0	0	0	0	0	45	0	0	0	0
San Benito COG	2043		Planning, programming, and monitoring			Jun-13	45	0	0	45	0	0	0	0	45	0	0	0	0
Caltrans	156	297	4-lane expressway, San Juan Bautista (RIP)				9,639	0	0	9,639	0	0	0	0	9,639	0	0	0	0
San Benito COG	2043		Planning, programming, and monitoring				156	0	0	45	45	66	0	0	156	0	0	0	0
			Subtotal, Highway Projects				9,885	0	45	45	9,684	45	66	0	9,885	0	0	0	0
			Total Programmed or Voted since July 1, 2012				9,885												
Balance of STIP County Share, San Benito																			
			Total County Share, June 30, 2013				3,066												
			Total Now Programmed or Voted Since July 1, 2012				9,885												
			Unprogrammed Share Balance				0												
			Share Balance Advanced or Overdrawn				9,819												

2014 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2013 (from 2013 Report)	3,066
Adjustment for 2011-12 and 2012-13 lapses	0
Less 2012-13 Allocations and closed projects	(90)
Less Projects Lapsed, July 1, 2013-June 30, 2014	0
2014 STIP Fund Estimate Formula Distribution	2,084
Total County Share, June 30, 2014	5,060

San Benito

Agency	Rta	PNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year								R/W	Project Totals by Component				
									14-15	15-16	16-17	17-18	18-19	Constr	E & P	PS&E		row sup	Con sup			
Highway Projects:																						
San Benito COG		2043	Planning, programming, and monitoring			Jun-14	45	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0
Caltrans	156	297	4-lane expressway, San Juan Bautista (RIP)				9,639	0	0	9,639	0	0	0	0	0	0	0	0	0	0	0	0
San Benito COG		2043	Planning, programming, and monitoring				210	0	0	45	55	55	55	55	0	0	0	0	0	0	0	0
			Subtotal, Highway Projects				9,894	0	45	45	9,694	55	55	55	0	0	0	0	0	0	0	
			Total Programmed or Voted since July 1, 2013				9,894															
Balance of STIP County Share, San Benito																						
			Total County Share, June 30, 2014				5,060															
			Total New Programmed or Voted Since July 1, 2013				9,894															
			Unprogrammed Share Balance				0															
			Share Balance Advanced or Overdrawn				4,834															

2015 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2014 (from 2014 Report)	5,060
Less 2013-14 Allocations and closed projects	(49)
Less Projects Lapsed, July 1, 2014-June 30, 2015	0
Total County Share, June 30, 2015	5,015

San Benito

Agency	Rte	PNO	Project	Est.	Del.	Voted	Total	Prior	Project Totals by Fiscal Year						Project Totals by Component				
									14-15	15-16	16-17	17-18	18-19	R/W	Const	E & P	PS&E	RW sup	Con sup
Highway Projects:																			
San Benito COG		2043	Planning, programming, and monitoring			Jun-15	45	0	0	45	0	0	0	0	0	0	0		
Caltrans	156	297	4-lane expressway, San Juan Bautista (RIP)				9,639	0	0	9,639	0	0	0	0	0	0	0		
San Benito COG		2043	Planning, programming, and monitoring				165	0	0	55	55	55	0	0	0	0	0		
			Subtotal, Highway Projects				9,849	0	0	45	9,694	55	55	0	0	0	0		
			Total Programmed or Voted since July 1, 2014				9,849												
Balance of STIP County Share, San Benito																			
			Total County Share, June 30, 2015				5,015												
			Total Now Programmed or Voted Since July 1, 2014				9,849												
			Unprogrammed Share Balance				0												
			Share Balance Advanced or Overdrawn				4,834												

Proposed

San Benito County

2016 Regional Transportation Improvement Program



Prepared by:

Council of San Benito County Governments

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In cooperation with:

California Department of Transportation

Association of Monterey Bay Area Governments

County of San Benito

City of Hollister

City of San Juan Bautista

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2016 RTIP)

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A. OVERVIEW AND SCHEDULE

Section 1. Cover Letter and Executive Summary

The Council of San Benito County Governments transmits the enclosed 2016 San Benito County Regional Transportation Improvement Program (RTIP) proposal. The Council of Governments has proposed two priority projects for inclusion in the 2016 State Transportation Improvement Program (STIP). The 2014 RTIP proposes programming STIP funds to high priority projects. Projects included in the 2016 RTIP are based on the San Benito County Regional Transportation Plan and a region-wide assessment of transportation needs and deficiencies as identified in the STIP Guidelines.

Section 2. General Information

Insert contact information in the text fields below.

- **Regional Agency Name**
Council of San Benito County Governments
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

Regional Agency Website Link: <http://www.sanbenitocog.org>

RTP link: <http://sanbenitocog.org/2014RTPDocument.php>

- **Executive Director or Chief Executive Officer Contact Information**

Name Mary Gilbert
Title Executive Director
Email mary@sanbenitocog.org
Telephone 831.637.7665

Address 330 Tres Pinos Rd. Ste. C-7
City/State Hollister, CA
Zip Code 95023
Fax 831.636.4160

- **California Transportation Commission (CTC) Staff Contact Information**

Name	Laurel Janssen	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	laurel.janssen@dot.ca.gov		
Telephone	916-654-4245	Fax	916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

Provide narrative on your historical and current approach to developing the RTIP in the text field below.

San Benito COG develops its RTIP based on available funding and identified project needs for the region. For several RTIP cycles, the State Route 156 Improvement project has been the highest priority project in the region and COG has responded by identifying STIP funding for the project. COG coordinates with local jurisdictions and Caltrans to ensure consistency of the RTIP with goals and policies in the region.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Since the 2014 RTIP, San Benito COG has completed Planning, Programming, and Monitoring activities each fiscal year.

Insert project information for completed projects in table below.

Project Name and Location	Description	Summary of Improvements/Benefits
San Benito County	Planning, Programming, and Monitoring	Funds were used to support Council of Governments staff time in a broad range of activities to support transportation planning, funding, and monitoring.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 27, 2015
Caltrans identifies State Highway Needs	September 15, 2015
Regional Agency adopts 2016 RTIP	November 19, 2015
Caltrans submits draft ITIP	October 15, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
Regions submit RTIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

B. Public Participation/Project Selection Process

Provide narrative on your agency’s public participation process and project selection process for your RTIP in the text field below.

San Benito COG has completed extensive public outreach regarding state highway priorities for the region. Since 2008, COG has advanced its STIP share to fund the State Route 156 improvement project. At this time, COG is proposing continued support of this project as it meets the goals of the agency and the public.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 5

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 17 of the STIP Guidelines.

Initial consultation with Caltrans began in May 2015. At that time it was reiterated that San Benito COG’s STIP priority was funding construction of the San Benito Route 156 Improvement project. COG and Caltrans met specially to discuss and set priorities for future STIP projects in August 2015.

B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP. This is due primarily to the decrease in the price based excise tax. Project currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below.

Not applicable for the 2016 STIP Period due to the lack of funding available for programming.

B. Summary of Requested Programming – Insert information in table below

Project Name and Location	Project Description	Requested RIP Amount
San Benito State Route 156 Improvement Project	Widen to 4 lanes	\$10,562
Planning, programming and Monitoring	Transportation funding and monitoring activities	\$110,000

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

Provide narrative on other funding included with the delivery of projects included in your RTIP. Insert information in the table below. Other funding includes ITIP funding and local funds from development impact fees.

Proposed 2016 RTIP	Total RTIP	ITIP	Other Funding			Total Project Cost
			RSTP/ CMAQ	Fund Source 1	Fund Source 2	
San Benito Route 156 Improvement Project	\$10,562,000	\$64,296,000		\$9,639,000		\$84,497,000
Planning, Programming and Monitoring	\$155,000					\$155,000
Totals	10,717,000	64,296,000		9,639,000		84,652

Notes: ITIP Funding includes IIP – National Highway System and IIP – State Cash

Section 8. Interregional Improvement Program (ITIP) Funding – Optional

San Benito COG is requesting Interregional Improvement Program (ITIP) funding as programmed by Caltrans to fully fund the State Route 156 Improvement Project.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

This project does not impact other projects in the corridor at this time. No other projects are planned or underway on the State Route 156 corridor in San Benito County.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The projects proposed in the RTIP support the goals of the adopted 2014 Regional Transportation Plan and Sustainable Communities Strategy. The Table in Appendix Section 17– indicates the benefits demonstrated by the RTIP projects as they relate to the Regional Transportation Plan.

Section 11. Regional and Statewide Benefits of RTIP

1. **The San Benito Route 156 Improvement Project meets a statewide need for improved east-west connections.** The project will increase capacity, improve safety and operations of the Route 156 corridor. The project saves accident and vehicle operating costs by \$34.6 million over 20 years. The project reduces congestion delay by 1,902 hours daily or 694,257 hours annually.
2. **Planning, Programming, and Monitoring** funding will allow the Council of San Benito County Governments staff to monitor performance of all projects in the Regional Transportation Plan and Regional Transportation Improvement Program.

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The Council of Governments has analyzed the cost-effectiveness of the State Route 156 Improvement project on a regional level. The project provides a \$102.8 million return on investment over 20 years. The project will reduce delays, vehicle emissions, congestion, and preserve environmental resources by improving the Route level of service and reducing delay. The Project will improve access to jobs and services in the San Juan and Salinas Valleys, and will reduce delay for freight, agricultural goods movement, commuters, and residents of San Benito County.

Section 13. Project Specific Evaluation (Required per Section 19)

As required by the STIP Guideline, this evaluation is included in the PPRs (Section 15 of the RTIP Template).

Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per Section 19 of the STIP Guidelines.

San Benito Route 156 Improvement Project

Project Summary

Roadway Name	State Route 156
Segment Location	Route 156 from the Alameda to 0.2 Miles East of 4th Street
Improvement Description	Widen to 4-lane Expressway
Responsible Agency	Caltrans
Estimated Total Cost	\$70,711,000

This proposed project will widen State Route 156 to four lanes between The Alameda and 0.2 miles east of Fourth Street/Business Route 156. The objective of this project is to provide a safer route with more roadway capacity for travel between the Hollister area and U.S. 101. Connecting to Route 156 is Union Road which is a major arterial route connecting the developing residential neighborhoods in south Hollister to State Route 156. State Route 156 is a designated inter-regional highway route, and Caltrans has completed several major improvements to the portion of the route within San Benito County. These improvements include construction of a bypass route west of Hollister that allows through traffic to travel between State Route 152 and U.S. 101 without going through the City of Hollister. The proposed widening project will further improve the quality of service along approximately 5.2 miles of State Route 156 by improving both inter-regional connectivity and an important regional commuter route.



San Benito Route 156

The Route 156 project between San Juan Bautista and Hollister was proposed as a part of the Council of San Benito County Governments Regional Transportation Plan in 1994. The project was also included as a part of the Traffic Impact Mitigation Fee Update as early as 1993.

Planning efforts began in earnest in 1997 when Caltrans approved a Project Study Report. The Project Study Report outlined the cost, scope, and schedule of the project. This overview document provided the purpose of the project, identified the need for the project, outlined the general environmental issues to be investigated and disclosed, and estimated the funding need.

The purpose and need for the project as identified in the Project Study Report is to improve traffic conditions and improve safety. It was estimated in the 1997 Project Study Report that traffic volumes would increase to 22,600 average daily vehicles by 2005. The Environmental Impact Report reported that traffic volumes had risen to 26,200 average daily vehicles by 2008. At this level of congestion, motorists can expect an increase in the total number of accidents and heavy congestion where demand exceeds the roadway's capacity at 20,000 vehicles per day. Vehicle speeds vary greatly and significant delays occur at this level of congestion. The most congested times occur during the morning and afternoon peak commute.

In 2008, Caltrans approved an Environmental Impact Report which further expanded on the purpose and need of the project. The purpose was identified as follows:

- Reduce existing congestion and provide for future traffic needs
- Improve safety
- Improve route continuity

The need for the project in the Environmental Impact Report was based on the following:

- Increasing congestion
- Lack of passing opportunities when slower trucks and agricultural vehicles conflict with passenger vehicles
- The existing non-standard compound curve (at Union and Mitchell roads)
- Lack of continuous expressway on the route
- A history of flooding along the route

The Project details are as follows:

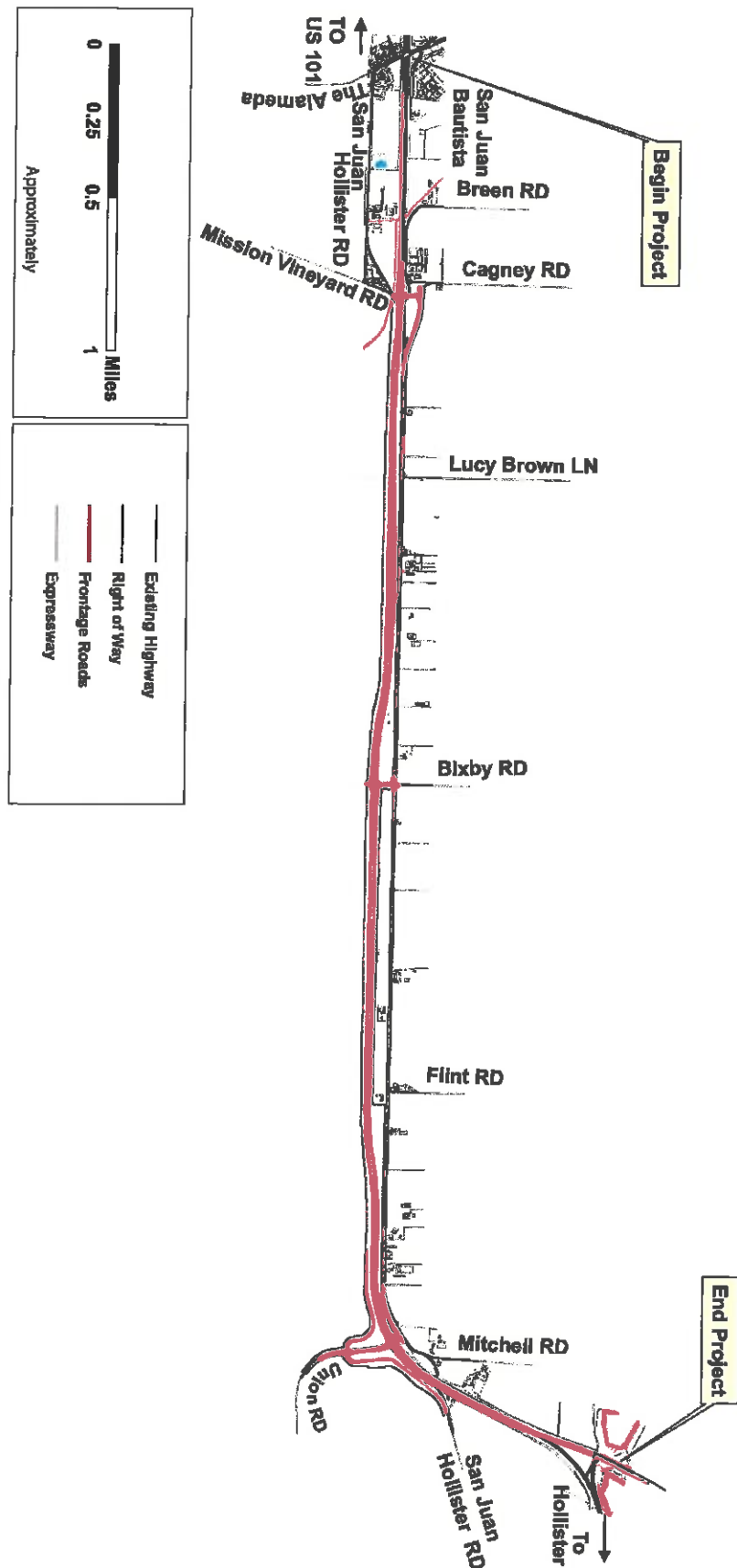
- Includes four new lanes of roadway south of and parallel to the existing route, two in the eastbound direction and two in the westbound direction
- Located between The Alameda in San Juan Bautista and 4th street/Business Route 156 near Hollister
- Total project length is 5.2 miles
- Existing road converted, in part, into an access road for Flint, Lucy Brown, Cagney, and multiple driveways as part of a separate future county project
- Existing road also converted to a multi-use recreational trail as part of a separate future county project
- Continuation of two lanes of travel from San Juan Hollister Road going westbound and two new lanes of travel from northbound Union Road to westbound Route 156

2016 Regional Transportation Improvement Program

Caltrans conducted a cost benefit analysis and evaluated the project on performance in the area of safety, reduction of congestion and delay, and return on investment. The following is a result of that cost benefit analysis:

- Saves accident and vehicle operating costs, \$34.6 million over 20 years
- Reduces congestion delay by 1,902 hours daily, 694,257 hours yearly
- Provides \$102.8 million return on investment over 20 years

Project Map (Next Page):



Planning, Programming, and Monitoring

Roadway Name	N/A
Segment Location	County-wide
Improvement Description	Planning, Programming, and Monitoring Activities
Responsible Agency	Council of San Benito County Governments
Estimated Cost	\$155,000

The Council of Governments proposes to maintain the programming of funds to Planning, Programming and Monitoring in the first three fiscal years of the 2016 State Transportation Improvement Program (STIP), for a total of \$155,000.

E. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution or Board Documentation of approval of 2016 RTIP (Provide Cover Sheet)

Section 17. Regional Transportation Plan Performance Measures

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date: 8/3/15	
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
05	34490	0500000505	0297	4060		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBT	156	3.0	R8.2	Caltrans		
				MPO	Element	
				AMBAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Richard Rosales		(805)549-3792		richard.rosales@dot.ca.gov		
Project Title						
San Benito Route 156 Improvement Project						
Location, Project Limits, Description, Scope of Work						
In San Juan Bautista, from The Alameda to 0.2 mile east of Fourth Street. Widen to 4 lanes.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
<p>State Route 156 is an east-west interregional facility connecting the Monterey Peninsula to State Route 101 and 152. It provides a moderate level of service for agricultural truck travel out of the Castroville, Monterey Bay, Salinas Valley, Hollister area to the San Joaquin Valley. Route 156 also provides for recreational travel to the Monterey Bay Area from points north and south via State Route 101 and to other regions via Interstate 5 and State Route 99. It is the only direct agricultural goods movement and recreational route south of the Bay Area connecting the coast and the San Joaquin Valley. Route 156 has been designated as a Focus Route in the Caltrans Interregional Transportation Strategic Plan.</p>						
Project Benefits						
<p>Saves accident and vehicle operating costs by \$34.6 million over 20 years. Reduces congestion delay by 1,902 hours daily or 694,257 hours yearly. Provides \$102.8 million return on investment over 20 years.</p>						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				07/01/98		
Circulate Draft Environmental Document			Document Type EIR	08/13/07		
Draft Project Report				08/13/07		
End Environmental Phase (PA&ED Milestone)				10/10/08		
Begin Design (PS&E) Phase				10/10/08		
End Design Phase (Ready to List for Advertisement Milestone)				01/03/17	01/03/17	
Begin Right of Way Phase				11/01/13	11/01/13	
End Right of Way Phase (Right of Way Certification Milestone)				11/01/16	11/01/16	
Begin Construction Phase (Contract Award Milestone)				06/21/17	06/21/17	
End Construction Phase (Construction Contract Acceptance Milestone)				07/05/19	07/05/19	
Begin Closeout Phase				12/05/19	12/05/19	
End Closeout Phase (Closeout Report)				04/01/20	04/01/20	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

Additional Information**SUSTAINABLE COMMUNITIES STRATEGIES**

Excerpt from 2014 MTP/SCS and RTPs for Monterey, San Benito, and Santa Cruz County EIR. The SCS ultimately consists of the preferred land use and transportation scenario selected by AMBAG as best capable of meeting MTP goals. The 2035 MTP/SCS simultaneously addresses the region's transportation needs and encourages infill development near transit investments to reduce vehicle miles traveled (VMT), the number of miles vehicles operate in congested conditions (CVMT) and overall GHG emissions. This strategy selectively increases residential and commercial land use capacity within transit corridors in existing urban areas, shifting a greater share of future growth to these corridors. The transportation projects, programs, and strategies contained in the MTP are major

components of the SCS. However, the SCS also focuses on the general land use growth pattern for the region, because the geographic relationships between land uses—including density and intensity— help determine travel demand. Thus, to meet requirements of SB 375, the SCS:

- Identifies existing and future land use patterns;
- Establishes a future land use pattern to meet GHG emission reduction targets;
- Identifies transportation needs and the planned transportation network;
- Considers statutory housing goals and objectives;
- Identifies areas to accommodate long-term housing needs;
- Identifies areas to accommodate eight-year housing needs;
- Considers resource areas and farmland; and
- Complies with federal law for developing an MTP.

GREENHOUSE GAS EMISSIONS

To the extent that it is applicable or feasible for the project and through coordination with the project development team, the following measures will also be included in the project to reduce the greenhouse gas emissions and potential climate change impacts from the project:

1. Caltrans and the California Highway Patrol are working with regional agencies to implement Intelligent Transportation Systems (ITS) to help manage the efficiency of the existing highway system. Intelligent Transportation Systems is commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
2. Landscaping reduces surface warming, and through photosynthesis, decreases CO₂. The project proposes planting in the intersection slopes, drainage channels, and seeding in areas adjacent to frontage roads and planting a variety of different-sized plant material and scattered skyline trees where appropriate but not to obstruct the view of the mountains. Caltrans has committed to planting a minimum of 40 trees. These trees will help offset any potential CO₂ emissions increase. Based on a formula from the Canadian Tree Foundation, it is anticipated that the planted trees will offset between 7-10 tons of CO₂ per year.
3. The project would incorporate the use of energy efficient lighting, such as LED traffic signals. LED bulbs — or balls, in the stoplight vernacular — cost \$60 to \$70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO₂ emissions.
4. According to Caltrans Standard Specification Provisions, idling time for lane closure during construction is restricted to ten minutes in each direction; in addition, the contractor must comply with Monterey Bay Unified Air Pollution Control District's rules, ordinances, and regulations in regards to air quality restrictions. In addition, the Council of San Benito County Governments provides ridesharing services and park-and-ride facilities to help manage the growth in demand for highway capacity. These services, although not a project feature, are currently provided and are ongoing and also contribute to the reduction of regional greenhouse gas emissions.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 8/3/15

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SBT, ,	156, ,	34490	0500000505	0297	
Project Title: San Benito Route 156 Improvement Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)	3,936							3,936	Caltrans
PS&E	5,450							5,450	Caltrans
R/W SUP (CT)	1,550							1,550	Caltrans
CON SUP (CT)		3,420						3,420	Caltrans
R/W	21,808							21,808	Caltrans
CON		45,100						45,100	Caltrans
TOTAL	32,744	48,520						81,264	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,936							3,936	
PS&E	5,956							5,956	
R/W SUP (CT)	1,727							1,727	
CON SUP (CT)		3,761						3,761	
R/W	21,808							21,808	
CON		47,309						47,309	
TOTAL	33,427	51,070						84,497	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)									Council of San Benito County Gov	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		9,639						9,639		
TOTAL		9,639						9,639		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		10,562						10,562		
TOTAL		10,562						10,562		

Fund No. 2:	IIP - National Hwy System (NH)								Program Code	
Existing Funding (\$1,000s)									20.XX.025.700	
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)		3,420						3,420		
R/W										
CON		25,822						25,822		
TOTAL		29,242						29,242		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)		3,761						3,761		
R/W										
CON		27,108						27,108		
TOTAL		30,869						30,869		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	8/3/15
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
05		0515000120	2043	5440		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBT				Council of San Benito County Governments		
				MPO	Element	
				AMBAG	LA	
Project Manager/Contact		Phone		E-mail Address		
Mary Gilbert		(831)637-7665		mary@sanbenitocog.org		
Project Title						
Planning, Programming and Monitoring						
Location, Project Limits, Description, Scope of Work						
Planning, Programming and Monitoring.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Council of San Benito County Governments					
Purpose and Need						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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Regional Performance Measures

Introduction

This appendix highlights the performance of the MTP/SCS for 2035. The performance of the Revenue Constrained network also is compared to other network scenarios, such as 2010 Existing and 2035 No Build.

The performance of the 2035 Revenue Constrained Network compared to existing conditions (2010), 2035, and the 2035 No Build is shown in Table G-1. In addition, this appendix includes the methodology to estimate the performance measures.

Table G-1: Performance Measure Results

Regional Performance Measures	2010 Existing	2020 No Build	2020 MTP/SCS	2035 No Build	2035 MTP/SCS
Access and Mobility					
Work Trips Within 30 Minutes (percent)					
Drive Alone	84.3%	83.7%	83.8%	84.0%	84.2%
Carpool	84.3%	83.7%	83.8%	84.0%	84.2%
Transit	15.4%	15.5%	15.6%	16.9%	17.1%
Commute Travel Time (minutes)	15.7	15.9	15.9	15.7	15.7
Economic Vitality					
Jobs Near High Quality Transit (percent)	17.5%	17.9%	29.0%	27.2%	57.3%
Daily Truck Delay (hours)	2,802	4,487	4,038	11,471	10,667
Environment					
GHG Reductions (Percent reduction from 2005 baseline)*	N/A	0.0%	-3.5%	0.6%	-5.9%
Open Space Consumed (acres)	N/A	N/A	N/A	2,944	2,556
Farmland Converted (acres)	N/A	N/A	N/A	14,611	14,316
Healthy Communities					
Alternative Transportation Trips (percent)	17.3%	17.4%	17.1%	18.1%	17.7%
Air Pollution - all vehicles (tons/day)	31.3	14.1	13.8	9.5	9.4
Peak Period Congested Vehicle Miles of Travel (miles)	128,463	275,639	221,103	749,430	618,975
Social Equity					
Distribution of MTP/SCS Investments (percent)					
Low income population	N/A	N/A	97.8%	N/A	90.3%
Non low income population	N/A	N/A	2.2%	N/A	9.7%
Minority population	N/A	N/A	91.8%	N/A	79.1%
Non minority population	N/A	N/A	8.2%	N/A	20.9%
Poverty population	N/A	N/A	78.9%	N/A	62.2%
Non poverty population	N/A	N/A	21.1%	N/A	37.8%
Access to Transit within 1/2 mile (percent)					
Low income population	14.5%	14.5%	23.5%	16.4%	48.2%
Non low income population	10.3%	10.4%	18.1%	12.8%	38.4%
Minority population	12.8%	12.8%	21.8%	14.9%	47.1%
Non minority population	14.5%	14.7%	24.8%	17.0%	44.3%
Poverty population	16.0%	15.9%	24.8%	13.6%	50.5%
Non poverty population	11.9%	12.0%	20.4%	14.3%	42.6%
System Preservation and Safety					
Maintain the Transportation System (percent)	N/A	N/A	58%	N/A	50%
Fatalities and Injuries per Capita	0.4%	0.4%	0.4%	0.4%	0.4%



CERTIFICATION

I, Monica Gomez, Secretary I for the Council of San Benito County Governments (COG), do hereby swear that the following motion was made at the COG's regular meeting on November 19, 2015, held in the San Benito County Board of Supervisors Chambers, 481 Fourth Street, Hollister, California 95023.

7. APPROVE 2016 Regional Transportation Improvement Program

Upon a motion duly made by Director Velazquez, and seconded by Chair Muenzer, the Directors unanimously approved Item 7. **Vote: 5/0 Motion passes.**

Monica Gomez

Secretary I

Council of San Benito County Governments

APPENDICES

APPENDIX A: TIMF IMPROVEMENT PROJECT COSTS AND COST ALLOCATIONS

Project No.	Description	Total Project Cost including bike lanes	External Trip Share	External Trip Share Cost	Internal Trip Share Cost	Percentage of Existing vs. Future Trips Allocation		Cost Allocation	
						Deficiency Share City/County/	TIMF (new development) Share	City/County/ Regional/Other	TIMF Cost net of Ext. Share & Deficiencies
1	Highway 156 Widening—San Juan Bautista to Union Road ¹	\$62,900,000	30.1%	\$18,926,396	\$43,973,604	78%	22%	\$34,334,590	\$9,639,014
2	Highway 156/Fairview Road Intersection Improvements	\$6,824,000	26.7%	\$1,819,506	\$5,004,494	0%	100%	\$0	\$5,004,494
3	Memorial Drive South Extension: Meridian Street to Santa Ana Road	\$3,355,000	0.0%	\$0	\$3,355,000	0%	100%	\$0	\$3,355,000
4	Airline Highway (SR 25) Widening: Sunset Drive to Fairview Road ²	\$28,214,000	0.5%	\$140,810	\$28,073,190	0%	100%	\$0	\$28,073,190
5	Westside Boulevard Extension	\$13,360,200	0.0%	\$0	\$13,360,200	0%	100%	\$0	\$13,360,200
6	North Street (Buena Vista)	\$4,207,000	0.0%	\$0	\$4,207,000		100%	\$0	\$4,207,000
7	Fairview Road Widening: McCloskey to SR-25	\$20,790,531	0.0%	\$0	\$20,790,531	0%	100%	\$0	\$20,790,531
8	Union Road Widening (East): San Benito Street to Highway 25	\$5,463,000	1.1%	\$59,144	\$5,403,856	0%	100%	\$0	\$5,403,856
9	Union Road Widening (West): San Benito Street to Highway 156	\$15,448,000	0.6%	\$90,266	\$15,357,734	0%	100%	\$0	\$15,357,734
10	Meridian St. Extension to Fairview Rd.: 185' east of Clearview to Fairview	\$9,445,000	0.0%	\$0	\$9,445,000	0%	100%	\$0	\$9,445,000
11	Highway 25 4-lane Widening—Phase I & 2 ³	\$248,591,000	10.9%	\$27,096,419	\$221,494,581	60.2%	39.8%	\$133,336,896	\$88,157,685
12	Memorial Drive North Extension: Santa Ana Road to Flynn Road	\$13,842,000	0.0%	\$0	\$13,842,000	0%	100%	\$0	\$13,842,000
13	Flynn Road extension: San Felipe Road to Memorial Drive North Extension	\$8,509,679	0.0%	\$0	\$8,509,679	0%	100%	\$0	\$8,509,679
14	Pacific Way extension: San Felipe Rd. to Memorial Dr.	\$7,412,431	0.0%	\$0	\$7,412,431	0%	100%	\$0	\$7,412,431
	Intersections	\$15,274,660	0.0%	\$0	\$15,274,660	0%	100%	\$0	\$15,274,660
	Total	\$463,636,501		\$48,132,541	\$415,503,960			\$167,671,486	\$247,832,474
	2010 Costs & Allocation	\$159,030,500		\$33,878,514	\$125,151,986			\$22,911,455	\$93,006,889

¹ TIMF Share for HWY 156 was limited to \$9,639,000 in the 2010 Regional Transportation Improvement Plan, with the provision that the balance of funds will come from other sources.

² Airline Highway is currently deficient. However, the improvement project will not improve the level of service, so no share of the cost was allocated to existing development in either the 2010 Study or in this update.

³ External trip shares and deficiency for Highway 25 is from 2010 TIMF study: Hwy 25 Santa Clara County Line to San Felipe

TIMF Improvements—Zone Cost Allocations

Description	Project Costs			Zone Allocations, Internal Trip Share			Zone Costs, Road Improvements			Zone Costs, Bike Lanes		
	TIMF Net of Bike Lanes	Bike Lane Costs	TIMF Share Bike Lane	Zone 1	Zone 2	Zone 3	Zone 1	Zone 2	Zone 3	Zone 1	Zone 2	Zone 3
	1 Highway 156 Widening—San Juan Bautista to Union Road ¹	\$1,622,614	\$8,016,400	\$8,016,400	14.1%	85.9%	0.018%	\$228,996	\$1,393,322	\$296	\$1,131,335	\$6,883,602
2 Highway 156/Fairview Road Intersection Improvements	\$5,004,494	NA	NA	3.5%	96.5%	0.018%	\$175,254	\$4,828,326	\$914	\$0	\$0	\$0
3 Memorial Drive South Extension: Meridian Street to Santa Ana Road	\$2,786,600	\$568,400	\$568,400	0.0%	100.0%	0.000%	\$0	\$2,786,600	\$0	\$0	\$568,400	\$0
4 Airline Highway (SR 25) Widening: Sunset Drive to Fairview Road ²	\$24,290,390	\$3,782,800	\$3,782,800	1.1%	98.8%	0.119%	\$261,680	\$23,999,889	\$28,821	\$40,752	\$3,737,560	\$4,488
5 Westside Boulevard Extension	\$11,008,200	\$2,352,000	\$2,352,000	0.0%	100.0%	0.000%	\$0	\$11,008,200	\$0	\$0	\$2,352,000	\$0
6 North Street (Buena Vista)	\$3,442,600	\$764,400	\$764,400	0.0%	100.0%	0.000%	\$0	\$3,442,600	\$0	\$0	\$764,400	\$0
7 Fairview Road Widening: McCloskey to SR-25	\$13,773,731	\$7,016,800	\$7,016,800	1.3%	98.7%	0.018%	\$172,765	\$13,598,452	\$2,514	\$88,012	\$6,927,507	\$1,281
8 Union Road Widening (East): San Benito Street to Highway 25	\$3,443,856	\$1,960,000	\$1,960,000	3.1%	96.9%	0.027%	\$106,151	\$3,336,762	\$943	\$60,414	\$1,899,050	\$537
9 Union Road Widening (West): San Benito Street to Highway 156	\$7,850,934	\$7,506,800	\$7,506,800	4.5%	95.5%	0.027%	\$350,300	\$7,498,484	\$2,150	\$334,946	\$7,169,799	\$2,055
10 Meridian St. Extension to Fairview Rd.: 185' east of Clearview to Fairview	\$7,994,600	\$1,450,400	\$1,450,400	0.0%	100.0%	0.000%	\$0	\$7,994,600	\$0	\$0	\$1,450,400	\$0
11 Highway 25 4-lane Widening—Phase I & 2 ³	\$85,411,715	\$6,899,200	\$2,745,970	1.0%	99.0%	0.009%	\$867,215	\$84,536,685	\$7,815	\$27,881	\$2,717,838	\$251
12 Memorial Drive North Extension: Santa Ana Road to Flynn Road	\$10,431,600	\$3,410,400	\$3,410,400	0.0%	100.0%	0.000%	\$0	\$10,431,600	\$0	\$0	\$3,410,400	\$0
13 Flynn Road extension: San Felipe Road to Memorial Drive North Extension	\$7,572,414	\$937,265	\$937,265	0.0%	100.0%	0.000%	\$0	\$7,572,414	\$0	\$0	\$937,265	\$0
14 Pacific Way extension: San Felipe Rd. to Memorial Dr.	\$5,374,252	\$2,038,179	\$2,038,179	0.0%	100.0%	0.000%	\$0	\$5,374,252	\$0	\$0	\$2,038,179	\$0
Intersections	\$15,274,660	NA	NA	1.14%	98.8%	0.020%	\$174,131	\$15,097,474	\$3,055			
Total Current TIMF Balance (total City and County):												
Weighted average allocation:				1.14%	98.84%	0.02%	(\$121,786)	(\$10,575,790)	(\$2,424)			
Net of TIMF Balances:							\$2,214,707	\$192,323,870	\$44,083	\$1,683,339	\$40,856,398	\$10,076



Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x207
Date: July 21, 2016
Subject: **Highway 25 Design Alternatives Study**

Recommendation:

RECEIVE and COMMENT on Draft Highway 25 Widening Design Alternatives Analysis

Summary:

In January, COG initiated a study of the alternatives for improvements on Highway 25 between San Felipe Road and Highway 101. The draft report is now available for comment.

Financial Impact:

The engineering study contract is for an amount not to exceed \$135,982. Funds from the balance of approximately \$433,000 in funding in the Highway 25 Safety Project account budget were used for this project.

Staff Analysis:

To date, the consultant has completed the following tasks:

- Background Analysis
- Alternatives Development
- Project Coordination
- Financial Analysis
- Preparation of Draft Final Report

The Draft Report was developed in part through collaborative planning process completed through project team workshops, which included participation from State and local partners, including Caltrans District 5, the Santa Clara Valley Transportation Authority, CHP, and San Benito County. The alternatives presented in the report reflect the comments we discussed during the planning stages, and also consider comments and recommendations from the COG Board. Staff is requesting that the Board provide any final comments at the July meeting. The final report will be presented for the Board's adoption in August.

Executive Director Review: _____

Counsel Review: N/A

Supporting Attachments: 1. Executive Summary
2. Draft Report (Under Separate Cover)

Council of San Benito County Governments ■ Measure A Authority
Airport Land Use Commission ■ Service Authority for Freeways and Expressways

1. EXECUTIVE SUMMARY

INTRODUCTION

The purpose of the Highway 25 Widening Design Alternatives Analysis Study is to identify alternative design scenarios and delivery strategies for the State Route (SR) 25 4-Lane Widening Project. As currently designed, project costs would exceed anticipated highway improvement revenues in San Benito County for the next 20 years.

The Council of San Benito County Governments (COG) is seeking lower-cost design solutions to enhance safety and traffic operations along the SR 25 corridor as well as increase capacity along the route to alleviate near-term traffic demand. The range of capital improvement projects considered are supported by San Benito County stakeholders, and could be included as part of a future sales tax measure expenditure plan. Near-term projects that address the needs of the existing corridor and can be constructed within the expected range of funding are considered critical factors in garnering public support.

The study limits on SR 25 are from San Felipe Road in Hollister to US Route (US) 101 in Santa Clara County – a distance of 10.6 miles.

EXISTING CONDITIONS

SR 25 between San Felipe Road and US 101 is the main connector between the City of Hollister, and Santa Clara County. The route is a two-lane conventional highway and connects to US 101 at a grade-separated interchange with signalized intersections at San Felipe Road and SR 156. There are two creek crossings, two railroad crossings, and numerous local road and private driveway intersections.

Congestion

Average daily traffic at the San Benito/Santa Clara County Line has more than doubled since the mid-1990's due to rapid population growth and commute trips, and is expected to double again by 2040. The percent time spent following other vehicles is a measure of traffic operations. When traffic volumes exceed the capacity of a two-lane roadway, 100 percent of time is spent following other vehicles and average travel speeds of less than 30 mph. Recent traffic studies show



There is a near-term need to widen SR 25 between San Felipe Road and US 101 to improve traffic flow, reduce delays and increase capacity.

that the average percent of total travel time spent following slower vehicles on southbound SR 25 at the County Line has reached 95 percent during the evening peak hour indicating portions of the corridor are already approaching gridlock conditions.

Safety

In 2000, Highway 25 was designated as a Safety Corridor between US 101 and San Felipe Road. A Task Force was formed and projects were initiated by COG and Caltrans to improve traffic operations and enhance safety along the corridor by addressing (a) potential for head-on collisions, and (b) fast-moving traffic conflicting with slower-moving vehicles entering or exiting local roads and the numerous private driveways. The full range of improvements recommended by the Highway 25 Corridor Task Force was only partially constructed due to funding constraints.



There is a near-term need to complete safety and operational improvements along the SR 25 corridor.

Coordination with Other Planned Highway Projects

Numerous studies have been conducted since the late 1980's to develop needed transportation improvements on SR 25, US 101 and SR 152 within the region. The major planned projects are:

- a) Widen SR 25 between San Felipe Road and east of US 101
- b) Widen US 101 between Monterey Street and SR 129, including a new US 101 / SR 25 interchange
- c) Construct a new alignment for SR 152 between SR 156 and US 101, including an expanded US 101 / SR 25 interchange

No widening of SR 25, US 101 and SR 152 within the above limits, has occurred in over 40 years despite a rapid increase in commuter, commercial and recreational traffic. Due to a massive shortfall in funding statewide and stiff competition to fund an ever growing list of high-priority infrastructure improvements throughout California, construction of these important corridor improvements using traditional funding sources is unlikely to occur in the next 50 years. Opportunities to combine and phase construction of these projects using non-traditional funding sources appears to be the only viable solution to meet the near-term needs of the traveling public.

The routes lie near the fringes of two counties and three Caltrans Districts, therefore, it is vital that local elected officials participate jointly to support and provide policy advice to advance project delivery of these important highway projects in a timely manner.

Potential Improvements

The study was prepared by COG staff and consultants. A collaborative planning process was used through a series of work shop meetings with participating agencies. A Project Development Team (PDT) was formed consisting of staff from COG, Caltrans District 5, San Benito County, City of Hollister, VTA and CHP. The PDT reviewed progress and provided guidance throughout the study. Study findings were also presented to the COG Board of Directors and stakeholders.

A broad range of alternatives was developed by the study team at a conceptual level of detail. These included highway improvement projects to enhance safety and traffic operations, and widen portions of existing SR 25. Options to improve alternative transportation modes, such as public transit, was also considered. An initial screening process was conducted to select viable alternatives. With PDT concurrence, the viable alternatives were then developed in more detail including their cost. The list of viable alternatives recommended for further study and their order of magnitude project cost is summarized in the table below.

ALTERNATIVE	DESCRIPTION	COST
Safety and Operational Enhancements		
SR 25 (Wright Rd to McConnell Rd)	Intersection channelization, concrete median barrier, extended merge lanes and driveway improvements	\$4,800
SR 25 (Santa Clara County)	Intersection and driveway channelization, and private access improvements	\$3,000
Southbound US 101 approach to SR 25	Construct new auxiliary lane between Castro Valley Road and SR 25 off-ramp	\$2,500
SR 25 / SR 156 Intersection Improvements	Extend 2-lane approach and departure length at each leg of the intersection. Install other safety improvements.	\$4,800
SR 25 Passing Lanes	Widen SR 25 to 4 lanes between Hudner Ln and Shore Rd	\$35,000
New SR 25 / SR 156 Interchange	Construct new spread diamond interchange to replace SR 25 / SR 156 signal intersection	\$45,900
SR 25 Widening		
Adopted Alignment (San Felipe Rd to new SR 152)	Construct 4-lane expressway on new alignment with limited access to local roads including a new interchange at SR 156. Remaining portions of existing highway would become local roads	\$180,600 ²
Adopted Alignment (New SR 152 to UPRR) ²		\$97,800 ²
Existing Route (San Felipe Rd to Hudner)	Widen existing highway in San Benito County to 4-lanes and upgrade to expressway design standards, including a new interchange at SR 156 and northerly connection with Adopted Alignment and New SR 152	\$84,800
Existing Route (Hudner to north of Shore Rd)		\$53,400
Alternative Transportation Modes		
Park and Ride Lot Improvements	Additional parking spaces. Improved driveway access	\$820
Intelligent Transportation Systems	Dynamic message signs and CCTV	\$1,950
County Express Bus Service	Additional Route	\$100/year
Support Services	Additional CHP and Freeway Service Patrol	\$120/year

Notes:

1. Costs are in 2015 dollars. Escalation is not included. Actual costs will be higher. Costs shown are in thousands.
2. Assumes 6-lane expressway to accommodate SR 25 and SR 152 traffic between the Pajaro River and the UPRR tracks (located east of US 101).

The proposed highway improvements could be constructed as standalone projects or combined to provide corridor-wide improvements. Combining safety and operational improvements would range from \$51 million to \$154 million. Widening SR 25 within San Benito County would range from \$138 million to \$181 million.

Widening SR 25 in both San Benito and Santa Clara Counties as well as constructing needed improvements on US 101 (between Monterey Street and SR 25), and the new SR 152 alignment (between SR 156 and US 101) would range in cost from \$724 million to \$767 million.

FINANCIAL FEASIBILITY

Financing the SR 25 corridor improvements as well as needed state highway improvements that connect with SR 25, to accommodate present and future travel demand will require a significant investment of both traditional and alternative transportation funding sources. Funding considered includes the State Transportation Improvement Program, Traffic Impact Mitigation Fees, and Public-Private Partnerships. Project phasing and combining of investments is also considered.

SR 25 is the regional connection between Hollister and the Greater Bay Area for commercial, commuter and recreational traffic, and critical to the economic vitality of San Benito County. In addition to widening SR 25 to a 4-lane expressway, widening US 101 to six lanes between Monterey Street and the SR 25 Junction, and constructing a new US 101 / SR 25 interchange are also needed to relieve congestion and improve travel time reliability between San Benito County and the Greater Bay Area.

Improvements on SR 152 between US 101 and I-5 are also urgently needed to relieve congestion and improve travel time reliability on this major east-west trade corridor that links the north-south trade corridor backbones of US 101, I-5 and SR 99 and is the only direct east-west trade route connecting US 101 and SR 99.

Since the SR 152 Trade Corridor Project overlaps the portion of the SR 25 Adopted Alignment in Santa Clara County, and offers a broader range of funding options, combining both projects should be considered.

If San Benito County voters approve Measure P in June 2016, funds to construct the proposed safety and traffic operational improvements on SR 25 in San Benito County and identified in this study would be achievable in the near term.

The recently adopted Traffic Impact Mitigation Fee Nexus Study (January 2016) identifies \$88 million in funding from new development to be contributed to the SR 25 Widening.

Sufficient local funds could also be raised to widen SR 25 to four lanes in San Benito County (\$136M to \$182M), however, funding to complete SR 25 as a 4-lane expressway together with needed improvements on US 101 and SR 152 is not currently programmed by VTA.

Construction of the Santa Clara projects through traditional methods of financing are also

estimated to take up to 50 years to complete which is not considered financially feasible. The gap to fully fund the SR 25, US 101 and SR 152 improvements will grow even wider as construction costs escalate due to the massive funding shortfall statewide.

Alternative methods of financing are needed to complete project delivery for the SR 25, US 101 and SR 152 improvements. Combining SR 25 improvements with US 101 and SR 152 improvements, would better place these projects to compete for a wider range of funding sources.

COG and VTA elected officials have joined forces as a Mobility Partnership to address the SR 152 corridor and to develop options to accelerate project delivery such as a public-private-partnership and formation of a Joint Powers Authority (or similar entity) to govern project delivery. The Mobility Partnership has also partnered with Caltrans to explore new ways of looking at project delivery for SR 152. In order to complete SR 25 as a 4-lane expressway, in a timeframe acceptable to the traveling public, a similar approach should be considered.

NEXT STEPS

This study is intended to serve as a basis for COG and partner agencies to advance project development of specific improvements along the SR 25 corridor as funding opportunities arise. Next steps in the project development process would include:

- Obtain stakeholder consensus on preferred near-term improvements for the SR 25 corridor
- Secure funding to advance project development of near-term fundable projects
- Seek support from San Benito and Santa Clara County elected officials to establish a governing body to fund and deliver projects that upgrade segments of SR 25, SR 152 and US 101 to expressway standards within the next ten years. These improvements are urgently needed to promote trade and preserve the economic vitality of the region

Highway 25 Widening Design Alternatives Analysis

June 2016



Prepared for:



Prepared by: **WMH**

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1. EXECUTIVE SUMMARY

INTRODUCTION

The purpose of the Highway 25 Widening Design Alternatives Analysis Study is to identify alternative design scenarios and delivery strategies for the State Route (SR) 25 4-Lane Widening Project. As currently designed, project costs would exceed anticipated highway improvement revenues in San Benito County for the next 20 years.

The Council of San Benito County Governments (COG) is seeking lower-cost design solutions to enhance safety and traffic operations along the SR 25 corridor as well as increase capacity along the route to alleviate near-term traffic demand. The range of capital improvement projects considered are supported by San Benito County stakeholders, and could be included as part of a future sales tax measure expenditure plan. Near-term projects that address the needs of the existing corridor and can be constructed within the expected range of funding are considered critical factors in garnering public support.

The study limits on SR 25 are from San Felipe Road in Hollister to US Route (US) 101 in Santa Clara County – a distance of 10.6 miles.

EXISTING CONDITIONS

SR 25 between San Felipe Road and US 101 is the main connector between the City of Hollister, and Santa Clara County. The route is a two-lane conventional highway and connects to US 101 at a grade-separated interchange with signalized intersections at San Felipe Road and SR 156. There are two creek crossings, two railroad crossings, and numerous local road and private driveway intersections.

Congestion

Average daily traffic at the San Benito/Santa Clara County Line has more than doubled since the mid-1990's due to rapid population growth and commute trips, and is expected to double again by 2040. The percent time spent following other vehicles is a measure of traffic operations. When traffic volumes exceed the capacity of a two-lane roadway, 100 percent of time is spent following other vehicles and average travel speeds of less than 30 mph. Recent traffic studies show



There is a near-term need to widen SR 25 between San Felipe Road and US 101 to improve traffic flow, reduce delays and increase capacity.

that the average percent of total travel time spent following slower vehicles on southbound SR 25 at the County Line has reached 95 percent during the evening peak hour indicating portions of the corridor are already approaching gridlock conditions.

Safety

In 2000, Highway 25 was designated as a Safety Corridor between US 101 and San Felipe Road. A Task Force was formed and projects were initiated by COG and Caltrans to improve traffic operations and enhance safety along the corridor by addressing (a) potential for head-on collisions, and (b) fast-moving traffic conflicting with slower-moving vehicles entering or exiting local roads and the numerous private driveways. The full range of improvements recommended by the Highway 25 Corridor Task Force was only partially constructed due to funding constraints.



There is a near-term need to complete safety and operational improvements along the SR 25 corridor.

Coordination with Other Planned Highway Projects

Numerous studies have been conducted since the late 1980's to develop needed transportation improvements on SR 25, US 101 and SR 152 within the region. The major planned projects are:

- a) Widen SR 25 between San Felipe Road and east of US 101
- b) Widen US 101 between Monterey Street and SR 129, including a new US 101 / SR 25 interchange
- c) Construct a new alignment for SR 152 between SR 156 and US 101, including an expanded US 101 / SR 25 interchange

No widening of SR 25, US 101 and SR 152 within the above limits, has occurred in over 40 years despite a rapid increase in commuter, commercial and recreational traffic. Due to a massive shortfall in funding statewide and stiff competition to fund an ever growing list of high-priority infrastructure improvements throughout California, construction of these important corridor improvements using traditional funding sources is unlikely to occur in the next 50 years. Opportunities to combine and phase construction of these projects using non-traditional funding sources appears to be the only viable solution to meet the near-term needs of the traveling public.

The routes lie near the fringes of two counties and three Caltrans Districts, therefore, it is vital that local elected officials participate jointly to support and provide policy advice to advance project delivery of these important highway projects in a timely manner.

Potential Improvements

The study was prepared by COG staff and consultants. A collaborative planning process was used through a series of work shop meetings with participating agencies. A Project Development Team (PDT) was formed consisting of staff from COG, Caltrans District 5, San Benito County, City of Hollister, VTA and CHP. The PDT reviewed progress and provided guidance throughout the study. Study findings were also presented to the COG Board of Directors and stakeholders.

A broad range of alternatives was developed by the study team at a conceptual level of detail. These included highway improvement projects to enhance safety and traffic operations, and widen portions of existing SR 25. Options to improve alternative transportation modes, such as public transit, was also considered. An initial screening process was conducted to select viable alternatives. With PDT concurrence, the viable alternatives were then developed in more detail including their cost. The list of viable alternatives recommended for further study and their order of magnitude project cost is summarized in the table below.

ALTERNATIVE	DESCRIPTION	COST
Safety and Operational Enhancements		
SR 25 (Wright Rd to McConnell Rd)	Intersection channelization, concrete median barrier, extended merge lanes and driveway improvements	\$4,800
SR 25 (Santa Clara County)	Intersection and driveway channelization, and private access improvements	\$3,000
Southbound US 101 approach to SR 25	Construct new auxiliary lane between Castro Valley Road and SR 25 off-ramp	\$2,500
SR 25 / SR 156 Intersection Improvements	Extend 2-lane approach and departure length at each leg of the intersection. Install other safety improvements.	\$4,800
SR 25 Passing Lanes	Widen SR 25 to 4 lanes between Hudner Ln and Shore Rd	\$35,000
New SR 25 / SR 156 Interchange	Construct new spread diamond interchange to replace SR 25 / SR 156 signal intersection	\$45,900
SR 25 Widening		
Adopted Alignment (San Felipe Rd to new SR 152)	Construct 4-lane expressway on new alignment with limited access to local roads including a new interchange at SR 156. Remaining portions of existing highway would become local roads	\$180,600 ²
Adopted Alignment (New SR 152 to UPRR) ²		\$97,800 ²
Existing Route (San Felipe Rd to Hudner)	Widen existing highway in San Benito County to 4-lanes and upgrade to expressway design standards, including a new interchange at SR 156 and northerly connection with Adopted Alignment and New SR 152	\$84,800
Existing Route (Hudner to north of Shore Rd)		\$53,400
Alternative Transportation Modes		
Park and Ride Lot Improvements	Additional parking spaces. Improved driveway access	\$820
Intelligent Transportation Systems	Dynamic message signs and CCTV	\$1,950
County Express Bus Service	Additional Route	\$100/year
Support Services	Additional CHP and Freeway Service Patrol	\$120/year

Notes:

1. Costs are in 2015 dollars. Escalation is not included. Actual costs will be higher. Costs shown are in thousands.
2. Assumes 6-lane expressway to accommodate SR 25 and SR 152 traffic between the Pajaro River and the UPRR tracks (located east of US 101).

The proposed highway improvements could be constructed as standalone projects or combined to provide corridor-wide improvements. Combining safety and operational improvements would range from \$51 million to \$154 million. Widening SR 25 within San Benito County would range from \$138 million to \$181 million.

Widening SR 25 in both San Benito and Santa Clara Counties as well as constructing needed improvements on US 101 (between Monterey Street and SR 25), and the new SR 152 alignment (between SR 156 and US 101) would range in cost from \$724 million to \$767 million.

FINANCIAL FEASIBILITY

Financing the SR 25 corridor improvements as well as needed state highway improvements that connect with SR 25, to accommodate present and future travel demand will require a significant investment of both traditional and alternative transportation funding sources. Funding considered includes the State Transportation Improvement Program, Traffic Impact Mitigation Fees, and Public-Private Partnerships. Project phasing and combining of investments is also considered.

SR 25 is the regional connection between Hollister and the Greater Bay Area for commercial, commuter and recreational traffic, and critical to the economic vitality of San Benito County. In addition to widening SR 25 to a 4-lane expressway, widening US 101 to six lanes between Monterey Street and the SR 25 Junction, and constructing a new US 101 / SR 25 interchange are also needed to relieve congestion and improve travel time reliability between San Benito County and the Greater Bay Area.

Improvements on SR 152 between US 101 and I-5 are also urgently needed to relieve congestion and improve travel time reliability on this major east-west trade corridor that links the north-south trade corridor backbones of US 101, I-5 and SR 99 and is the only direct east-west trade route connecting US 101 and SR 99.

Since the SR 152 Trade Corridor Project overlaps the portion of the SR 25 Adopted Alignment in Santa Clara County, and offers a broader range of funding options, combining both projects should be considered.

If San Benito County voters approve Measure P in June 2016, funds to construct the proposed safety and traffic operational improvements on SR 25 in San Benito County and identified in this study would be achievable in the near term.

The recently adopted Traffic Impact Mitigation Fee Nexus Study (January 2016) identifies \$88 million in funding from new development to be contributed to the SR 25 Widening.

Sufficient local funds could also be raised to widen SR 25 to four lanes in San Benito County (\$136M to \$182M), however, funding to complete SR 25 as a 4-lane expressway together with needed improvements on US 101 and SR 152 is not currently programmed by VTA.

Construction of the Santa Clara projects through traditional methods of financing are also

estimated to take up to 50 years to complete which is not considered financially feasible. The gap to fully fund the SR 25, US 101 and SR 152 improvements will grow even wider as construction costs escalate due to the massive funding shortfall statewide.

Alternative methods of financing are needed to complete project delivery for the SR 25, US 101 and SR 152 improvements. Combining SR 25 improvements with US 101 and SR 152 improvements, would better place these projects to compete for a wider range of funding sources.

COG and VTA elected officials have joined forces as a Mobility Partnership to address the SR 152 corridor and to develop options to accelerate project delivery such as a public-private-partnership and formation of a Joint Powers Authority (or similar entity) to govern project delivery. The Mobility Partnership has also partnered with Caltrans to explore new ways of looking at project delivery for SR 152. In order to complete SR 25 as a 4-lane expressway, in a timeframe acceptable to the traveling public, a similar approach should be considered.

NEXT STEPS

This study is intended to serve as a basis for COG and partner agencies to advance project development of specific improvements along the SR 25 corridor as funding opportunities arise. Next steps in the project development process would include:

- Obtain stakeholder consensus on preferred near-term improvements for the SR 25 corridor
- Secure funding to advance project development of near-term fundable projects
- Seek support from San Benito and Santa Clara County elected officials to establish a governing body to fund and deliver projects that upgrade segments of SR 25, SR 152 and US 101 to expressway standards within the next ten years. These improvements are urgently needed to promote trade and preserve the economic vitality of the region

2. INTRODUCTION

In March 2015, the Council of San Benito County Governments (COG) Board of Directors expressed interest in conducting a study to identify alternative design scenarios and delivery strategies for the State Route (SR) 25 4-Lane Widening project. As currently designed, that project cost exceeds anticipated highway improvement revenues in San Benito County for the next 20 years. COG is seeking interim and lower-cost design solutions and alternatives for project phasing and implementation to enhance safety and traffic operations along the SR 25 corridor as well as pursue innovative solutions to increase capacity along the route to meet near-term traffic demand.

A. Background

San Benito County is a rural and agricultural community in the Central Coast Region, south of Silicon Valley. The County is surrounded by the Counties of Santa Clara, Santa Cruz, Monterey, Fresno and Merced. Land area is 1,389 square miles. Terrain varies from flat valley floor, to hilly rangeland in the east, to 5,450 foot peaks far south. The City of Hollister where the County seat is located is at an elevation of 229 feet. The north and northwest segments of the County are comprised of urban areas, leaving the southern portion of the County primarily rural. The population in the County was 55,269 according to the 2010 U.S. Census. The County has two incorporated cities – Hollister, population 35,000, and San Juan Bautista, population 1,700 – and various unincorporated communities (Aromas, Tres Pinos, Panoche, Ridgemark, and Paicines). Major transportation routes bisecting the County include State Routes 101, 129, 156 and 25.

B. Study Goals and Objectives

The range of capital improvement projects considered are expected to be supported by San Benito County stakeholders, and could be included as part of a future sales tax measure expenditure plan. Near term projects that address the needs of the existing corridor and can be constructed within the expected range of funding are considered critical factors in garnering public support.

To facilitate development and selection of conceptual alternatives, a set of goals and objectives were established to guide the study process.

GOALS	OBJECTIVES
Enhance Travel Safety	<ul style="list-style-type: none"> • Complete the route as a continuous 4-lane expressway facility between San Felipe Road and US 101 • Eliminate signal controlled intersections along the corridor • Consolidate private access and upgrade route to access controlled standards to separate slow and fast moving vehicles • Remove bottlenecks • Improve truck access at interchanges • Improve State Highway System connectivity
Improve Travel Time Reliability	
Improve traffic operations	
Upgrade the SR 25 corridor in a manner that avoids, minimizes, and/or mitigates environmental effects wherever feasible and practical	
Construct phased solutions that are consistent with or do not preclude the SR 25 Adopted Alignment	
Construct fundable solutions	

C. Project Study Area

The Study area includes SR 25 from San Felipe Road in San Benito County to US Route 101 in Santa Clara County – a distance of 10.6 miles. Recommendations for roadway improvements are focused within these limits, however, the Study also included US Route 101 from south of Monterey Street to SR 25, SR 156 between SR 152 and SR 25, and the New SR 152 Alignment study area between SR 156 and SR 25 to coordinate with adjacent planned projects. The study area limits are shown on Attachment A.

D. Study Process

A work plan was developed in coordination with COG staff and consisted of six primary tasks.

Task 1 – Project Kick-Off Meeting

A Project Kick-Off meeting was conducted with the Project Development Team (PDT) to discuss the project scope, team organization, communication procedures, critical activities, data needs, and project deliverables

Task 2 – Background Analysis

The Study Team obtained and reviewed relevant data and information necessary for the study.

Task 3 – Alternatives Development

The Study Team developed a broad range of conceptual alternatives and conducted an initial screening process to select viable alternatives for further consideration. The following criteria was used in the screening process:

- Within range of anticipated funding (\$80M to \$160M)
- Can be constructed within 5 years (near-term)
- Can be constructed within 10 years
- Would enhance travel safety
- Would improve travel time reliability
- Would avoid/minimize/mitigate impacts to environmentally sensitive areas
- Consistent with adjacent projects (e.g. SR 152 Trade Corridor, US 101/SR 25 Interchange, High Speed Transit)

Task 4 – Project Coordination

A series of stakeholder meetings were then conducted to identify and reach consensus on the study limits, scope, goals and objectives, and to provide input on the alternatives considered. Additional issues to be addressed in the study were also identified. PDT meetings included staff from Caltrans, Santa Benito County, California Highway Patrol, VTA, and the City of Hollister. The following PDT and stakeholder meetings were conducted during the course of the study:

- Project Kick-Off Meeting held at COG Offices on November 19, 2015
- Study Work Shop Session No.1 held at COG Offices on December 11, 2015
- Study Work Shop Session No.2 held at County Offices on January 13, 2016
- Study Work Shop Session No.1 held at Caltrans District 5 Offices on January 28, 2016
- COG Board of Directors Briefing held at City Chambers on February 3, 2016
- Study Work Shop Session No.1 held at Caltrans District 5 Offices on March 22, 2016
- COG Stakeholders Briefing held at County Offices on April 7, 2016

Task 5 – Financial Analysis

Order of magnitude project cost estimates were prepared for the proposed improvements selected for further consideration.

Task 6 – Prepare Final Report

The study findings were documented in this report for use by stakeholders to make informed decisions on planning overall corridor improvements and selecting near-term improvements for further development.

E. Previous Study Efforts

Studies to improve Highway 25 within the study limits have been ongoing since the 1990's. Relevant previous study efforts are summarized below.

- SR 25 Safety and Operational Improvements Combined Project Study Report / Project Report and Initial Study with Proposed Mitigated Negative Declaration, 2005
- SR 25 4-Lane Widening Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS), 2010
- SR 25 Transportation Concept Report (Draft 2016)
- SR 152 Trade Corridor Project: Project Study Report-Project Development Support (PSR-PDS), 2015
- Alternatives Evaluation, New SR 152 Alignment, 2010
- Southern Gateway Transportation and Land Use Study, 2005
- Highway 25 Interim Improvements Draft PSR-PDS, 2014
- On the Move: 2035; San Benito Regional Transportation Plan, 2014
- Hollister / Gilroy Caltrain Extension Final Report , 2000
- Short Range Transit Plan, 2008
- Future Horizons for San Benito County Short- and Long-Range Transit Plan (Draft, 2015)
- San Benito County Bikeway and Pedestrian Master Plan, 2009
- 2035 San Benito County General Plan, 2013
- Regional Transportation Impact Mitigation Fee Nexus Study, January 2016

3. EXISTING CONDITIONS

A. Overview of Existing Transportation System

SR 25 within the study limits is the main connector between the cities of Hollister and Gilroy serving commuter, commercial and recreational traffic. Motorists expect to travel the route at relatively high speeds during the daily commute hours. Between Hollister and US 101, the highway has functioned both as a major intercity route and a primary commuter route since about 1990. An increased number of vehicles travel this stretch of SR 25 due to the rapid population growth and commuter traffic between northern San Benito County and San Jose and the northern Santa Clara Valley (see Table 3-1).

SR 25 is a two-lane conventional highway with one 12 foot travel lane in each direction of travel. The paved shoulder width on both sides of the highway varies from 2 feet to 10 feet. Within the study limits, SR 25 follows a relatively straight and level alignment, and primarily traverses through a rural area consisting mainly of agricultural lands. The posted speed limit is 55 mph. SR 25 connects to US 101 at a grade-separated interchange and there is a signalized intersection where the route crosses SR 156. There are also numerous at-grade local road intersections, private driveways and farm road entrances along the corridor. Union Pacific Railroad has two at-grade crossings and there are two creek crossings at Carnadero Creek and Pajaro River.

B. Traffic Data

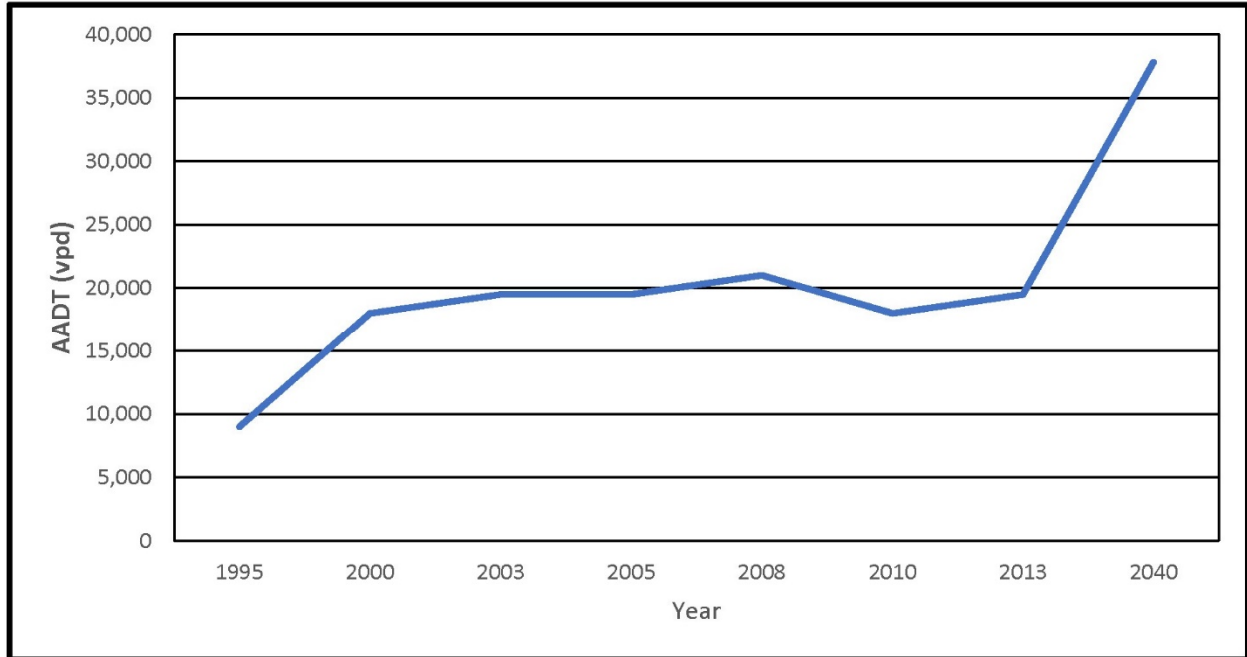
Traffic data from prior studies was utilized for this study to summarize the traffic operational characteristics of the SR 25 corridor within the study limits. A detailed traffic study would be performed to support the environmental planning phase of any highway improvement project that is selected for further development. The primary source of traffic data for this study is the DEIR/EIS prepared for the SR 25 4-Lane Widening Project and the Draft SR 25 Transportation Concept Report. Both documents were prepared by Caltrans District 5.

During peak commute hours, traffic becomes heavy, resulting in congestion. Traffic is often delayed by vehicles turning into and/or out of the numerous driveways and local roads, affecting the flow of the faster-moving vehicles. Conflicts between faster-moving vehicles and slower-moving agricultural traffic occur during off-peak traffic hours. This segment of SR 25 is a conventional highway, so access to driveways is not limited. Between San Felipe Road and US 101 there are approximately 48 private driveways and 11 local road intersections along the SR 25 corridor. Several intersections do not currently have left-turn channelization lanes.

Historical trends in daily two-way traffic volumes on SR 25 at the San Benito/Santa Clara County line are shown in Table 3-1. Daily traffic volumes at this location have increased from 9,000

vehicles per day (vpd) in the mid-1990's to 19,500 vpd in 2013. By 2040, the volumes are forecast to increase to 37,800 vpd.

Table 3-1: Historical Daily 2-Way Traffic Volumes on SR 25 at County Line



Note: AADT – Annual Average Daily Traffic; vpd – vehicles per day

Source: Caltrans Traffic Data (<http://traffic-counts.dot.ca.gov/>); and Draft SR 25 Transportation Concept Report, dated 2016

Commercial truck traffic travels through the area on SR 25 and is also subject to delays due to the congestion. According to the latest Caltrans traffic census data from 2014, truck traffic makes up about 6.5 percent of the total traffic on SR 25 near the US 101 junction.

According to the traffic analysis completed for the SR 25 4-Lane Widening Project, the existing (2006) annual average daily traffic count was 14,700 vehicles between San Felipe Road and SR 156; 21,300 vehicles between SR 156 and the San Benito County-Santa Clara County line; and 22,500 vehicles between that point and US 101 in Santa Clara County. The traffic volumes were lower at the Hollister end of the project because some drivers turn off of SR 25 at Bloomfield Avenue, some motorists turn off of the highway at Shore Road to get to SR 156, and some traffic turns south onto SR 156 to access neighborhoods on the west side of Hollister.

Table 3-2 shows the annual average daily traffic counts for segments of the route adoption area measured in 2013 (existing conditions), and predicted traffic in 2040 (future conditions).

Table 3-2: Existing / Future Traffic Volumes (Briggs Road to County Line)

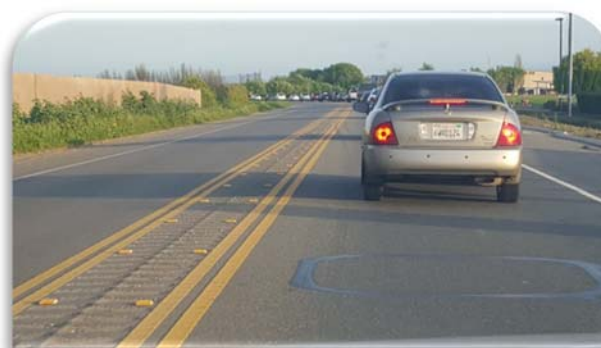
Existing (2013)	Future (2040)
Annual Average Daily Traffic (vpd)	
16,500 to 19,350	32,770 to 36,980
Peak Hour Volume (vpd)	
1,500 to 1,900	3,040 to 3,560

Source: SR 25 Transportation Concept Report, prepared by Caltrans, Draft 2016

When the traffic study was conducted, predicted average annual daily traffic was expected to increase by 37 percent by 2015 on SR 25 between San Felipe Road and SR 156, with 5,400 more daily vehicles than in 2006. In 2035, traffic on this segment was predicted to increase by 9,700 more vehicles per day, a 61 percent increase in traffic. Although the segment of highway between SR 156 and Hudner Lane was predicted to have only 7.5 percent more traffic in 2015 (1,600 more daily vehicles than used the road in 2006), by the year 2035 traffic was predicted to grow by 36 percent from 2006 conditions, adding 7,600 more daily vehicles to the highway compared to 2006 volumes. The segment from Hudner Lane to US 101 was predicted to see less than 1 percent traffic increase in 2015. However, by the year 2035, 9,700 more daily vehicles were expected to be on this stretch of roadway, a 43% increase from existing traffic.

Because SR 25 has a striped median that prohibits passing throughout the length of the project, traffic lines up behind slower vehicles, especially during the morning and evening commute hours.

“Average travel speed” and “percent time spent following” (percentage) are the criteria used to determine Level of Service for two-lane highways. SR 25 within the project limits is classified as a Class I two-lane highway because it is a daily commuter route and the main connector between the cities of Hollister and Gilroy. “Average travel speed” for vehicles is measured in miles per hour.



“Percent time spent following” (percentage) is defined as the average percentage of travel time vehicles spend traveling in lines behind slower vehicles due to their inability to pass. Whenever percent time spent following is measured at 80% or more, the resulting level of service is recorded as level of service E. Level of service F occurs whenever the traffic flow rate exceeds the capacity of the roadway, with 100% time spent following and average travel speed of less than 30 miles per hour. The average percent of total travel time that southbound SR 25 vehicles travel in platoons behind slower vehicles was 95.6% during the evening peak hour in 2013.

C. Accident Data

The most recently available traffic accident data within the study limits was obtained from Caltrans for the three year period October 1, 2010 to September 30, 2013. The following table provides a summary of the accident analysis during that period.

Table 3-2: Accident Summary (November 1, 2003 through October 31, 2008)

Location	Total Accidents	Between Intersections	At Intersections	Fatal	Injury	Fatalities	Persons Injured	Accident Rate					
								Actual			Average		
								FAT	F+I	TOT	FAT	F+I	TOT
Hwy 25 (San Felipe Rd to County Line)	117	74	43	2	46	2	86	0.01	0.28	0.68	0.02	0.30	0.70
Intersections													
Wright Rd	8			1	5	1	14	0.05	0.30	0.39	0	0.10	0.26
E. Briggs Rd	2				2		3	0	0.11	0.11	0	0.07	0.16
W. Briggs Rd	2				1		2	0	0.06	0.11	0	0.07	0.16
Flynn Rd	3				1		2	0	0.05	0.16	0	0.07	0.16
McConnell Rd	1							0	0	0.05	0	0.07	0.16
SR 25/SR 156	36				15		26	0	0.44	1.07	0	0.19	0.50
Hudner Ln	0							0	0	0	0	0.07	0.16
Shore Rd	4				3		7	0	0.13	0.17	0	0.07	0.16

FAT = number of fatal accidents per million vehicle miles

F+I = number of fatal plus injury accidents per million vehicle miles

TOT = total number of accidents per million vehicle miles

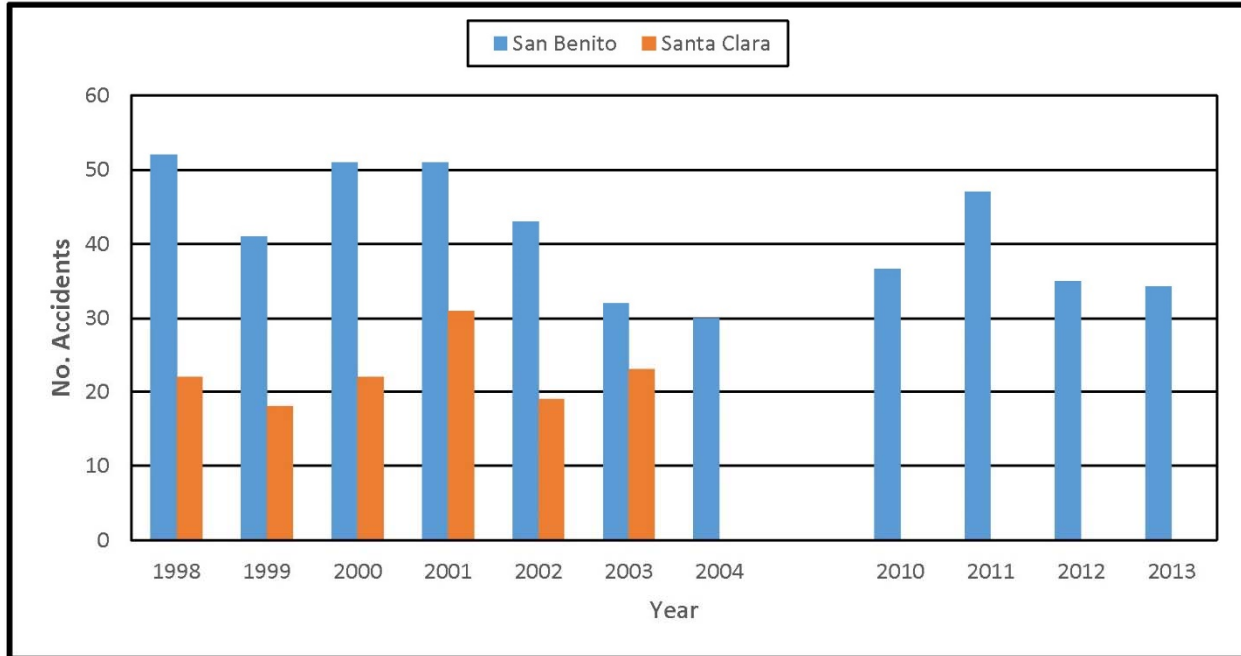
Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS) database

For the 8.6 mile two-lane section of Route 25 between the San Felipe Road and the San Benito/Santa Clara County Line, the actual accident rate is calculated to be 0.68 accidents per million vehicle miles (MVM), which is similar to the statewide average accident rate of 0.70 accidents per MVM for this type of roadway facility. Of the recorded 117 accidents, 43 occurred at intersections and 74 occurred between intersections. 2 accidents resulted in 2 fatalities and 46 of the accidents resulted in 86 persons injured. Overall, the primary cause of the accidents was recorded as speeding, failure to yield, improper turns, and other violations. The most common type of accident was recorded as rear-end and broadside. A total of 2 head-on collisions were recorded.

The heaviest concentration of accidents reported on SR 25 in San Benito County occurred at the SR 25 / SR 156 intersection. The primary cause of the accidents was recorded as speeding and other violations. The most common type of accident was recorded as rear-end and broadside.

The total number of accidents recorded on SR 25 within the study limits by county since the late 1990's is summarized in Table 3-3. On average, 30 or more accidents occur each year on SR 25 in San Benito County.

Table 3-3: Historical Accident Data on SR 25 (San Benito and Santa Clara counties)



Source: Caltrans Traffic Accident Surveillance and Analysis System (TASAS) database

Beginning in 2000, the Highway 25 Safety Corridor Task Force initiated the following safety projects on SR 25 within the study limits:

- 2000 - the “Stay Alive on 25” campaign designated SR 25 as a daylight headlight zone, installed additional speed limit signs, and replaced pavement delineation
- 2000 - temporary rumble strips were installed in the median of SR 25
- 2001 - a permanent 2-foot wide ground-in rumble strip was constructed
- 2002 – 4-foot wide ‘soft’ median barrier with rumble strip, highly reflective striping, shoulder widening, and channelization at Flynn Road was completed in San Benito County
- 2004 – 4-foot wide ‘soft’ median barrier with shoulder widening, drainage improvements, and channelization at Bloomfield Road was completed in Santa Clara County
- 2010 – widening of SR 25 from just north of Shore Road to Hudner Lane to install a concrete median barrier, shoulder widening, drainage improvements, intersection channelization at Shore Road, Grant Line Road, Hudner Lane; and consolidated driveway system

D. Need for Improvements

Enhance Safety and Traffic Operations

The need to enhance safety and traffic operations on SR 25 between San Felipe Road and US 101 was established by the Highway 25 Safety Task Force in 2000, as follows:

Reduce the Potential for Cross Centerline Collisions

Installation of the concrete median barrier between Hudner Lane and Shore Road has significantly reduced the potential for head-on collisions on this segment of SR 25. Additional locations were recommended by the Task Force.

Reduce the Potential for Speed Differential Collisions

Fast-moving traffic conflicts with slower-moving vehicles entering/exiting local roads and numerous private driveways along SR 25. Reducing the number of access points and improving channelization at bottlenecks, local road intersections and heavily trafficked driveways is needed.

SR 25 Widening (San Felipe Road to US 101)

The need to widen SR 25 between San Felipe Road and US 101 has been established by the separate SR 25 4-Lane Widening Project studies, as follows:

Improve Traffic Flow and Reduce Delays

Passing is prohibited on SR 25 and traffic backs up behind slower vehicles, especially during the morning and evening commute hours. Adding another through lane in each direction would allow for safe passing of slower-moving vehicles.

Increase Capacity

The segment of SR 25 in Santa Clara County is expected to reach capacity in 2016 and the segment in San Benito County between SR 156 and the County Line is expected to reach capacity by 2025 or sooner. The existing corridor will no longer be able to accommodate traffic demand and result in increased delays to the motorists and traffic diverting to alternative routes.

4. OTHER PLANNED IMPROVEMENTS

A. SR 25 Widening

Caltrans has been working in partnership with COG since 2001 to reduce congestion and improve safety and operations on SR 25. Over time, with input from stakeholders and the public, this project has evolved.

As of mid-2007, the project proposed to widen 10.6 miles of SR 25 in San Benito and Santa Clara counties from the existing 2-lane highway to a 4-lane expressway. In late 2007, Caltrans proposed a route adoption for the 11.2-mile stretch of highway from San Felipe Road in Hollister to US 101. A route adoption establishes and documents an exact alignment and location of the route in the San Benito County and Santa Clara County General Plans, allowing the public to know where the expressway would be built. The route concept for SR 25 is a 4-lane expressway facility.

Caltrans has completed preliminary design and detailed technical studies and circulated a Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS) to the public for the new SR 25 corridor route adoption that would be offset from the existing route and accommodate a future 4-lane expressway when adequate funds are available to construct the facility. Caltrans is currently in the latter stages of completing approval of the EIR/EIS and a Route Adoption Report of the new SR 25 corridor for CTC adoption. The decision to locate a highway along a specific alignment allows for future land use planning, including establishment of right-of-way boundaries and protection of that right-of-way through local land use controls (a county General Plan).

The project cost is estimated at \$280 million (in 2011 dollars) and exceeds anticipated funding revenues in San Benito County through 2035.

Proposed Improvements (see Attachment D)

The route adoption alternative would accommodate the following highway improvements in the future:

- A four-lane expressway with a 46-foot-wide median within a 342-foot-wide right-of-way
- Frontage roads on one or both sides of the expressway, as needed
- A new interchange to replace the SR 25/SR 156 at-grade intersection; the interchange would require grade separation (SR 156 would cross SR 25 with a bridge)
- New bridges over the Pajaro River and Carnadero Creek
- New overheads (bridges) to cross over the Union Pacific Railroad Hollister branch line near the Pajaro River and the Union Pacific Railroad main line east of US 101
- A new SR 25 / US 101 interchange to replace the existing interchange

- A new intersection to connect to frontage roads on either side of the expressway would be located 1.7 miles south of Shore Road
- A realigned intersection at Shore Road and SR 25 would intersect at right angles to improve drivers' ability to see oncoming traffic
- A realigned Bolsa Road intersection southeast of the existing one (with a connector to the western frontage road opposite Bolsa Road)
- Cul-de-sacs of Bolsa Road and Bloomfield Avenue; Bloomfield Avenue would no longer be connected to SR 25
- New frontage roads would incorporate the existing SR 25 roadway where feasible
- The profile (the height of the roadway) of the new alignment from the Pajaro River northwestward to US 101 must be raised to a minimum height of 7 feet because this segment would be in a floodplain. Culverts would be required to prevent the roadway from acting as a dam during floods

The right of way to be acquired along the corridor route adoption would be approximately 497 acres of mainly agricultural land. A number of impacted parcels would be 51 parcels. According to the DEIR/EIS, approximately 160 acres of Williamson Act lands, 14 residential relocations, and 4 business relocations would be acquired to accommodate the corridor route adoption.

B. SR 152 Trade Corridor

SR 152 is a major east-west corridor for interregional traffic connecting the South San Francisco Bay Area, North Central Coast and Central Valley regions. The route is a major international highway trade corridor linking the north-south trade corridor backbones of US 101, I-5 and SR 99, and the only direct east-west route connecting US 101 and SR 99. The closest east-west state highways are 60 miles to the north on I-580, or 120 miles to the south on SR 46. SR 152 is a vital artery between the State's agricultural heartland of the San Joaquin Valley and the Monterey Peninsula.

The use of SR 152 by commuter traffic has grown dramatically in the last decade, particularly for workers traveling from Merced and San Benito Counties to the Bay Area. The corridor is also heavily used for recreational trips. The corridor is not capable of effectively moving existing traffic or traffic expected in the future. Safety, congestion and reduced travel speeds are the major issues affecting trade and mobility. Problems are expected to deteriorate further in the future. Delays to trucks are of particular concern because the economy is highly dependent on reliable and cost-effective truck-freight transportation.

The Project proposes substantial improvements to the full length of SR 152 between US 101 in Santa Clara County on the west and I-5 in Merced County on the east, a total distance of approximately 40 miles. The proposed improvements are divided into segments and summarized in Table 4-1.

Table 4-1: SR 152 Trade Corridor Design Variations Studied in PID Phase

Segment Description		Design Variation
A	New SR 152 Alignment (US 101 to SR 156)	<ul style="list-style-type: none"> • Range of alignment options and new interchanges (US 101 and SR 156) • Range of interchange options to complete the US 101/SR 25 interchange
B	SR 152 Access Control Improvements (SR 156 to EB SR 152 Pacheco Pass Climbing Lane)	<ul style="list-style-type: none"> • Full and partial access control
C	EB SR 152 Pacheco Pass Climbing Lane	<ul style="list-style-type: none"> • Range of alignment options for the range of allowable design speeds in mountainous areas • Full and partial access control
D	SR 152 Access Control Improvements (EB SR 152 Pacheco Pass Climbing Lane to SR 33 North)	<ul style="list-style-type: none"> • Full and partial access control
E	SR 152 Access Control Improvements	<ul style="list-style-type: none"> • Full and partial access control • Range of interchange options to modify the SR 152/I-5 interchange

For Segment A, SR 152 will be reconstructed as a freeway on a new alignment south of its existing alignment. The new alignment will traverse portions of Santa Clara and San Benito Counties, connecting to US 101 at SR 25 on the west and connecting to SR 152 at the SR 152/SR 156 interchange on the east. Three potential alignments for the new freeway are under consideration (see Attachment D). Specific components within this segment will include:

- Modification of the new US 101/SR 25 interchange configuration proposed as part of the separate US 101 Widening Project to accommodate additional traffic generated by the new SR 152 Alignment. Widening of US 101 to a 8-lane freeway between SR 25 and SR 152 (East) will be considered, and may be added pending results of detailed traffic studies.
- SR 25 will be widened and realigned to a 6-lane freeway from the proposed UPRR grade separation, just east of US 101, to just east of the Santa Clara/San Benito County Line, with new bridge crossings at Carnadero Creek, the UPRR, and Pajaro River, and a new interchange at SR 152/Bolsa Road.
- A new SR 25/SR 152 interchange will be constructed just east of the Pajaro River with connections to SR 25.
- SR 152 will be reconstructed as a new 4-lane freeway from the new SR 25/SR 152 interchange to just east of the SR 152/SR 156 interchange. New bridge crossings will be constructed at Frazier Lake Road, High Speed Rail, Tequisquita Slough, Pacheco Creek, and the Santa Clara Conduit. A new interchange at San Felipe Road will be considered, and may be added pending results of detailed traffic studies.

- The existing SR 152/SR 156 interchange will be modified to accommodate a four-lane freeway.
- Frontage roads will be constructed, as needed, to replace existing access to US 101, SR 25 and SR 152 from adjacent properties.
- Bicycle facilities will be constructed, as needed, to replace access lost when US 101 is upgraded to a freeway.

Upon completion of the new freeway, the existing alignment of SR 152 between the city of Gilroy and SR 156 will be relinquished by the State to the city and Santa Clara County and will function as a local roadway.

In the current economic climate of limited federal funding and shortfalls in state and local taxes, new methods of funding infrastructure improvements are being sought to initiate and implement projects that keep traffic moving, commerce flowing and the economy growing. At the request of the California Transportation Commission (CTC), VTA, in coordination with COG, and Caltrans, is exploring the role of both public and private capital together with user fees to move this project forward.

Caltrans approved the Project Study Report-Project Development Support (PSR-PDS) for this Project in early 2015. The approved PSR-PDS authorizes the project to advance to the environmental planning phase. VTA has partial funding for the environmental planning phase and expects to begin technical studies in late 2016.

C. US 101 Widening (Monterey Street to SR 129)

In Summer 2013, the VTA Board approved an EIR to improve US 101 between Monterey Street interchange in Gilroy and the SR 129 interchange in northern San Benito County. The improvements are needed for the following reasons:

- US 101 is currently a 4-lane expressway between these limits and has insufficient capacity to accommodate future demand during peak travel periods. As a result, delays and congestion occur during the AM and PM peak weekday commutes, as well as on weekends.
- The design of the US 101/SR 25 interchange is inadequate to accommodate demand, the result of which is the backup of traffic onto the mainlines of US 101 and SR 25.
- Existing conditions with the project segment of US 101 that do not meet current standards include inadequate shoulder widths, uncontrolled local and private access, reduced sight distance, insufficient distances for traffic to merge and diverge with US 101 traffic, and insufficient street lighting. These conditions, coupled with relatively high travel speeds, have resulted in accident rates that are higher than those on the adjacent freeway segment of US 101 to the north
- The lack of controlled access to US 101 and the absence of frontage roads along the highway requires local traffic associated with the adjacent land uses to utilize US 101. This results in

conflicts between the fast-moving highway traffic and slower-moving vehicles that are entering/existing along the existing highway

- The existing at-grade crossing of the UPRR tracks on SR 25 just west of Bloomfield Road causes traffic backups during train operations.
- The lack of a signalized intersection at the US 101 ramp termini on SR 129 is projected to result in delay as demand increases

To address the project need, the following improvements are proposed:

- Widen and upgrade US 101 to a 6-lane freeway between the Monterey Street and SR 129 interchanges
- Reconstruct the US 101 / SR 25 Interchange
- Construct new auxiliary lanes between the Monterey Street and SR 25 interchanges
- Extend Santa Teresa Boulevard from Castro Valley Road to the new US 101/SR 25 interchange
- Construct frontage roads, as needed to replace existing access to US 101 from adjacent properties
- Grade separate the UPRR crossing on SR 25 just west of Bloomfield Avenue
- Construct bicycle facilities, as needed, to replace access lost when US 101 is upgraded to a freeway and to improve bicycle access in the project area

Two design options were studied for the reconstruction of the US 101 / SR 25 interchange. Design Option B was selected by the PDT as the preferred alternative based on ability to phase construction, right of way requirements, and farmland impacts. The estimated cost of Design Option B is \$487 million. The conceptual layout of Design Option B and Phase 1 is shown in Attachment D-3.

An initial fundable phase of construction to construct a portion of the US 101 /SR 25 interchange improvements (Phase 1) was developed. The estimate cost of Phase 1 is \$65 million.

D. California High Speed Train

In 2008, the California High Speed Rail Authority completed program-level environmental studies to determine overall route and station locations for the proposed High Speed Train (HST) system from Los Angeles to San Francisco. Following voter approval of additional state bonds for the project later that year, project specific studies for a draft environmental document (DEIR/DEIS) began. Several HST alignments are under consideration for the San Jose to Merced segment of the project. An HST Alternatives Evaluation Report was completed in June 2010 and defined the alignments to be studied in the Environmental Document.

Two alignments pass between the SR 152 and SR 25 corridors (see Attachment D). One alignment includes a station in Downtown Gilroy and the other in East Gilroy. A supplemental HST Alternatives Evaluation Report was completed in 2011. A preferred HST alignment will be selected following circulation of the DEIR/EIS.

The Downtown Gilroy HST alignment would merge with the UPRR tracks near Bloomfield Road. The SR 152 Corridor Project identified opportunities to create a shared transportation corridor with the proposed new SR 152 Alignment which crosses the Soap Lake floodplain area between SR 152 and SR 25.

E. Other Planned Improvements

New Communities – Bolsa Study Area

Within the SR 25 study limits, the San Benito County 2035 General Plan identifies the Bolsa Study Area as a potential New Community Study Area. This area is generally located in northwest San Benito County, between the Santa Clara County line to the north, a segment of SR 25 (from the Santa Clara County line to the City of Hollister) to the east, the City of Hollister to the south, and the steeper topography of the Lomerias Muertas Mountains (Flint Hills) and San Juan Valley to the west. The area also includes a 12-mile segment of the Union Pacific railroad line, which travels west of Bolsa Road running north to south. This area is identified as a New Community Study Area for the following reasons:

- The area has good access to US 101, SR 25 and SR 156, which provides opportunities to attract region-serving commercial uses and to reduce vehicle miles traveled for workers commuting to jobs in other counties. The Union Pacific railroad line runs along the SR 25 corridor providing an opportunity for future transit connections between the Cities of Hollister, San Jose and San Francisco. Development of a New Community in the area could result in the County's first major transit oriented development.
- Development in the area would connect existing and future development to nearby transportation corridors, state and regional public transit, bike, and trail systems.
- The area avoids the large contiguous Farmlands of the San Juan and Hollister Valleys.

- The area has fewer sensitive biological resources and natural open space areas than other areas in the County.

Soap Lake

Soap Lake is a natural floodplain covering approximately 9,000 acres and is generally bounded by SR 152, SR 25 and US 101 within the study limits. Soap Lake provides significant flow attenuation and flood storage benefits for the upper Pajaro River and is key to flood protection. Soap Lake acts as a natural detention basin, storing water and reducing peak flows that would otherwise increase flooding on the lower reaches of the Pajaro River in the Watsonville Area.

The Pajaro River Watershed Flood Prevention Authority (PRWFPA) has identified preservation of the Soap Lake Floodplain in the upper Pajaro River watershed as a priority project. The program seeks to retain the Soap Lake floodplain in its natural and/or agricultural state to the extent practicable and feasible. Although current land use plans limit development potential in the area, the PRWFPA recognizes that other mechanisms are needed to ensure long term preservation. To accomplish this, the PRWFPA has implemented a program to acquire flood easements from property owners using State funds.

Proposed highway improvements that encroach into the floodplain are required to preserve the natural floodplain values of Soap Lake to the extent practicable and feasible.

5. POTENTIAL IMPROVEMENTS

A. RANGE OF IMPROVEMENTS

Three categories of improvements on SR 25 within the study limits were studied to develop a broad range of alternatives for further consideration:

- Interim improvements to enhance safety and traffic operations
- Fundable improvements to widen SR 25 to four lanes
- Alternative modes of transportation such as rail, express bus and rideshare

As a result of the Alternatives Assessment process conducted by the PDT, the following alternatives were selected for further consideration.

B. SAFETY AND OPERATIONAL ENHANCEMENTS

Wright Road to McConnell Road (see Attachment B, Figure 5-1)

Slower moving vehicles that ingress or egress SR 25 at Wright Road, Briggs Road, Flynn Road, State park-and-ride lot, McConnell Road and Quarry Road conflict with faster moving vehicles on SR 25. Several cross centerline collisions have occurred between Wright Road and Flynn Road and the need for a concrete median barrier was identified by the Highway 25 Safety Task Force.

Proposed Improvements

- Pavement widening and installation of concrete median barrier from just north of Wright Road to just north of Briggs Road (West). Installation of the median concrete barrier would eliminate the potential for head-on collisions at this location. The blunt ends of the concrete barrier would be protected with crash cushion devices. Standard Clear Recovery Zone (CRZ) widths would be provided to allow errant vehicles to recover, thereby reducing the potential for them going off the highway. The width provided by the paved shoulder and CRZ would also allow slow moving farm vehicles to travel along SR 25 without encroaching into the traffic lane. This would reduce the potential for vehicles to swerve around slower moving vehicles and pass into oncoming traffic. Fixed objects, such as trees, would be removed to allow construction of the CRZ and improve sight distance at intersections. Other safety measures introduced by prior SR 25 safety projects would also be maintained, such as rumble strips, highly reflectorized striping, and warning signs.
- Intersection channelization improvements at Wright Road, Briggs Road (East), Flynn Road and McConnell Road to provide acceleration and deceleration lanes to provide turning traffic with acceleration and deceleration lanes to enhance merge or diverge movements with SR 25 traffic. Intersection lighting would be improved to provide enhanced visibility.
- Close Briggs Road (West) at SR 25 and shift traffic to Wright Road

Highway 25 Widening Design Alternatives Analysis

- Extend merge lane on northbound SR 25 north of San Felipe Road signal intersection up to approximately 1,500 feet to allow slower moving vehicles to reach operating speed and encourage them to stay in the right lane to allow faster moving vehicles to pass
- Improve access to park-and-ride lot

Benefits

- Recommended by Highway 25 Task Force
- Potential to reduce collisions
- Constructible in near term
- Environmentally cleared under the Highway 25 Safety and Operational Enhancements Project in 2005

SR 25 / SR 156 Intersection (see Attachment B, Figure 5-2)

The length of the merge from two lanes to one lane on the departure side of each leg of SR 25 / SR 156 intersection is approximately 500 feet. An acceleration length of 960 feet is needed for trucks to reach 55 mph, and 1410 feet to reach 65 mph². Merge lane lengths between 1500 feet to 2000 feet should be considered for merge lane operations, however, to also opportunities for platoons of queuing vehicles to disperse and to encourage slow moving vehicles to stay in the right lane.

Proposed Improvements

- Extend four-lane sections on each arm of existing signalized intersection up to approximately 1,500 feet in length to provide (a) additional storage for traffic queuing on intersection approaches, and (b) extend merge length after the intersection to allow slower moving vehicles to reach operating speed and encourage them to stay in the right lane to allow faster moving vehicles to pass
- Install other safety improvements (e.g. delayed green signal, enhanced lighting, high-reflective striping, and additional signage)

Benefits

- Extending merge lanes on both SR 25 and SR 156 legs of intersection is expected to provide additional green time for SR 25 traffic and improve throughput
- Potential to reduce congestion related collisions
- Constructible in near term

² AASHTO A Policy on Geometric Design of Highways and Streets, Table 10-3

SR 25 Passing Lanes (see Attachment B, Figures 5-3A and 5-3B)

During both peak periods, traffic is heavily congested on SR 25 within the study limits. The two-lane segment of SR 25 in Santa Clara County is expected to reach capacity in 2016 and portions of the route in San Benito County are expected to reach capacity in the near future. Other than the short four-lane section at the SR 156 intersection, there are no opportunities for vehicles to pass. Vehicles are not permitted to overtake on the two-lane segment of SR 25. As a consequence, long ‘queues (platoons) of vehicles begin to form. During the evening commute in 2013, the average percent of total travel time that southbound vehicles travel in platoons behind slower vehicles was 95.6%.

Passing lanes are a recognized method of providing passing opportunities on two-lane highways. An added lane can be provided in each direction of travel to improve traffic operations and reduce the potential for congestion related accidents. A lane added to improve overall traffic operations should be long enough to provide a substantial reduction in traffic platooning. Existing (2013) peak hour volumes range from 500 to 1,000 vph. A passing lane length of 1 to 2 miles is recommended for this range of traffic volumes³. Passing lanes are not recommended at intersections in order to minimize the volume of turning movements on a highway section where passing is encouraged. Based on these constraints, the only suitable location for passing lanes on SR 25 within the study limits is between Hudner Lane and Shore Road.



Proposed Improvements

- Widen a two-mile section of SR 25 between Hudner Lane and Shore Road to provide two-lanes in both directions with 12 feet lanes and 10 feet shoulders
- Reconstruct concrete median barrier
- Reconstruct consolidated driveway system, local road intersections and drainage ditches
- Acquire right of way to accommodate roadway widening.
- Relocate utility poles outside of State right of way

Benefits

- Improve traffic operations and reduce delays associated with platooning vehicles
- Potential to reduce congestion related accidents
- Increased effectiveness in combination with extension of merge lanes at SR 156 and San Felipe Road intersections

³ AASHTO A Policy on Geometric Design of Highways and Streets, Table 3-1

SR 25 / SR 156 Interchange (see Attachment B, Figure 5-4)

The SR 25 Adopted Alignment proposes a new interchange at the intersection of SR 25 and SR 156. The heaviest concentration of collisions on SR 25 within San Benito County occur at this location and the type of accidents are typical of congestion related incidents. Both SR 25 and SR 156 approaching the signal intersection have vehicles traveling at high speeds in a rural setting where the potential for red light violations is high. Through traffic volumes on SR 25 in both directions exceed 1,000 vph during peak commute periods. There is a near-term need to eliminate conflicting traffic movements at this heavily trafficked intersection to enhance safety and traffic operations. There are opportunities to construct the new interchange consistent with the SR 25 Adopted Alignment.

Proposed Improvements

- Construct new SR 156 overcrossing structure
- Construct spread diamond interchange configuration to provide for all turning movements. The ramp intersections at SR 156 may need to be signalized to accommodate turning movements
- Close McConnell Road access to SR 25
- Close Quarry Road access to SR 25 and construct frontage road with new access at Flynn Road
- Consolidate private driveways north of SR 156 to connect with SR 25 at Hudner Lane

Benefits

- Consistent with location of interchange for SR 25 Adopted alignment. Realignment of ramps would be required to connect with future SR 25 corridor
- Eliminate signal intersection and conflicts with through traffic on SR 25 and SR 156
- Improve traffic operations

Santa Clara County – SR 25 (see Attachment B, Figure 5-5)

Slower moving vehicles that ingress or egress SR 25 at Bolsa Road, as well as commercial locations at private driveways to Christopher Ranch, Uesugi Farms and Z-Best conflict with faster moving vehicles on SR 25.

Proposed Improvements

- Pavement widening from just south of Bolsa Road to just north of Uesugi Farms driveway to provide a left-turn channelization lane for Z-Best and Uesugi Farms. Other safety measures introduced by prior SR 25 safety projects would also be maintained, such as standard lane, shoulder and clear recovery zone widths.
- Intersection channelization improvements at Bolsa Road to provide acceleration and deceleration lanes to provide turning traffic with acceleration and deceleration lanes to enhance merge or

diverge movements with SR 25 traffic. Intersection lighting would be improved to provide enhanced visibility.

- Modify commercial access to Christopher Ranch with ingress from Bloomfield Road and egress to US 101 from the existing driveway adjacent to UPRR tracks or from Bloomfield. Circulation within the property would also be modified to provide these improvements
- Improve access to the State owned park-and-ride lot located south of Flynn Road

Benefits

- Recommended by Highway 25 Task Force
- Potential to reduce collisions
- Constructible in near term
- Environmentally cleared by 2005 Highway 25 Safety and Operational Enhancements Project

Santa Clara County – US 101 (see Attachment B, Figure 5-6)

High traffic volumes during the afternoon peak period, on the southbound US 101 / SR 25 off-ramp frequently cause queues to spill back on to southbound US 101.

When this occurs, traffic queues form along the outside shoulder of US 101. Queues have been observed to extend north of Castro Valley Road intersection. The shoulder is not wide enough to store queuing vehicles

and presents a significant safety concern at this location. Bicyclists are permitted to use the shoulder on this portion of US 101.



Proposed Improvements ⁴

- Construct new auxiliary lane on southbound US 101 between Castro Valley Road and SR 25 off-ramp
- Signalize southbound US 101 / SR 25 ramps intersection

Benefits

- Provide additional storage for queuing vehicles currently using the outside shoulder of southbound US 101. Queuing traffic currently uses shoulder during evening peak period
- Potential to reduce collisions between fast and slow moving vehicles
- The improvements would provide near-term safety improvements, in the event that funds for the initial phase of construction for the US 101/SR 25 Interchange are delayed

⁴ If improvements to the US 101/SR 25 interchange are constructed in the near-term, this alternative would be withdrawn

C. SR 25 WIDENING – EXISTING ROUTE (SAN FELIPE ROAD TO NORTH OF SHORE ROAD)

SR 25 is currently designated as a conventional highway which is defined as a highway without control of access. This is evidenced by the high number of private driveways and local roads that intersect the existing SR 25 corridor, and create potential conflict points and affect travel reliability along the corridor.

The ultimate concept for SR 25 is a four-lane expressway where abutting property owners have restricted access to SR 25 at limited local road intersections or grade separations. Expressways in rural areas are typically designed for higher traffic speeds (70 to 80 mph) compared to conventional highways (55 to 70 mph). Geometric design standards, such as sight distance, clear recovery zone width, and intersection spacing, are also required to accommodate the higher traffic speeds.

Caltrans has completed studies to adopt a new route for SR 25 that would eventually replace 11.2 miles of existing SR 25 two-lane highway facility with a new four-lane expressway facility between San Felipe Road and US 101. See Section 4 for further details.

To address requests made by COG stakeholders and the COG Board, alternatives to widen SR 25 along the existing route was further investigated as part of this study. The alternative to widen existing SR 25 as a four-lane expressway facility between San Felipe Road and north of Shore Road is presented in this section. Other widening alternatives considered and withdrawn are discussed in Section 6.

Proposed Improvements (see Attachment C for conceptual layout of improvements)

- Realign a portion of SR 25 between San Felipe Road and north of Wright Road to provide a four-lane expressway facility with 22-foot wide median. The roadway cross section would be similar to the SR 25 Bypass, south of San Felipe Road
- Widen existing SR 25 to a four-lane expressway with a 46-foot wide median from north of Wright Road to north of Shore Road. The roadway cross section would be similar to the SR 25 Adopted Alignment. The existing roadway would be used for one direction of travel and a new roadbed would be constructed for the other direction. The existing roadbed would be rehabilitated
- The four-lane expressway, north of Shore Road, would connect to the SR 25 Adopted Alignment and SR 152 Trade Corridor as part of a separate project
- Construct new frontage roads to connect Briggs Road to Wright Road, Quarry Road to Flynn Road, and Hudner Lane to SR 156
- Construct new SR 25/SR 156 interchange with spread diamond configuration and grade separation of SR 156
- Construct overcrossing at Wright Road
- A new intersection to connect to frontage roads on either side of the expressway would be located 1.7 miles south of Shore Road.

Highway 25 Widening Design Alternatives Analysis

- Realign intersections at Flynn Road, Grant Line Road, and Shore Road to intersect at right angles to improve drivers' ability to see oncoming traffic.
- Wright Road, Briggs Road (East), Briggs Road (West), Quarry Road, McConnell Road and Hudner Lane would no longer be connected to SR 25.
- Consolidate private driveways and connect them with modified local road intersections or new frontage roads

Benefits

- Provide additional capacity on SR 25 and improves travel time reliability in San Benito County
- Geometric design would meet expressway design standards to the extent feasible
- Construct improvements in phases to meet funding constraints
- Use existing roadbed to minimize pavement costs
- Minimize right of way acquisition (approximately 180 acres required)
- Minimize impacts to prime farmland
- Minimize relocation of residences (2 required)

Challenges

- Separate project required to complete SR 25 as 4-lane expressway to US 101
- Alignment is not consistent with SR 25 Adopted alignment
- Extensive utility relocations outside of State right-of-way required (approximately 160 poles and underground communication line)

D. NEW SR 25 ALIGNMENT ALTERNATIVES

Several San Benito County stakeholders have expressed interest in studying alignments that consolidate SR 152, SR 156 and SR 25 to optimize the high cost of improving these routes separately. Alternatives that shift SR 152 closer to the Hollister area may also stimulate economic growth through more direct access to services and businesses.

The following alternatives were considered as potential new alignments to provide a 4-lane expressway facility for SR 25 in coordination with planned improvements for SR 152. Since these alternatives affect both state highways they will be referred to the Mobility Partnership for further consideration as part of the SR 152 Trade Corridor Study.

New SR 152 Alignment – Option A (SR 156 Junction to SR 25 Adopted Alignment)

Proposed Improvements (see Attachment F, Figure 5-7)

- Widen SR 156 between SR 152 Junction to just east of SR 25 / SR 156 intersection to a 4-lane expressway. SR 152 and SR 156 traffic would be combined on this segment
- Connect SR 152 / SR 156 expressway to SR 25 Adopted Alignment just north of the SR 25 / SR 156 intersection.
- Construct SR 25 Adopted Alignment. A 6-lane facility is anticipated where the SR 152 converges with the SR 25 Adopted Alignment. SR 25, SR 152 and SR 156 traffic would be combined on this segment
- Construct new interchanges at SR 152/SR 156, SR 156/Fairview Road, and at the new SR 152 / SR 25 Junction

Benefits

- Consolidate SR 152 and SR 156 routes between SR 152/SR 156 interchange and SR 25 / SR 156 intersection
- Consolidate SR 152 and SR 25 routes between SR 25 / SR 156 intersection and US 101

New SR 152 Alignment – Option B (SR 156 Junction to SR 25 Adopted Alignment)

Proposed Improvements (see Attachment F, Figure 5-8)

- Widen SR 156 between SR 152 Junction to SR 25 / SR 156 intersection as a 4-lane expressway. SR 152 and SR 156 traffic would be combined on this segment
- Connect SR 152 / SR 156 expressway to SR 25 Adopted Alignment
- Construct SR 25 Adopted Alignment. A 6-lane facility is anticipated where the SR 152 converges with the SR 25 Adopted Alignment. SR 25, SR 152 and SR 156 traffic would be combined on this segment

- Construct new interchanges at SR 152/SR 156, SR 156/Fairview Road, and at SR 152 / SR 25

Benefits

- Consolidate SR 152 and SR 156 routes between SR 152/SR 156 interchange and SR 25 / SR 156 intersection
- Consolidate SR 152 and SR 25 routes between SR 25 / SR 156 intersection and US 101

New SR 25 Alignment (SR 25 / SR 156 to SR 152 Junction)

Proposed Improvements (see Attachment F, Figure 5-9)

This alternative is similar to Option B above except SR 25 is shifted to SR 156

- Widen SR 156 between SR 25 / SR 156 and SR 152 Junction to a 4-lane expressway. SR 25 and SR 156 traffic would be combined on this segment
- Construct new SR 152 Alignment as a 6-lane freeway. SR 25 and SR 152 traffic would be combined on this segment
- Construct new interchanges at SR 152/SR 156, SR 156/Fairview Road, and at the new SR 152 / SR 25 Junction

Benefits

- Consolidate SR 25 and SR 156 routes between SR 152/SR 156 interchange and SR 25 / SR 156 intersection
- Consolidate SR 152 and SR 25 routes between SR 152/SR 156 interchange and US 101

New SR 25 Alignment (San Felipe Road to New SR 152 Alignment)

Proposed Improvements (see Attachment F, Figure 5-10)

- Convert San Felipe Road between SR 25 Bypass and SR 156 to a 4-lane expressway. SR 25 traffic would be shifted to this segment of San Felipe Road
- Widen San Felipe Road between SR 156 and New SR 152 Alignment to a 4-lane expressway. SR 25 traffic would be routed on to this segment of San Felipe Road
- Construct new SR 152 Alignment as a 6-lane freeway. SR 25 and SR 152 traffic would be combined on this segment
- Construct new interchanges on San Felipe Road at SR 156, Fairview Road and at the new SR 152 Alignment

Benefits

- Consolidate SR 152 and SR 25 routes between San Felipe Road interchange and US 101

E. ALTERNATIVE MODES OF TRANSPORTATION

Transportation Demand Management (TDM) strategies focus on reducing or changing travel demand, particularly during peak commute hours, in lieu of increasing roadway supply. The public bases their travel choices on a number of factors including the desire to improve convenience, save time and money, and reduce stress. Essentially, TDM programs utilize alternative transportation modes to encourage travelers to change their habits in ways that result in less congestion.

Seven alternative transportation strategies were considered to change travel demands or to help use the highway more efficiently. Four of those options are recommended for consideration as potential improvements to the SR 25 corridor.

County Express Bus Service - Additional Routes

The San Benito County Local Transportation Authority (LTA) provides both a fixed route transit service and a demand response transit service. The LTA recently produced the *Future Horizons for San Benito County Short- and Long- Range Transit Plan* to address public transportation needs and utilization of these transit options. According to that report, approximately 3.5% of households within the County do not have a vehicle available for use, while 25.0% have access to only one vehicle.

The County Express bus service uses SR 25 to accommodate current transit needs for riders accessing the Gilroy area. It is recommended that the County invest in providing additional Express trips to Gavilan College in Gilroy, enhance the weekend Gilroy Express schedule, expand the weekday midday connections to existing VTA Express Buses serving Gilroy. The reasons for recommending these improvements are as follows:

- The additional routes increase public transit options which reduce roadway congestion.
- There is minimal initial costs and low annual cost requirements.
- The improvements align with the goals of LTA's Transit Plan.



Park-and-Ride Lot Improvements

There is an existing park and ride lot located southwest of SR 25, near Briggs Road (West) that primarily serves two purposes. The lot provides parking for County Sheriff personnel desiring to access their gun range, while local residents use the lot as a Park and Ride destination.

As the gun range is typically not used during peak commute hours, the dual use of the parking lot could continue. However, it is recommended that the parking lot be improved with resurfacing, restriping, new ride-share signage, and perhaps a re-configuration of parking stalls. In lieu of continuing the dual use, a new Park and Ride lot could be constructed in the general vicinity and likely on the southwest side of the highway due to land use constraints. Regardless of the ultimate location for the Park and Ride, increased public outreach efforts are encouraged to promote awareness of this ride sharing option. Reasons to recommend these improvements includes:

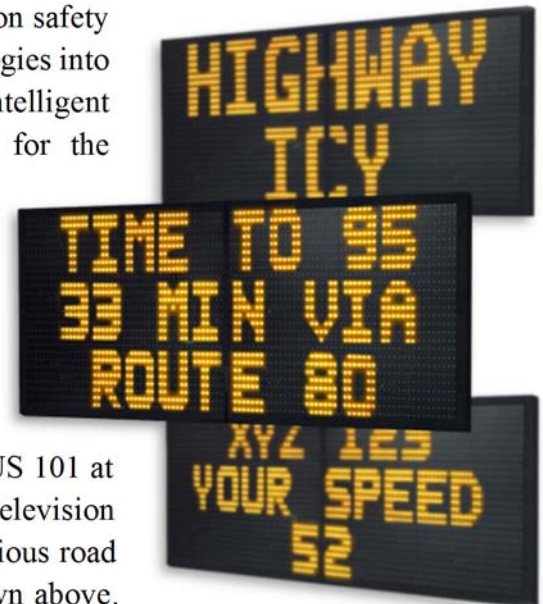
- The Park and Ride lot encourages local residents to share rides which reduces congestion.
- New signage and/or marketing could increase public awareness and utilization of the facility.
- Minimal capital investment is required.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) improve transportation safety and mobility by integrating advanced communication technologies into public infrastructure. As a follow-up to the 2000 Intelligent Transportation Systems (ITS) Strategic Deployment Plan for the Central Coast Region, the Association of Monterey Bay Area Governments (AMBAG), which includes San Benito County, secured grant funding through Caltrans to prepare the Central Coast ITS Project. The goal of that project is to provide guidance to local agencies for the planning, programming and implementation of ITS.

Installation of Dynamic Message Signs in each direction on US 101 at SR 25, SR 25 at SR 156, and four additional closed circuit television (CCTV) locations is recommended to inform motorists of various road conditions. An example of a Dynamic Message Sign is shown above.

Wireless communications of this technology could be monitored by the Caltrans District 5 Transportation Management Center (TMC).



Reasons to recommend these improvements include:

- Alerts motorists to traffic incidents and reduces the likelihood of secondary traffic collisions.
- These technologies have negligible environmental or stakeholder concerns.
- ITS can direct motorists to more efficient traffic routes, which helps reduce traffic delays and air pollution.
- Concurs with the goals and recommendations of the Central Coast ITS Project.

Additional CHP Enforcement, Call Boxes and Freeway Service Patrol

The Freeway Service Patrol program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently re-mobilizing disabled vehicles or towing them off of the highway to a designated safe location. Quickly responding to motorists with disabled vehicles removes them from the highway, alleviates congestion, and reduces the potential for further incidents to occur.

Reasons to recommend these improvements include:

- Can be quickly and easily implemented.
- Supplement existing costs and efforts by the San Benito COG.
- Could be combined with programs for Highways 101, 129, 152 and 156.



F. ORDER OF MAGNITUDE COST ESTIMATES

The purpose of cost estimating for this Study is essential to determine the order of magnitude of funds needed for individual projects, and to assist in developing a phasing strategy to construct them.

Methodology

Capital cost estimates have been prepared using Caltrans' standard Preliminary Engineering Estimate format (i.e. "six-page estimate format"), which estimates roadway, structure, right-of-way/utility relocation, and support costs. Major construction bid items were quantified, since typically the largest 20 percent of the bid items determine 80 percent of the project cost. The remaining construction items were estimated by applying percentages for minor roadway items, mobilization, and contingencies for additional work not yet identified.

A roadway design contingency of 25% is applied to roadway costs. An allowance for the cost of minor items, roadway mobilization and supplemental work is also provided. The contingency and mobilization for bridge structures is 25% and 10% respectively.

Support cost allowances are assumed to be 3% for environmental planning, 12% for final design, and 15% for construction administration. The support cost allowances are assumed to include Caltrans oversight.

All costs are expressed in current year (2015) dollars. Unit prices were compiled from the engineer estimate provided for the SR 25 Widening Project, and from recent Caltrans Cost Data.

Summary of Costs

Table 5-1 summarizes the cost of proposed highway improvement projects described in Section 5B and 5C. Detailed cost estimates are provided in Attachment H.

Table 5-2 summarizes the cost of proposed alternative modes of transportation described in Section 5D.

Table 5-1: Order of Magnitude Costs - Proposed Highway Improvements

Alternative	Construction	Right-of-Way	PA/ED	PS&E	CM	Total
Safety and Operational Enhancements						
SR 25 (Wright to McConnell)	\$3.6	\$0.2	\$0.1	\$0.4	\$0.5	\$4.8
SR 25 (Santa Clara County)	\$2.2	\$0.1	\$0.1	\$0.3	\$0.3	\$3.0
Southbound US 101 Auxiliary Lane	\$1.9	\$0	\$0.1	\$0.2	\$0.3	\$2.5
SR 25 / SR 156 Intersection – Merge Lanes	\$3.7	\$0	\$0.1	\$0.4	\$0.6	\$4.8
SR 25 Passing Lanes (Hudner to Shore)	\$24.7	\$2.9	\$0.7	\$3.0	\$3.7	\$35.0
SR 25 / SR 156 Interchange	\$31.6	\$4.8	\$1.0	\$3.8	\$4.7	\$45.9
SR 25 Widening						
Adopted Alignment (San Felipe to New SR 152)	\$115.8	\$30.0	\$3.4	\$13.9	\$17.4	\$180.6
Adopted Alignment (New SR 152 to UPRR) ³	\$68.7	\$8.5	\$2.1	\$8.2	\$10.3	\$97.8
Existing Route (San Felipe to Hudner)	\$55.3	\$12.9	\$1.7	\$6.6	\$8.3	\$84.8
Existing Route (Hudner to New SR 152)	\$33.2	\$10.2	\$1.0	\$4.0	\$5.0	\$53.4
Existing Route (Total)	\$88.5	\$23.1	\$2.7	\$10.6	\$13.3	\$138.2

Notes:

3. Costs are in 2015 dollars. Escalation is not included. Actual costs will be higher. Costs shown are in millions.
4. SR 25 Widening Adopted Alignment costs provided by Caltrans District 5 and are in 2011 dollars
5. Assumes 6-lane expressway to accommodate SR 25 and SR 152 traffic between the Pajaro River and the UPRR tracks (located east of US 101).

Table 5-2: Order of Magnitude Costs - Proposed Alternatives Modes of Transportation

Alternative	Construction	Right-of-Way	PA/ED	PS&E	CM	Total
Park-and-Ride Lot Improvements ²	\$590	\$50	\$20	\$70	\$90	\$820
Intelligent Transportation Systems ³	\$1500	\$0	\$50	\$180	\$220	\$1950

	Annual Cost
County Express Bus Service - Additional Route ⁴	\$100
Additional CHP Enforcement, Call Boxes and Freeway Service Patrol ⁵	\$120

Notes:

1. Cost shown are in thousands
2. Assumes parking lot size of 0.70 acres
3. Assumes (4) Dynamic Message signs costing \$250,000/sign and (4) CCTV installations costing \$60,000/location. Monitoring to be provided by Caltrans District 5 Transportation Management Center. The cost to install a T1 communication line is estimated to be \$260,000.
4. Assumes \$150,000 bus purchase cost with 7 year life (\$22,000 per year) and operations and maintenance at \$78,000 per year (cost includes bus driver). This is the cost to add one additional route per day to the Gilroy Caltrain Station or Gavilan College.
5. Assumes \$20,000 per year for freeway service tow patrol, and \$100,00 per year for additional CHP enforcement.

6. ALTERNATIVES CONSIDERED AND WITHDRAWN

As a result of the Alternatives Assessment process conducted with the PDT, the following alternatives were withdrawn from further consideration.

A. SAFETY AND OPERATIONAL ENHANCEMENTS

Mesa Road Overcrossing

The intersection of Mesa Road with US 101 is located immediately south of Carnadero Creek Bridge. There are safety concerns for merge and diverge movements with US 101 traffic since there are narrow shoulders approaching the intersection, and acceleration and deceleration lanes are not provided.



Proposed Improvements (see Attachment E, Figure 6-1)

- Construct grade separation connecting Mesa Road with realigned Bolsa Road. [Note: Improvements were originally proposed as part of the Gilroy ‘orbital’ roadway facility and documented in the South County Circulation Study]
- Close Mesa Road access to US 101 and shift traffic to Castro Valley Road [optional solution]

Factors Considered to Withdraw Alternative from further study

- Does not affect safety and operations on SR 25
- US 101 Widening Project (Monterey Street to SR 129) proposes to close access to US 101
- Investigate closure of Mesa Road as a near term solution to enhance safety at this location. [Note: US 101 Widening Project (Monterey Street to SR 129) proposes to close access to US 101 but is not currently considered a near-term project]
- Recommend grade separation as future City of Gilroy project to improve east-west connectivity across US 101

Northbound US 101 – Extend SR 25 On-Ramp Merge

The SR 25 on-ramp merge with northbound US 101 is approximately 300 feet in length and does not provide adequate distance for slow moving vehicles to reach operating speeds that match US 101 traffic speeds. There are also numerous private driveways that connect with northbound US 101 between the SR 25 on-ramp and Carnadero Creek. There are safety concerns for merge and diverge movements with US 101 traffic since there are narrow shoulders, and acceleration and deceleration lanes are not provided.

Proposed Improvements (see Attachment E, Figure 6-2)

- Construct auxiliary lane on northbound US 101 to extend SR 25 on-ramp merge length to approximately 1500 feet
- Extend auxiliary lane on northbound US 101 to Carnadero Creek to provide opportunities for traffic to merge and diverge with adjacent private driveways.

Factors Considered to Withdraw Alternative from further study

- Does not affect safety and operations on SR 25
- Not consistent with US 101 Widening Project (Monterey Street to SR 129)
- Consider as short-term solution to enhance safety at this location

SR 25 / SR 156 Intersection Grade Separation

The existing signalized intersection is located on a high-speed highway facility in a rural setting. The number of collisions at this intersection exceed the statewide average for similar facilities. Eliminating conflicting traffic movements would reduce the potential for broadside and rear-end type collisions.

Proposed Improvements (see Attachment E, Figure 6-3)

- Construct new overcrossing structure on SR 156 at the SR 25 intersection
- Close signalized intersection

Factors Considered to Withdraw Alternative from further study

- Existing SR 25 / SR 156 turning movements would need to divert to alternative routes with increased travel times

SR 25 Widening – Moveable Barrier System

Using a moveable barrier system requires at least three lanes for traffic where the direction of travel for the center lane can be reversible. The moveable barrier system can be used to shift a physical barrier that separates traffic, to provide



additional capacity in either direction of travel. For rural highways where high speeds can be expected, adequate inside and outside shoulder widths would be required. The barrier system is typically moved during off-peak periods to switch the central lane from one side of the road to another.

Proposed Improvements (see Attachment E, Figure 6-4)

- Widen existing roadway to provide third lane for contraflow operations use during peak periods. Additional widening to provide standard inside and outside shoulders, and clear recovery zone would be required
- Grade separation of contraflow lane at SR 156 and Shore Rd intersections
- Consolidate private driveways and improve local road intersections

Factors Considered to Withdraw Alternative from further study

- High operation and maintenance costs
- Required to be a 'closed' system to avoid wrong way movements
- A separate barrier system would be required between major intersections
- Local road intersections would be modified to provide right-in and -out movements only

SR 25 Widening – Managed Shoulders

The use of the outside shoulder as a travel lane during peak periods has been implemented in some locations for use by carpools or buses only.



Proposed Improvements (see Attachment E, Figure 6-5)

- For use by bus, vanpool, and/or carpool during peak periods
- Widen each direction approx. 7' to provide 12' managed lane and 5' outside shoulder
- Consolidate private driveways and improve local road intersections

Factors Considered to Withdraw Alternative from further study

- Difficult to enforce violations
- Safety concerns at intersection locations due to conflicting traffic movements
- Additional widening required to allow for off-tracking and clear recovery zone
- Limited opportunity to provide continuous managed shoulder between San Felipe Road and US 101

B. SR 25 WIDENING

At the request of the COG Board of Directors, the study included consideration of alternatives to widen the existing SR 25 route to 4 lanes between San Felipe Road and US 101. At work shop meetings held during the study process, Caltrans stated that any improvements considered to widen the existing SR 25 route would be required to meet expressway design standards.

Interim Widening (Option 1) – Conventional Highway (San Felipe Rd to Shore Rd)

Improvements for this alternative were studied by a private consultant and documented in an unpublished PSR-PDS titled “State Route 25 Widening, Hollister to Gilroy – Interim Improvements”, dated October 2014. Improvements are intended to accommodate proposed development on both sides of SR 25 between Hudner Lane and Shore Road.

Proposed Improvements (see Attachment E, Figure 6-6A and 6-6B)

- Widen existing roadway to the east between San Felipe Road and SR 156 to provide four 12 feet wide lanes, 8 feet wide outside shoulders and 5 to 8 feet wide inside shoulders separated by a concrete median barrier
- Improve the SR 25 / SR 156 signal intersection by providing additional storage for turning movements.
- Widen existing roadway to the west between SR 156 and Shore Road and provide a new two lane roadbed that generally follows the SR 25 Adopted Alignment and be separated by a wide median. A 60 feet wide setback for future development to the west is proposed between Grant Line Road and north of Shore Road
- A new 4-lane collector roadway for future development is proposed at Grant Line Road with new signal intersection with SR 25
- Access to most driveways, Briggs Road and McConnell Road would be consolidated or converted to right turn in- and out- movements. Left and U-turns would be permitted at Wright Road, Flynn Road, Hudner Lane, and SR 156, with turning movements protected by traffic signal control or roundabouts pending more detailed traffic studies. Left turns to McConnell Road would be permitted
- A new signalized intersection is proposed at Shore Road

Factors Considered to Withdraw Alternative from further study

- Widening of the existing SR 25 corridor to a four-lane conventional highway was considered by Caltrans during preparation of the SR 25 Widening Project DEIR/EIS. The PDT decided to withdraw the alternative at that time, however, since it was not consistent with the route concept for SR 25 (which envisions an expressway). The improvements

would not eliminate the numerous access points or the slower moving vehicles on the highway - factors that slow down the flow of traffic.

- Nonstandard design features for shoulder width, median width, and access control are not expected to be approved by Caltrans
- Signal intersections at Shore Road, Grant Line Road, and SR 156 would not improve travel time on SR 25 and is not expected to be supported by Caltrans or stakeholders
- Full right-of-way acquisition for the adopted alignment would be required between SR 156 and north of Shore Road
- Widening the existing corridor north of Shore Road would require grade separation of the UPRR tracks at the County Line. This could potentially conflict with the proposed California High Speed Train ‘Downtown Gilroy’ alignment and eliminate rail access to the Tri-Cal facility. Grade separating SR 25 over the UPRR tracks and Pajaro River would impact the Soap Lake floodplain and impact driveway access to the Tri-Cal facility.

Interim Widening (Option 2) – Conventional Highway (San Felipe Rd to Shore Rd)

Improvements for this alternative were also studied by a private consultant and documented in aforementioned PSR-PDS titled “State Route 25 Widening, Hollister to Gilroy – Interim Improvements”, dated October 2014. Improvements are intended to accommodate proposed development on both sides of SR 25 between Hudner Lane and Shore Road.

Proposed Improvements (see Attachment E, Figure 6-7A and 6-7B)

- Convert use of existing roadway between San Felipe Road and SR 156 for northbound traffic only. Construct a new 2-lane roadway along the SR 25 Adopted Alignment for use by southbound traffic. Construct a connecting roadway between each direction of travel at Briggs Road
- Other improvements would be similar to Option 1

Factors Considered to Withdraw Alternative from further study

In addition to the factors described for Option 1, the following additional issues were identified:

- Full right-of-way acquisition for the adopted alignment would be required between San Felipe Road and north of Shore Road

Interim 4-Lane Widening – Expressway (San Felipe Rd to Shore Rd)

Proposed Improvements (see Attachment E, Figure 6-8A and 6-8B)

- The proposed improvements would be similar to the alternative described in Section 5C with the exception that a 22 feet median would be provided along the entire length of the corridor

Factors Considered to Withdraw Alternative from further study

- Nonstandard design feature for a 22 feet wide median with concrete barrier separation is not expected to be approved by Caltrans for a high-speed rural expressway facility

NEW SR 25 ALIGNMENT ALTERNATIVES

“3-in-1” Alternative (San Felipe Rd to Shore Rd)

Improvements for this alternative were studied as part of the Southern Gateway Transportation and Land Use Study prepared by VTA in 2005. The improvements were referred to as “Scenario 4; New East-West Route; Option A in the study report

Proposed Improvements (see Attachment E, Figure 6-9)

- Widen SR 156 between SR 152 Junction to just east of SR 25 to a 4-lane conventional divided highway
- Construct a new 6-lane freeway from just east of the SR 25 / SR 156 intersection to connect with US 101 near Betabel Road. The freeway would combine SR 152, SR 156 and SR 25 traffic
- Construct new interchanges at SR 152/SR 156, SR 156/Fairview Road, SR 156/San Felipe Road, US 101 and two other locations on the new 6-lane freeway segment

Factors Considered to Withdraw Alternative from further study

- Concentrated traffic volumes from SR 25, SR 152, and SR 156 at the proposed US 101 interchange are expected to degrade operations on US 101
- High capital cost
- Significant environmental impacts associated with new corridor alignment
- Limited opportunities to phase improvements since large part of route is on a new alignment
- Not supported by stakeholders
- New alignment conflicts with proposed Bolsa Study Area

C. ALTERNATIVE MODES OF TRANSPORTATION

Bus Rapid Transit/Bus Bypass Shoulder

The PDT considered an improvement that would widen the roadway shoulder for use exclusively by buses during congested travel times. Dynamic lane control signage would regulate lane availability for buses and notify other motorists that they would not be allowed to access this widened shoulder.

The reasons that this alternative is not being recommended for implementation are as follows:

- The roadway shoulder provides a safety factor for errant vehicles. This alternative would remove that safety feature during congested travel times.
- Enforcement of this exclusive use for buses is difficult to implement and requires additional patrol vehicles.

Class I Bike Path (Multi-Use Trail) along UPRR track alignment

The *2009 San Benito County Bikeway and Pedestrian Master Plan* identifies a Class I multi-use path to be installed parallel and adjacent to SR 25 along the UPRR Hollister Branch Line (Projects H-2 and U-2). This same path is also listed in Appendix C of the *On the Move: 2035 San Benito Regional Transportation Plan* as project I.D. no SB-A23-SB. A Class I multi-use path is a pedestrian and bicycle facility that cannot be accessed by motor vehicles and is often separated from the roadway prism. This specific track alignment has been purchased by a privately owned short line railroad operation, Hollister Railroad LLC.

The Bikeway Master Plan also indicates that a Class III Bike route, which is a shared facility with motor vehicles, is recommended for SR 25 from the County line to San Felipe Road (Projects U-5 and H-44). This Class III route would be located within the roadway shoulders and essentially runs parallel to the proposed Class I path noted above.

The reasons that the multi-use trail is not being recommended for implementation are as follows:

- Properties adjacent to SR 25 and local intersecting roadways lack connectivity to other bicycle or pedestrian facilities.
- Right-of-way acquisition within railroad property is a complex process and quite costly.
- A Class III bicycle route can be accommodated within the roadway shoulders being proposed for both roadway widening alternatives.

7. COMBINED IMPROVEMENTS

COMBINED IMPROVEMENT SCENARIOS

The proposed improvements described in Section 5 could be constructed as standalone projects or combined to provide corridor-wide improvements. The following four scenarios outline the full range of highway improvements on SR 25 that could be constructed to meet near-term or long-term funding. Alternative modes of transportation are assumed to be standalone projects and are not discussed in this section.

Scenario 1 – SR 25 Safety and Operational Enhancements (see Attachment G, Figure 7-1)

- Southbound US 101 Auxiliary Lane (Castro Valley Road to SR 25 off-ramp)
- SR 25 channelization and intersection improvements (Santa Clara County)
- SR 25 Passing Lanes (Hudner Lane to Shore Road)
- SR 25 / SR 156 Intersection (extend merge lanes)
- SR 25 Intersection and median barrier improvements (Flynn Road to Wright Road)

Approximate Total Project Cost:	\$51M
San Benito County:	\$45M
Santa Clara County:	\$6M

Scenario 2 – SR 25 Safety and Operational Enhancements (see Attachment G, Figure 7-2)

- US 101 / SR 25 Interchange (Phase 1) [\$65M]
- SR 25 channelization and intersection improvements (Santa Clara County)
- SR 25 Passing Lanes (Hudner Lane to Shore Road)
- SR 25 / SR 156 Interchange
- SR 25 intersection and median barrier improvements (Flynn Road to Wright Road)

Approximate Total Project Cost:	\$154M
San Benito County:	\$86M
Santa Clara County:	\$68M

Scenario 3 – SR 25, US 101 and SR 152 Widening Projects (see Attachment G, Figure 7-3)

- US 101 Widening (Monterey Street to SR 25) and new US 101 / SR 25 Interchange [\$260M]
- New SR 152 Alignment (SR 156 to SR 25) [\$228M]
- SR 25 Widening Adopted Alignment (San Benito County) [\$181M]
- SR 25 Widening Adopted Alignment (Santa Clara County) [\$98M]

Approximate Total Project Cost:	\$767M
San Benito County:	\$181M
Santa Clara County:	\$586M
SR 152 Trade Corridor Only	\$586M
SR 25 Corridor Only	\$539M

Scenario 4 – SR 25, US 101 and SR 152 Widening Projects (see Attachment G, Figure 7-4)

- US 101 Widening (Monterey Street to SR 25) and new US 101 / SR 25 Interchange [\$260M]
- New SR 152 Alignment (SR 156 to SR 25) [\$228M]
- SR 25 Widening – Existing Route (San Benito County) [\$138M]
- SR 25 Widening Adopted Alignment (Santa Clara County) [\$98M]

Approximate Total Project Cost:	\$724M
San Benito County:	\$138M
Santa Clara County:	\$586M
SR 152 Trade Corridor Only	\$586M
SR 25 Corridor Only	\$496M

8. FINANCIAL FEASIBILITY

Financing the SR 25 corridor improvements as well as needed state highway improvements that connect with SR 25, to accommodate present and future travel demand will require a significant investment of both traditional and alternative transportation funding sources. Funding considered includes the State Transportation Improvement Program, Traffic Impact Mitigation Fees, and Public-Private Partnerships. Project phasing and combining of investments is also considered.

SR 25 is the regional connection between Hollister and the Greater Bay Area for commercial, commuter and recreational traffic, and critical to the economic vitality of San Benito County. In addition to widening SR 25 to a 4-lane expressway, widening US 101 to six lanes between Monterey Street and the SR 25 Junction, and constructing a new US 101 / SR 25 interchange are also needed to relieve congestion and improve travel time reliability between San Benito County and the Greater Bay Area.

Improvements on SR 152 between US 101 and I-5 are also urgently needed to relieve congestion and improve travel time reliability on this major east-west trade corridor that links the north-south trade corridor backbones of US 101, I-5 and SR 99 and is the only direct east-west trade route connecting US 101 and SR 99.

Since the SR 152 Trade Corridor Project overlaps the portion of the SR 25 Adopted Alignment in Santa Clara County, and offers a broader range of funding options, combining both projects should be considered.

If San Benito County voters approve Measure P in June 2016, funds to construct the proposed safety and traffic operational improvements on SR 25 in San Benito County and identified in this study would be achievable in the near term.

The recently adopted Traffic Impact Mitigation Fee Nexus Study (January 2016) identifies \$88 million⁵ in funding from new development to be contributed to the SR 25 Widening.

Sufficient local funds could also be raised to widen SR 25 to four lanes in San Benito County (\$136M to \$182M), however, funding to complete SR 25 as a 4-lane expressway together with needed improvements on US 101 and SR 152 is not currently programmed by VTA.

Construction of the Santa Clara projects through traditional methods of financing are also estimated to take up to 50 years to complete which is not considered financially feasible. The gap to fully fund the SR 25, US 101 and SR 152 improvements will grow even wider as construction costs escalate due to the massive funding shortfall statewide.

⁵ Source: Regional Transportation Impact Mitigation Fee Nexus Study, Appendix A-TIMF Improvement Costs and Cost Allocations; (Final Draft Report); dated January 2016

Alternative methods of financing are needed to complete project delivery for the SR 25, US 101 and SR 152 improvements. Combining SR 25 improvements with US 101 and SR 152 improvements, would better place these projects to compete for a wider range of funding sources.

When properly structured and executed, alternative project delivery approaches offer a variety of potential advantages including:

- Faster delivery of infrastructure assets and introduction of new technologies under a public-private-partnership (PPP) project approach. Through the use of alternative financing, the combined improvements could be delivered to the travelling public within a 10-year timeframe.
- Access to private capital through methods of alternative financing such as PPPs provide public agencies a mechanism to accelerate project construction and pay back the initial public investment.
- Maintenance savings for the State. A concession agreement with a PPP can assign the costs of maintenance to the private entity thus freeing up limited state maintenance resources (SHOPP) for other needed projects.

COG and VTA elected officials have joined forces as a Mobility Partnership to address the SR 152 corridor and to develop options to accelerate project delivery such as a PPP and formation of a Joint Powers Authority (or similar entity) to govern project delivery. The Mobility Partnership has also partnered with Caltrans to explore new ways of looking at project delivery for SR 152. In order to complete SR 25 as a 4-lane expressway, in a timeframe acceptable to the traveling public, a similar approach will be needed.

9. NEXT STEPS

This planning level study has been prepared by COG staff in collaboration with stakeholders and COG Board members to provide a range of improvements along the SR 25 corridor that could be funded with local tax measure funds and matching funds from other sources. This study will also serve as a basis for COG and partner agencies to advance project development of specific improvements along the SR 25 corridor as funding opportunities arise.

The study findings also set the precedent for addressing policy issues such as:

- Coordinating SR 25 corridor improvements with planned improvements on SR 152 and US 101. There are opportunities for the SR 152 Mobility Partnership to include SR 25 corridor improvements under their purview to ensure that overall improvements on US 101, SR 152 and SR 25 are constructed efficiently and effectively to meet the safety, operational and capacity needs of the region
- Develop innovative financing policies aimed at meeting the long-term capital investment needs of San Benito County.
- Develop a strategy for COG to preserve right of way needed for recommended projects

With completion of the preliminary studies, the recommended next steps for the study are:

- Obtain stakeholder consensus on preferred near-term improvements for the SR 25 corridor
- Seek support to establish a governing body to fund and deliver the major capacity increasing projects identified on the SR 25, SR 152 and US 101 regional network in this area. These improvements are urgently needed to promote trade and preserve the economic vitality of the region
- Secure funding to advance project development of near-term fundable projects

10.PROJECT DEVELOPMENT TEAM

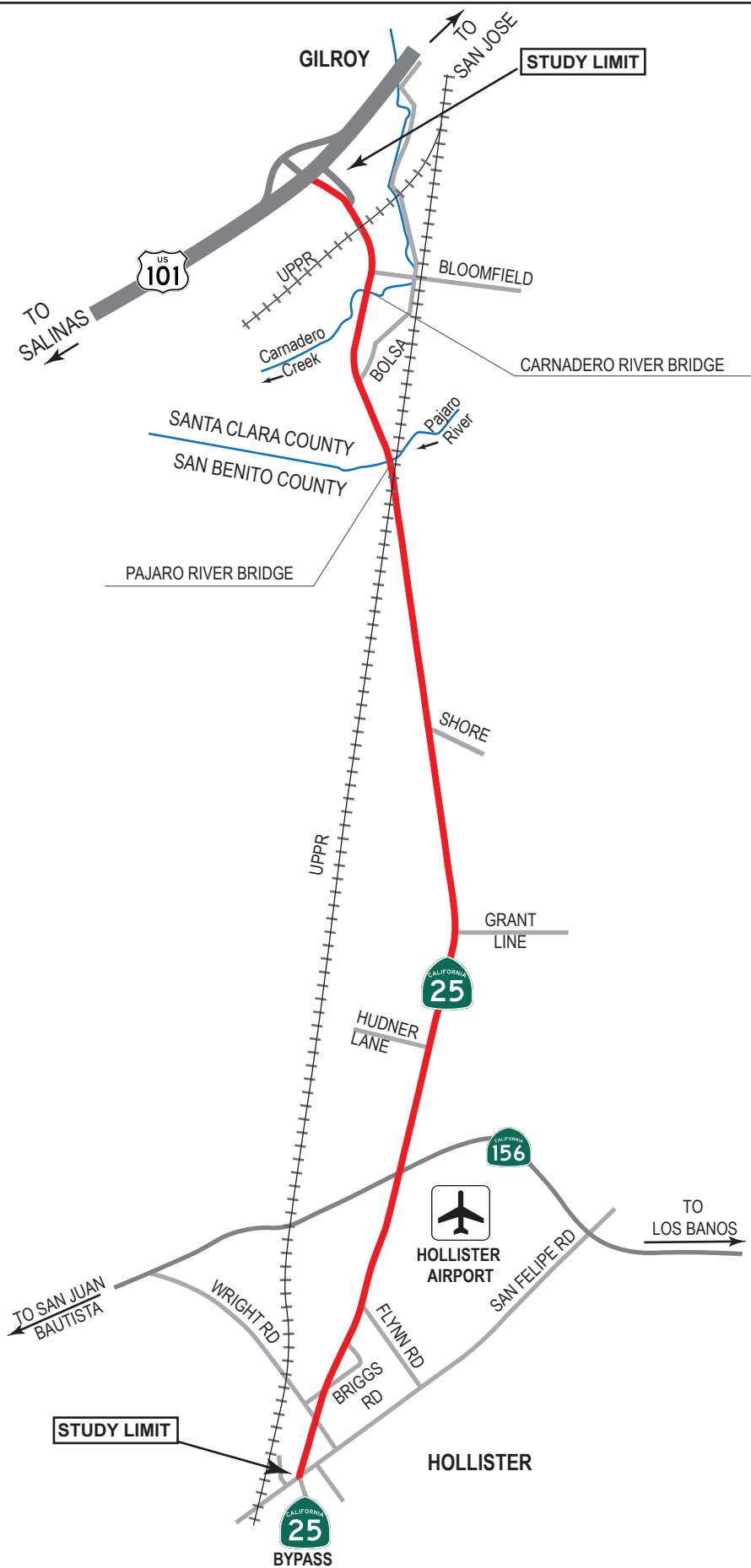
Name	Organization	Email Address
Mary Gilbert	COG	mary@sanbenito.org
Aileen Loe	Caltrans District 5	aileen.loe@dot.ca.gov
Richard Rosales	Caltrans District 5	richard.rosales@dot.ca.gov
Steven McDonald	Caltrans District 5	Steven.J.McDonald@dot.c.gov
Brandy Rider	Caltrans District 5	Brandy.rider@dot.ca.gov
John Olejnik	Caltrans District 5	John.Olejnik@dot.ca.gov
Brent Barnes	San Benito County	Bbarnes@cosb.us
David Rubcic	City of Hollister	David.rubcic@hollister.ca.gov
Chris Metzger	VTA	Chris.Metzger@vta.org
Spencer Boyce	CHP	sboyce@chp.ca.gov
Eileen Goodwin	Apex Strategies	apexstr@pacbell.net
Tim Lee	WMH Corporation	timlee@wmhcorporation.com
Steve Loupe	WMH Corporation	sloupe@wmhcorporation.com
Shawn Vogtman	WMH Corporation	svogtman@wmhcorporation.com

11.ATTACHMENTS

- A. Vicinity Map
- B. Exhibits: Potential Improvements – Safety and Operational Enhancements
- C. Exhibits: Potential Improvements – SR 25 Widening
- D. Exhibits: Adjacent Projects
- E. Exhibits: Alternatives Considered and Withdrawn
- F. Alternative SR 25 Alignments
- G. Exhibits: Combined Improvement Scenarios
- H. Preliminary Cost Estimates

ATTACHMENT A

VICINITY MAP



N
NO SCALE

HIGHWAY 25 WIDENING DESIGN
ALTERNATIVES ANALYSIS
SAN BENITO AND
SANTA CLARA COUNTIES, CALIFORNIA

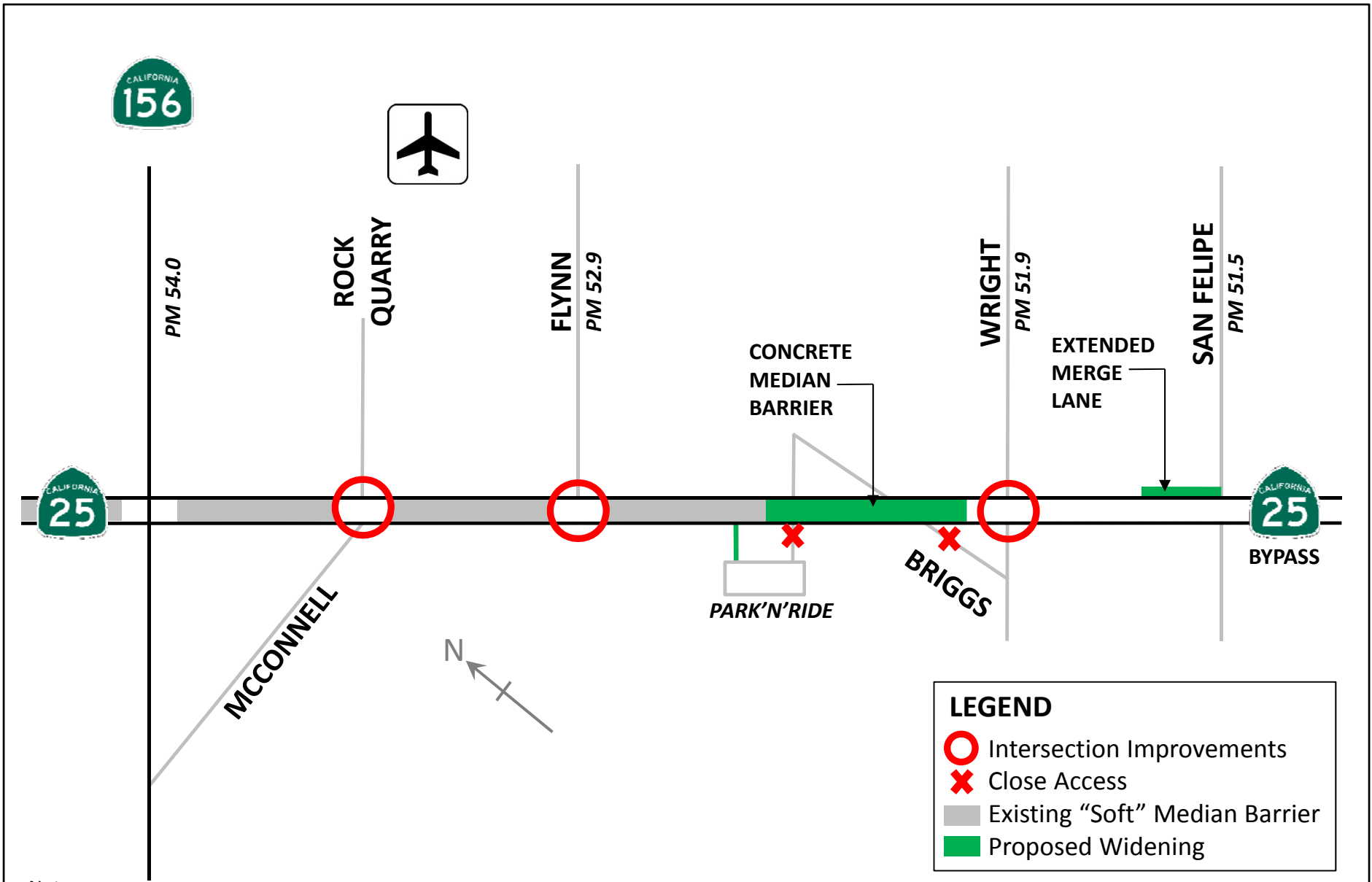
VICINITY MAP

May 2016
Figure
1

ATTACHMENT B

POTENTIAL IMPROVEMENTS –

SAFETY AND OPERATIONAL ENHANCEMENTS



LEGEND

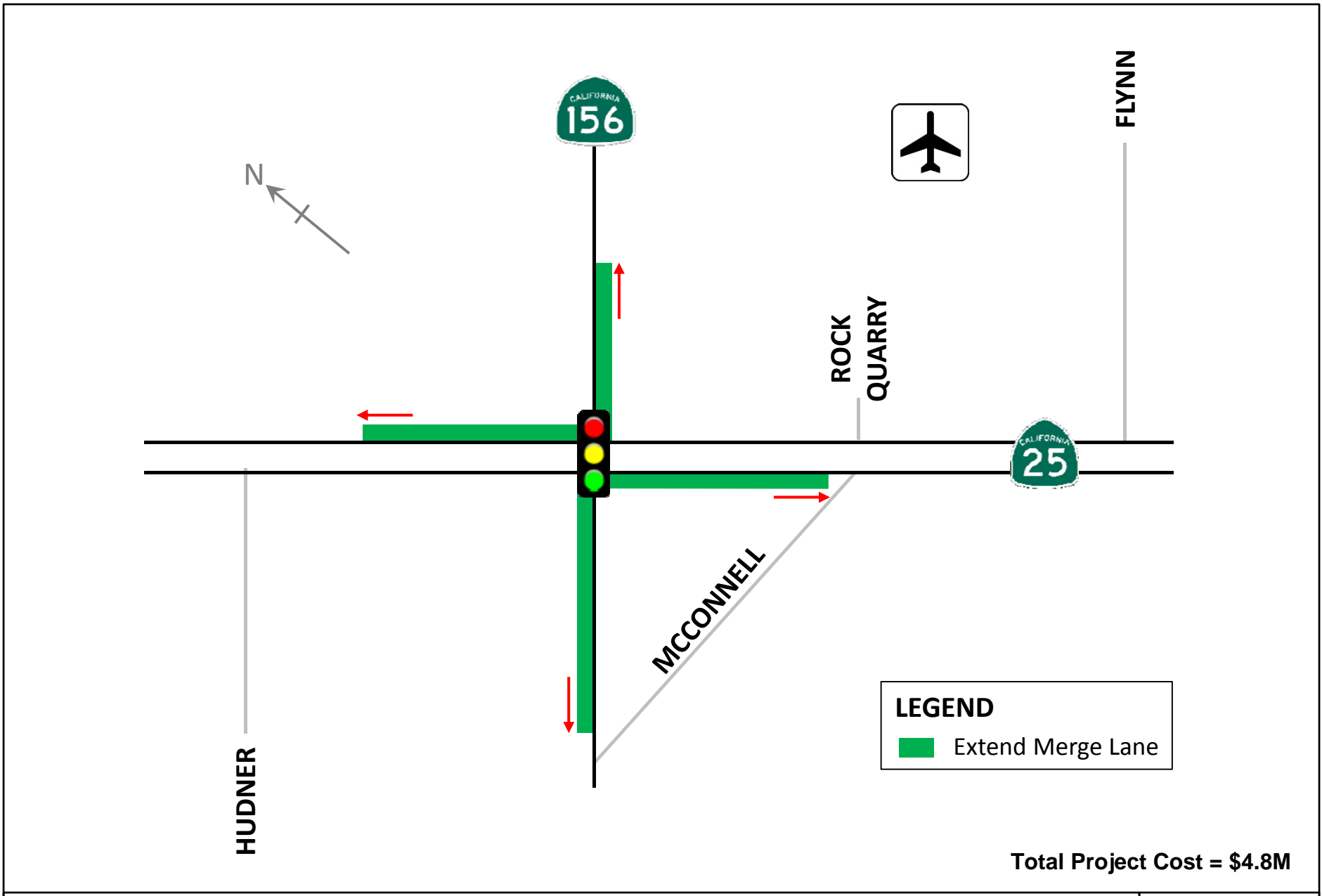
- Intersection Improvements
- ✕ Close Access
- Existing "Soft" Median Barrier
- Proposed Widening

Total Project Cost = \$4.8M

Notes:
1. Environmental Clearance under EA 05-0K521 (2005)

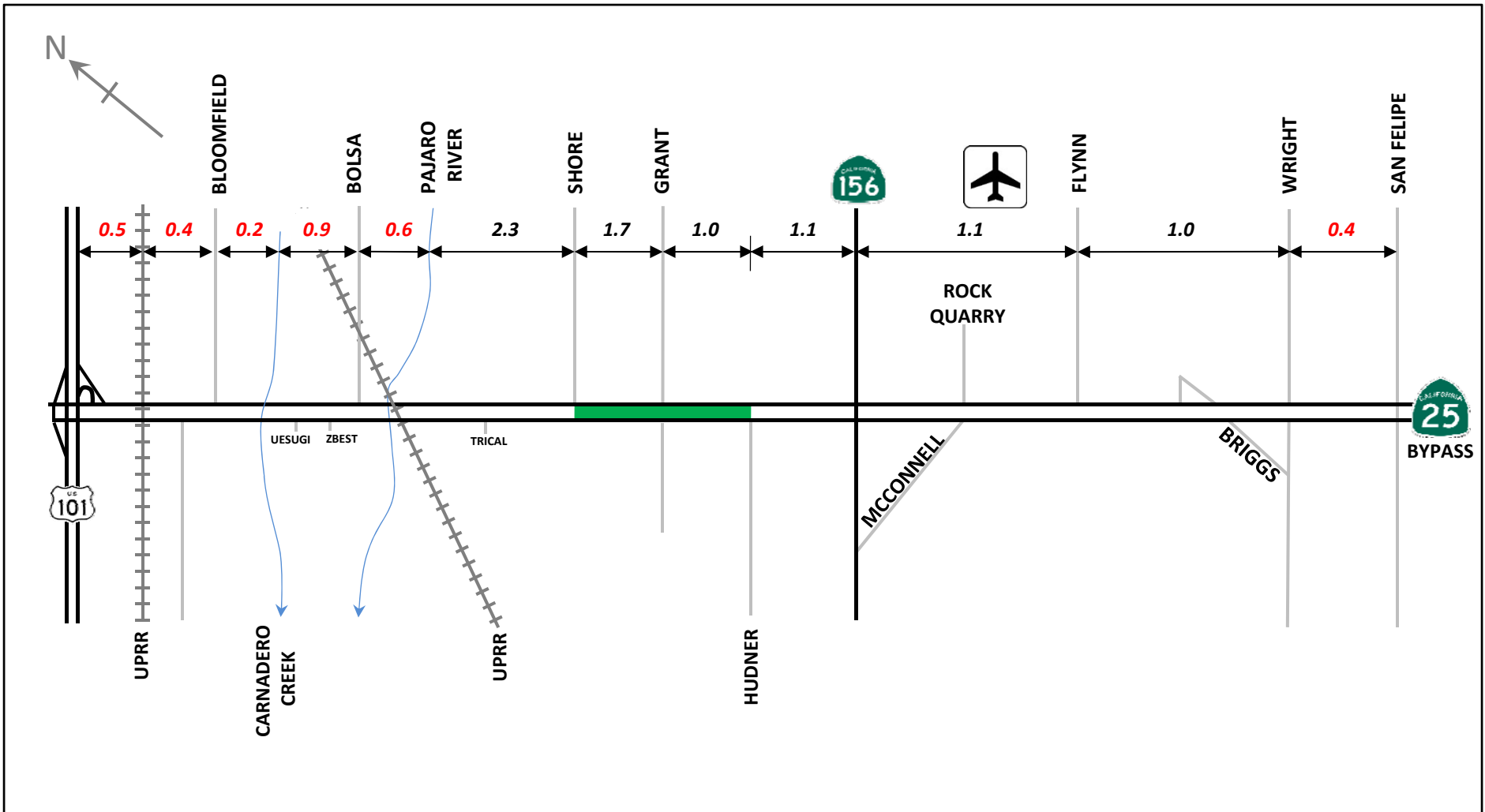
Safety and Operational Enhancements (Wright Rd to McConnell Rd)

Figure 5-1



SR 25/SR 156 Intersection Extend Merge Lanes on SR 25 and SR 156

Figure 5-2



Notes:

1. SR 25 Existing (2013) Peak hour volume >1400vph (at County Line) [Caltrans website]
2. Passing lane length 1 to 2 miles for 700 to 1200 vph [AASHTO]
3. Minimum Length 1000' (excl. tapers); Optimal Length 0.5 to 2 miles [AASHTO]

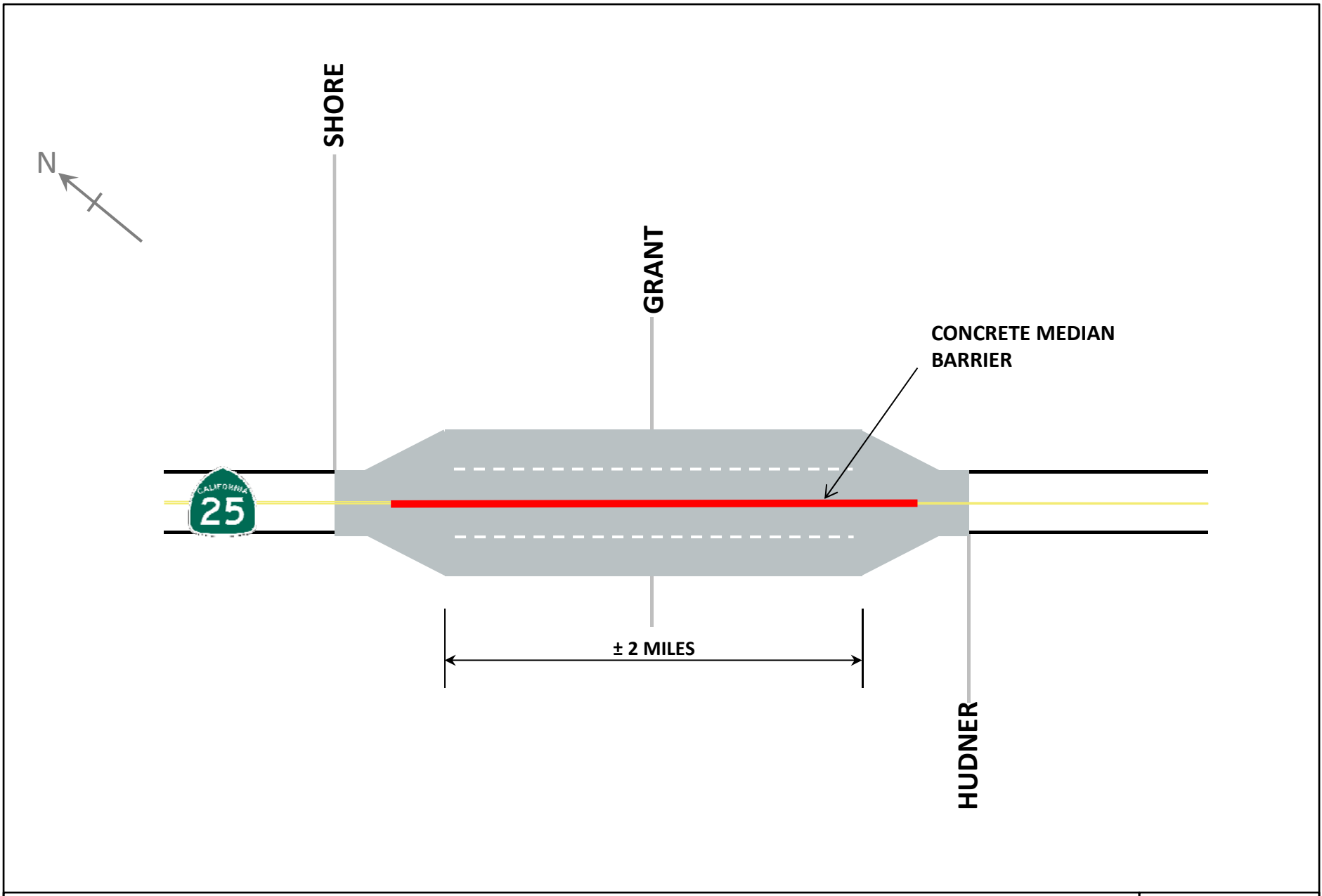
LEGEND

- Potential 4-lane section
- x.x Intersection Spacing (miles)

Total Project Cost = \$35.0M

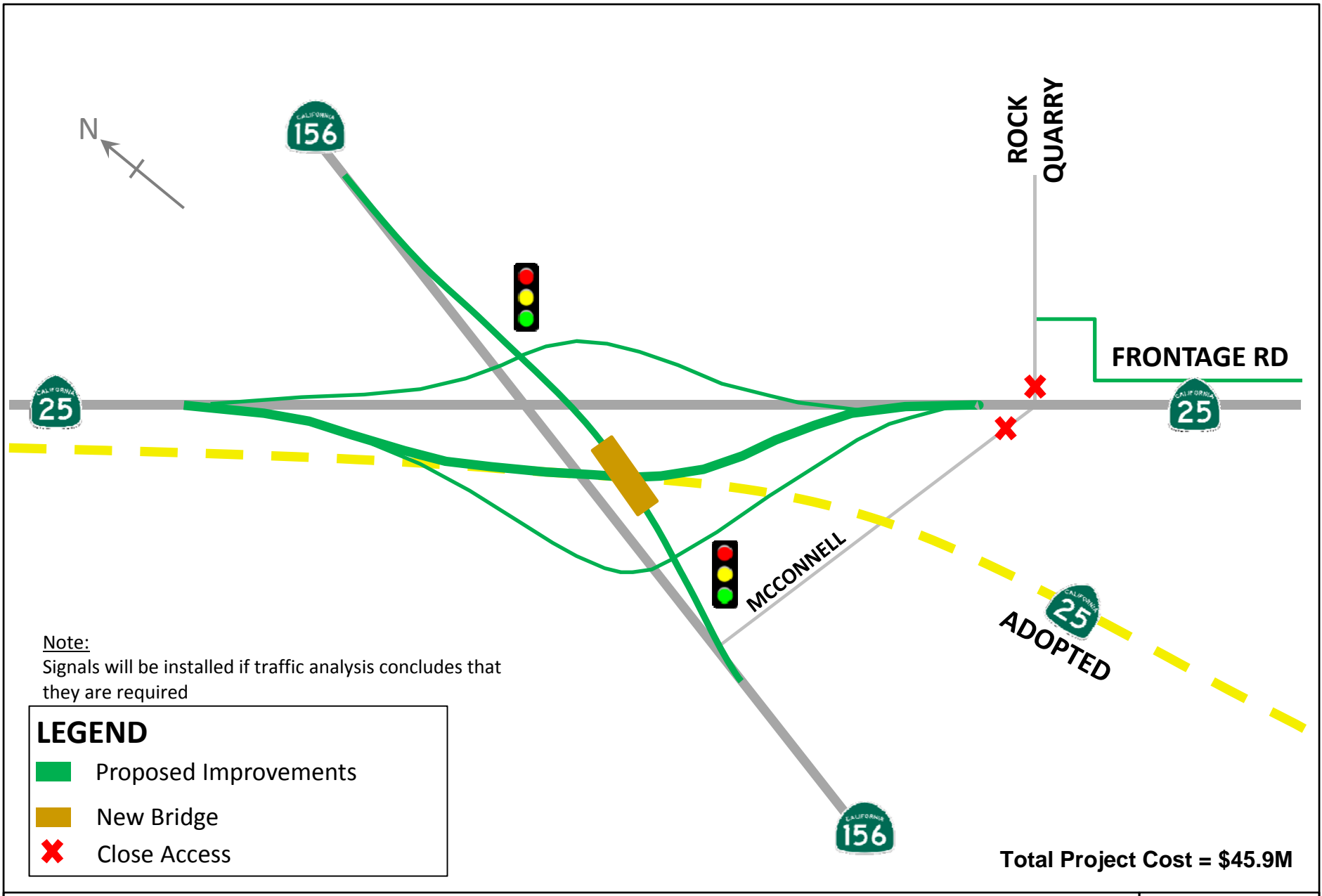
Passing Lanes

Figure 5-3A



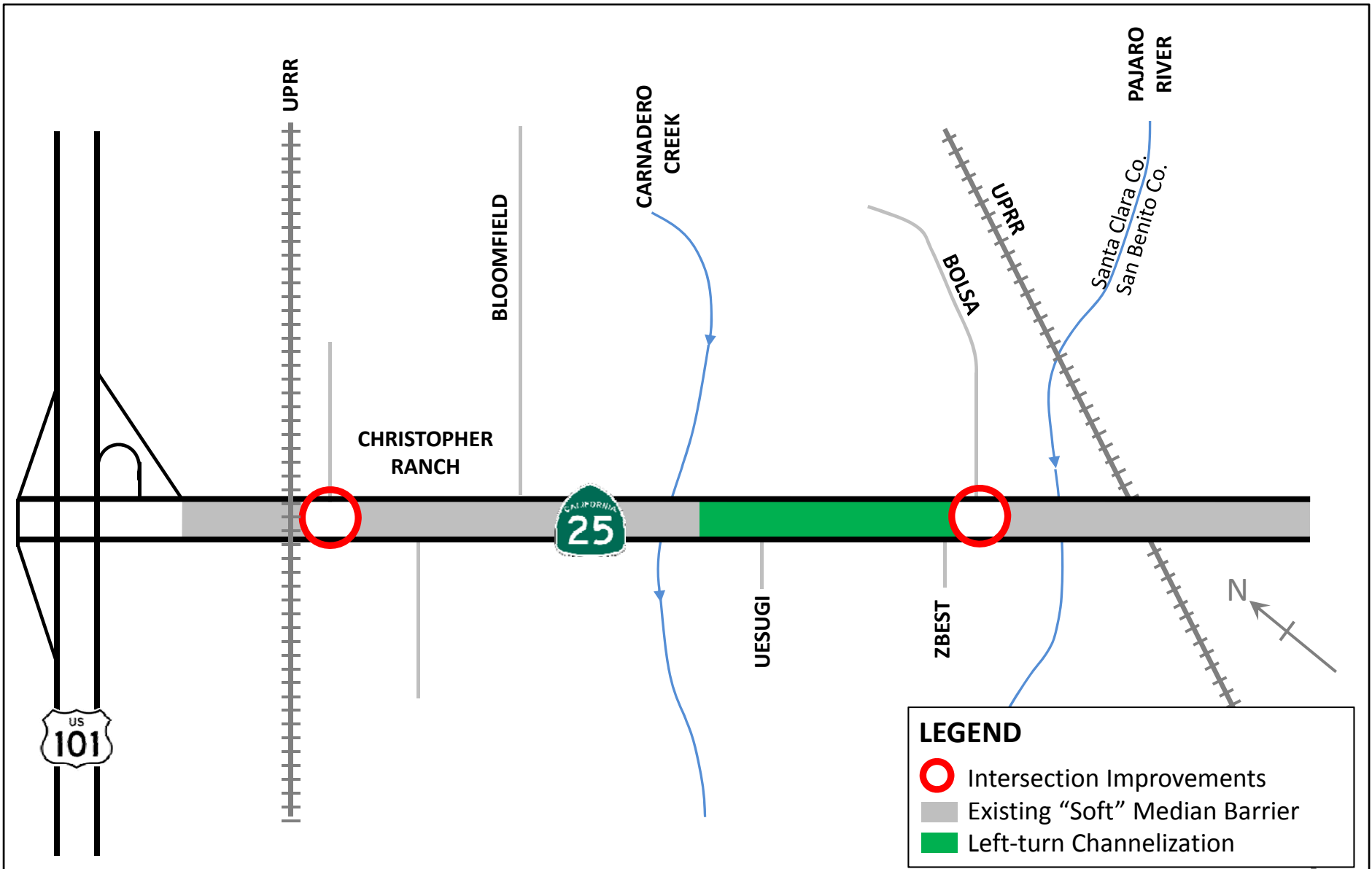
4-Lane Passing Lane Section (Potential Location)

Figure 5-3B






SR 25/SR 156 Interchange (Spread Diamond)

Figure 5-4



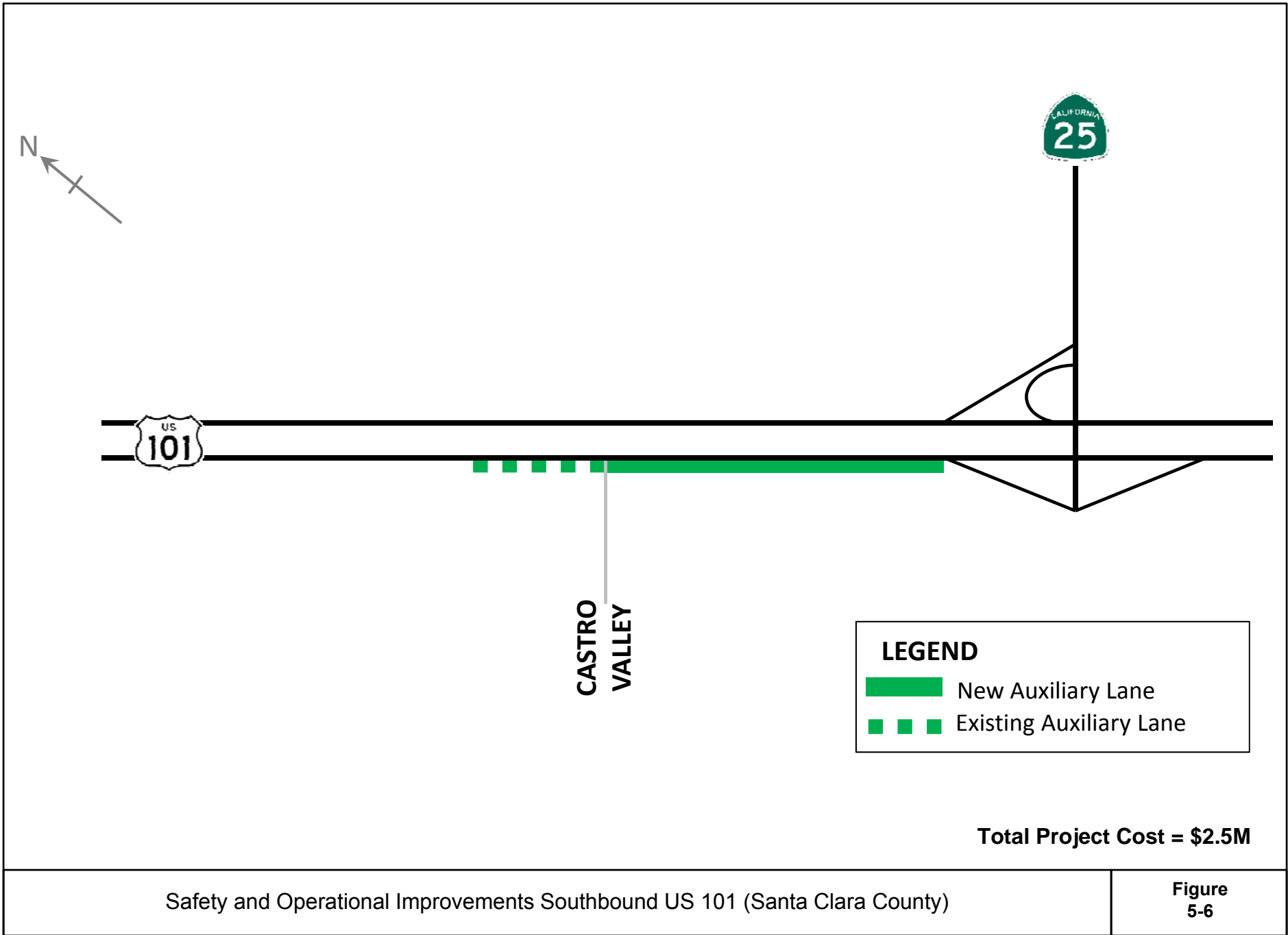
LEGEND

-  Intersection Improvements
-  Existing "Soft" Median Barrier
-  Left-turn Channelization

Total Project Cost = \$3.0M

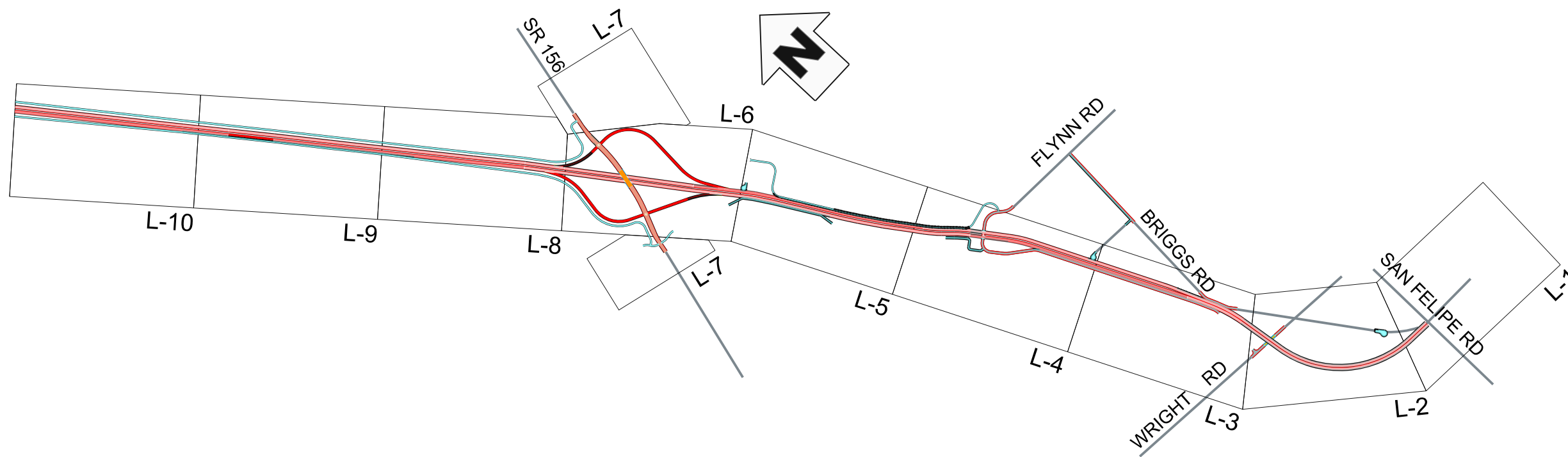
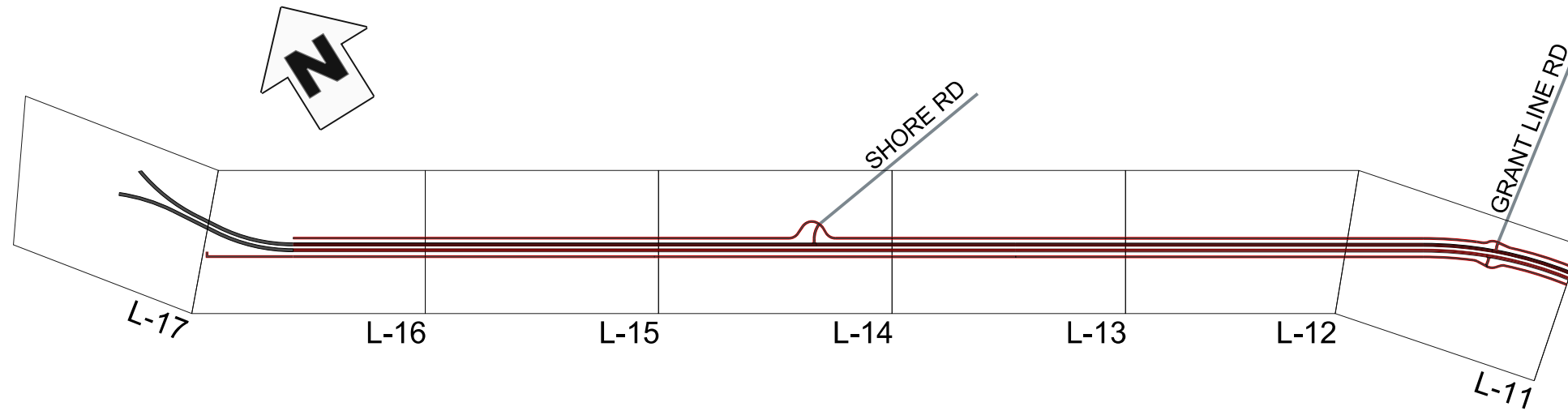
Notes:

1. Environmental Clearance under EA 05-0K521 (2005)



ATTACHMENT C

**POTENTIAL IMPROVEMENTS –
SR 25 WIDENING**



Total Project Cost = \$138.2M

April 2016

HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING - KEY MAP

Sheet
K-1












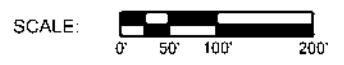
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LEGEND

-  INTERIM SR 25 WIDENING (SAN FELIPE Rd TO NORTH OF SHORE Rd) - EXISTING ROUTE
-  FRONTAGE ROAD/DRIVEWAY
-  SR 25 WIDENING (ADOPTED)
-  PROPOSED BRIDGE
-  NEW SR 152 ALIGNMENT
-  NEW/MODIFIED SIGNAL
-  EXISTING RIGHT OF WAY/PROPERTY LINE
-  CONCRETE BARRIER
-  RETAINING WALL
- (E) EXISTING



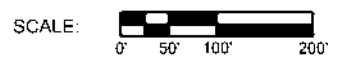
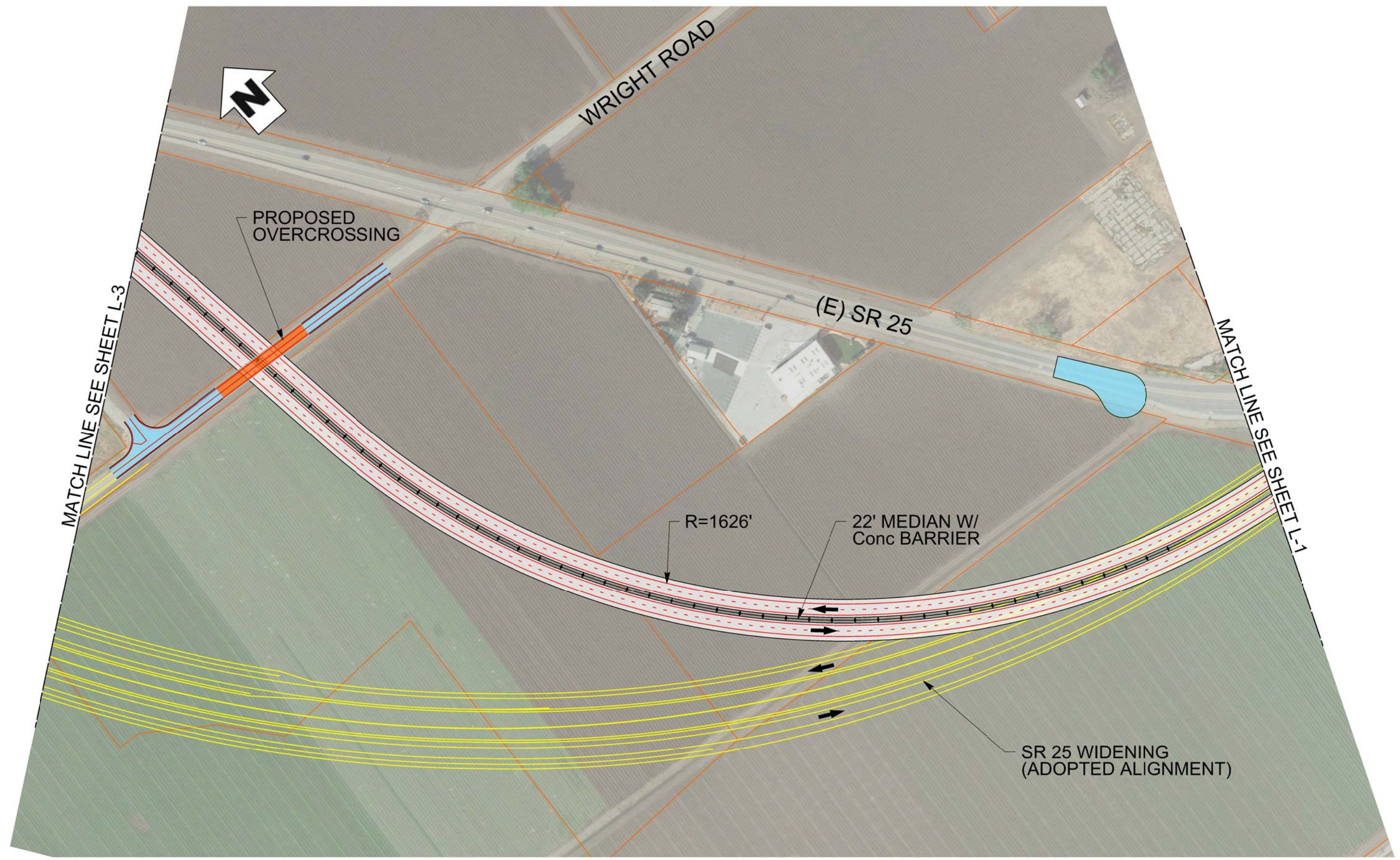
HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

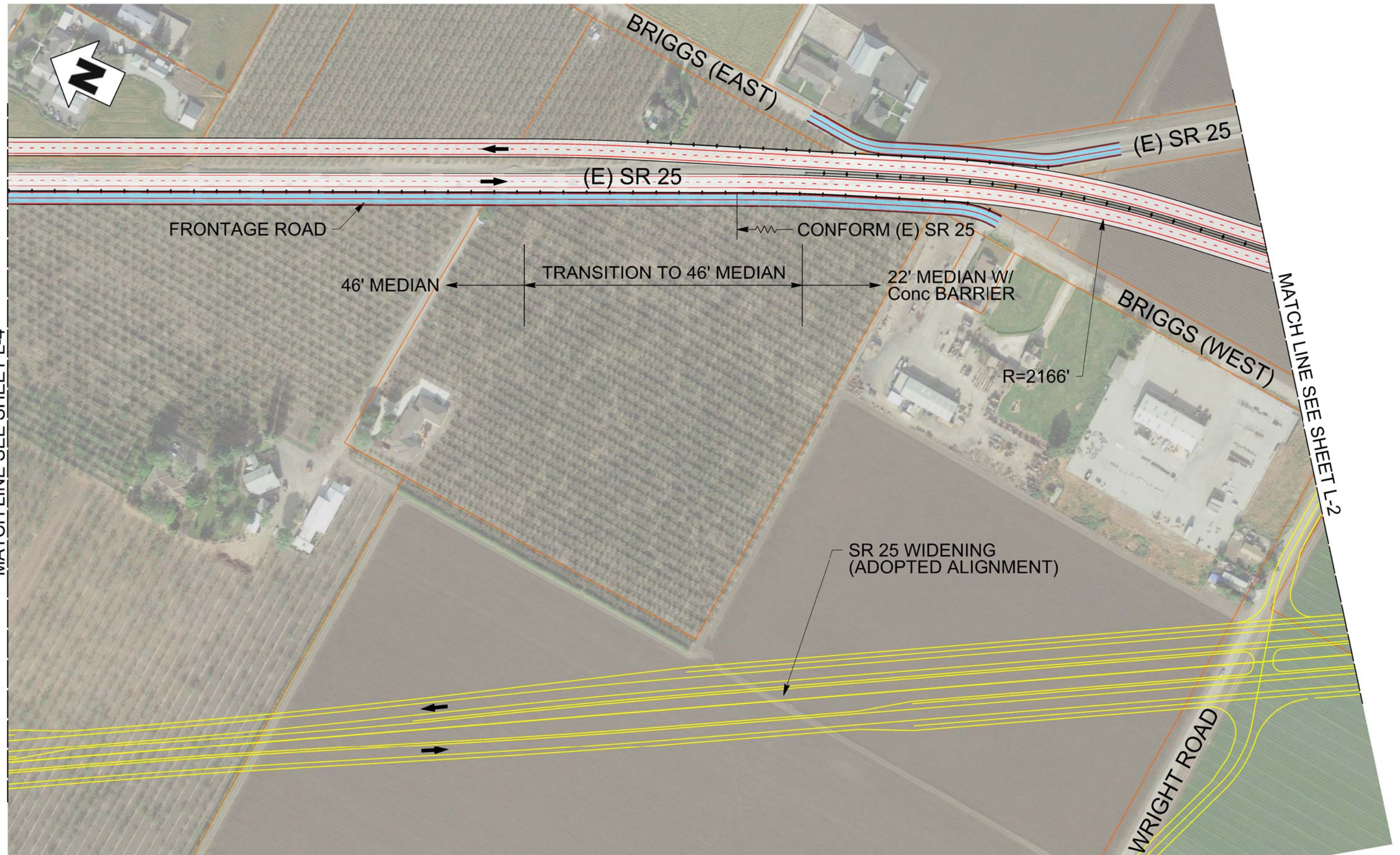
April 2016

Sheet
L-1

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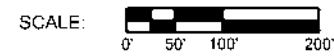
HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS
INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)



MATCH LINE SEE SHEET L-4

MATCH LINE SEE SHEET L-2

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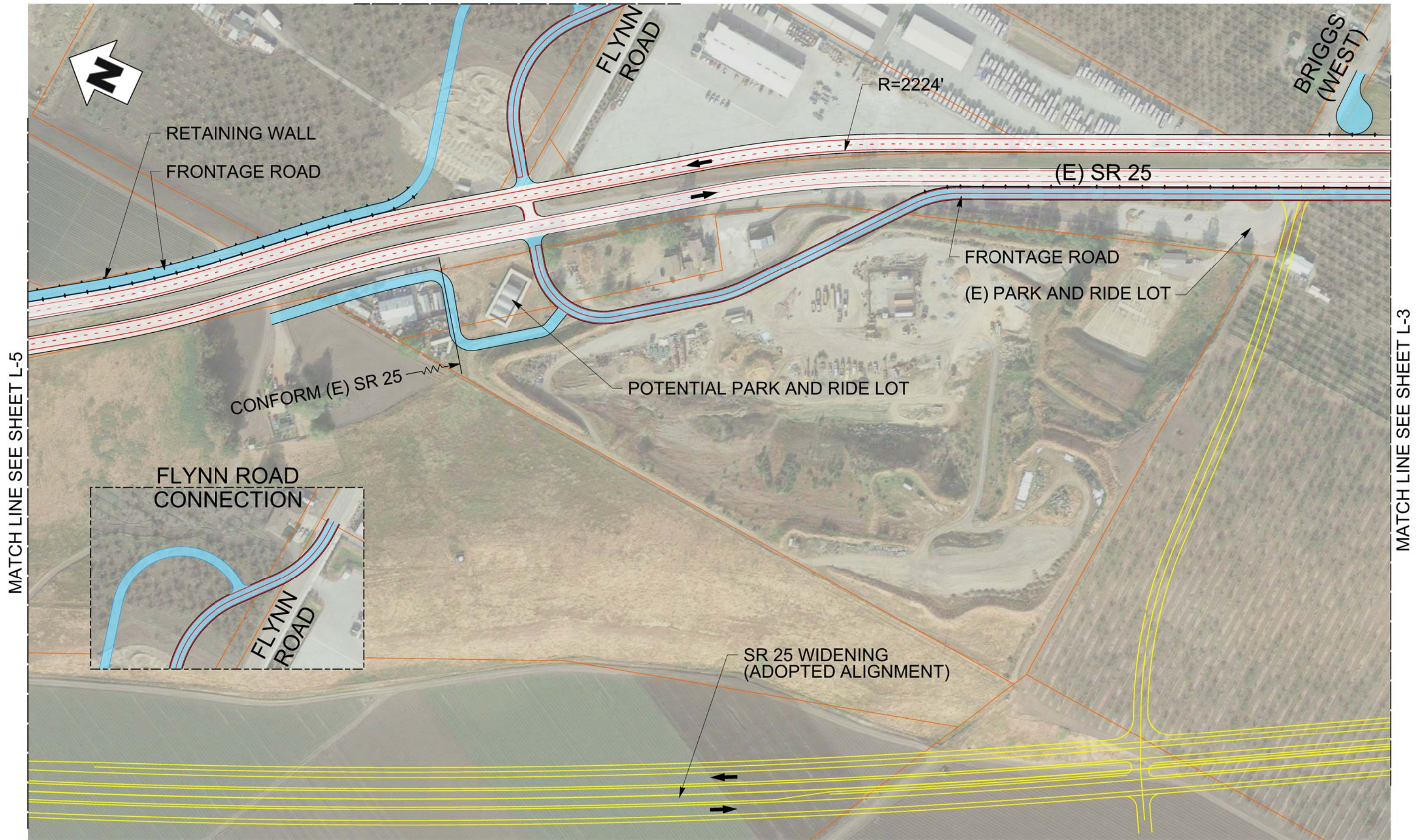


HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS
INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

April 2016

Sheet
L-3

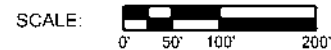
MATCHLINE SEE INSERT



MATCH LINE SEE SHEET L-5

MATCH LINE SEE SHEET L-3

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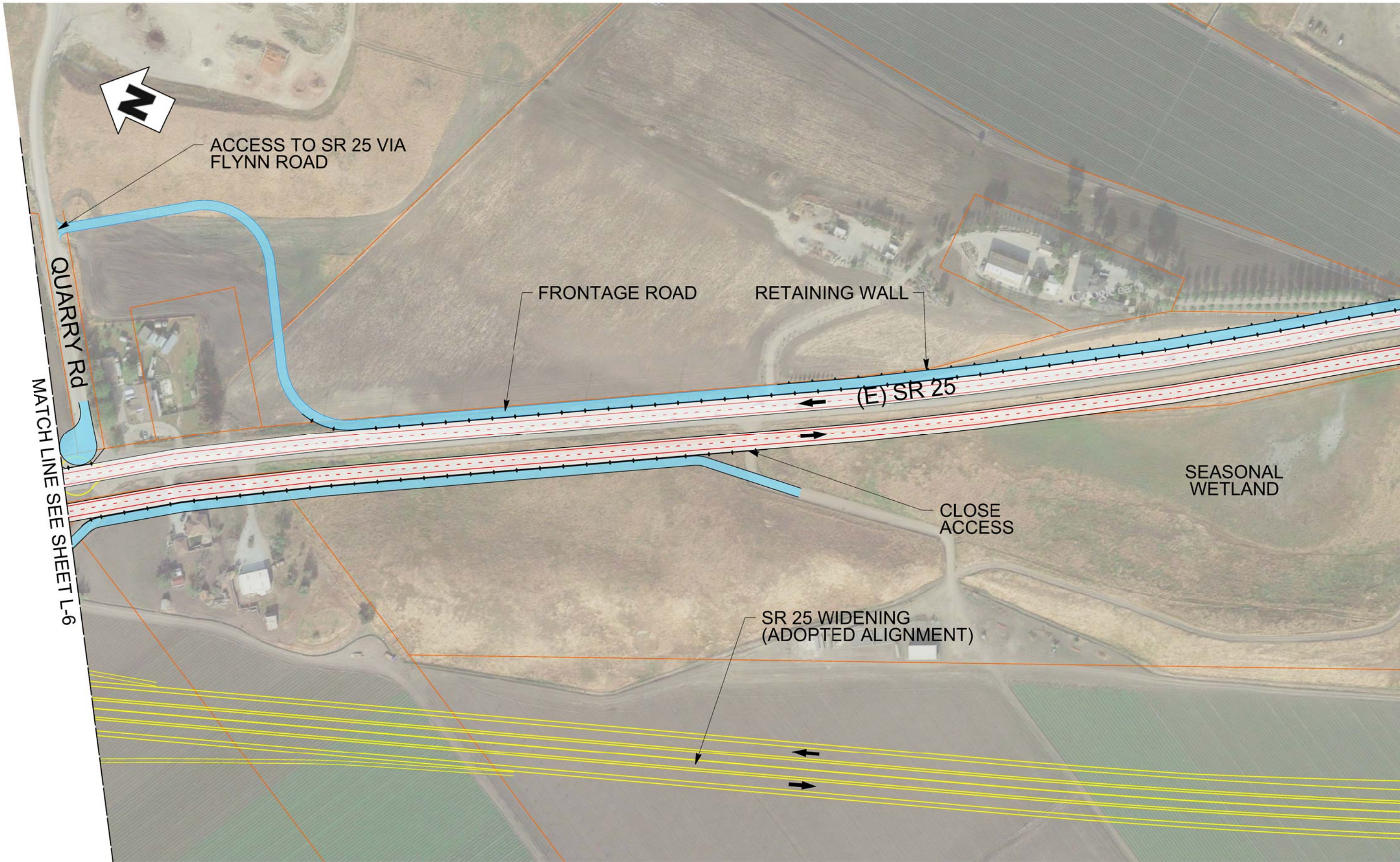
HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

April 2016

Sheet

L-4



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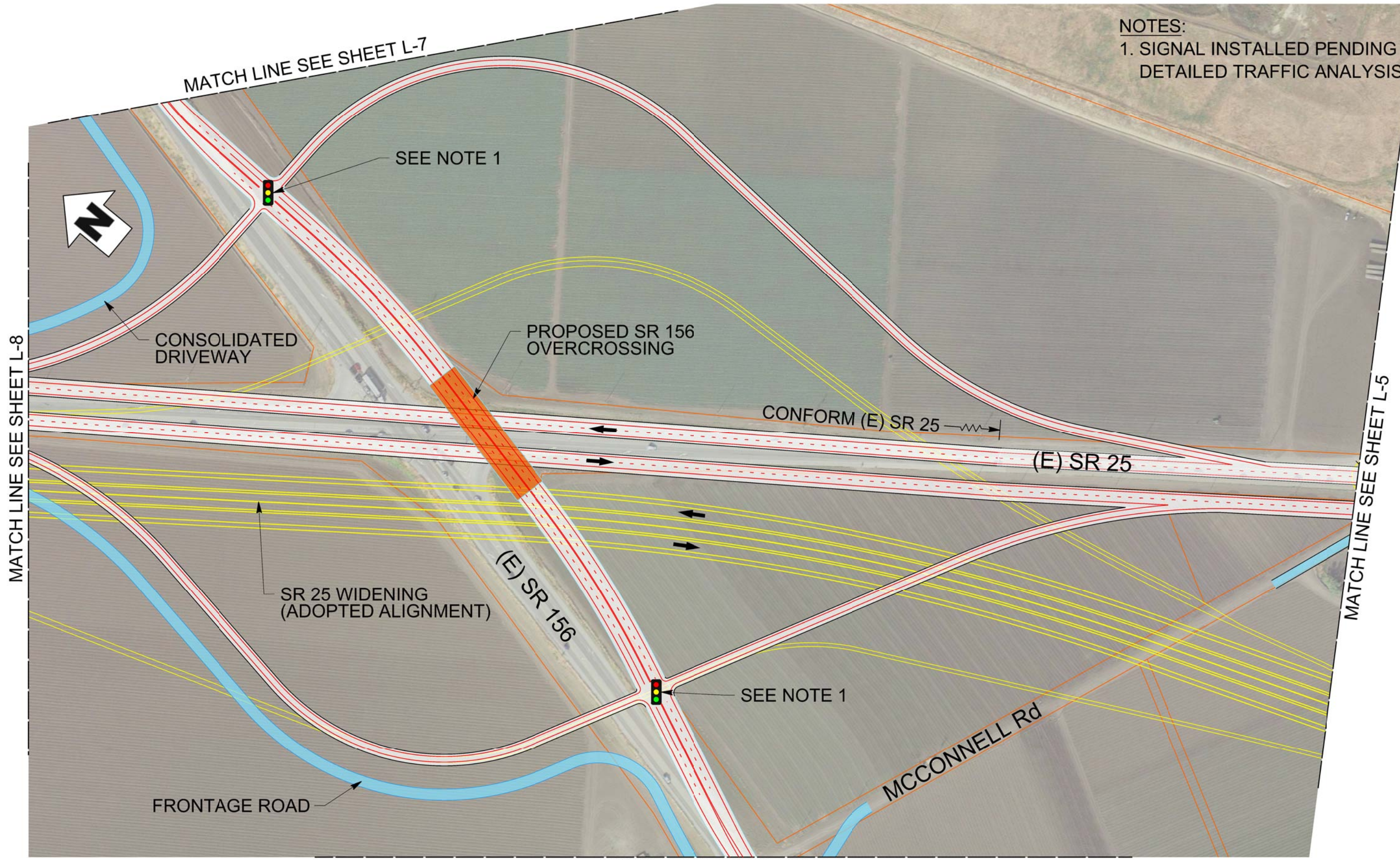
HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

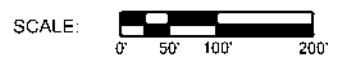
April 2016

Sheet
L-5

NOTES:
 1. SIGNAL INSTALLED PENDING
 DETAILED TRAFFIC ANALYSIS.

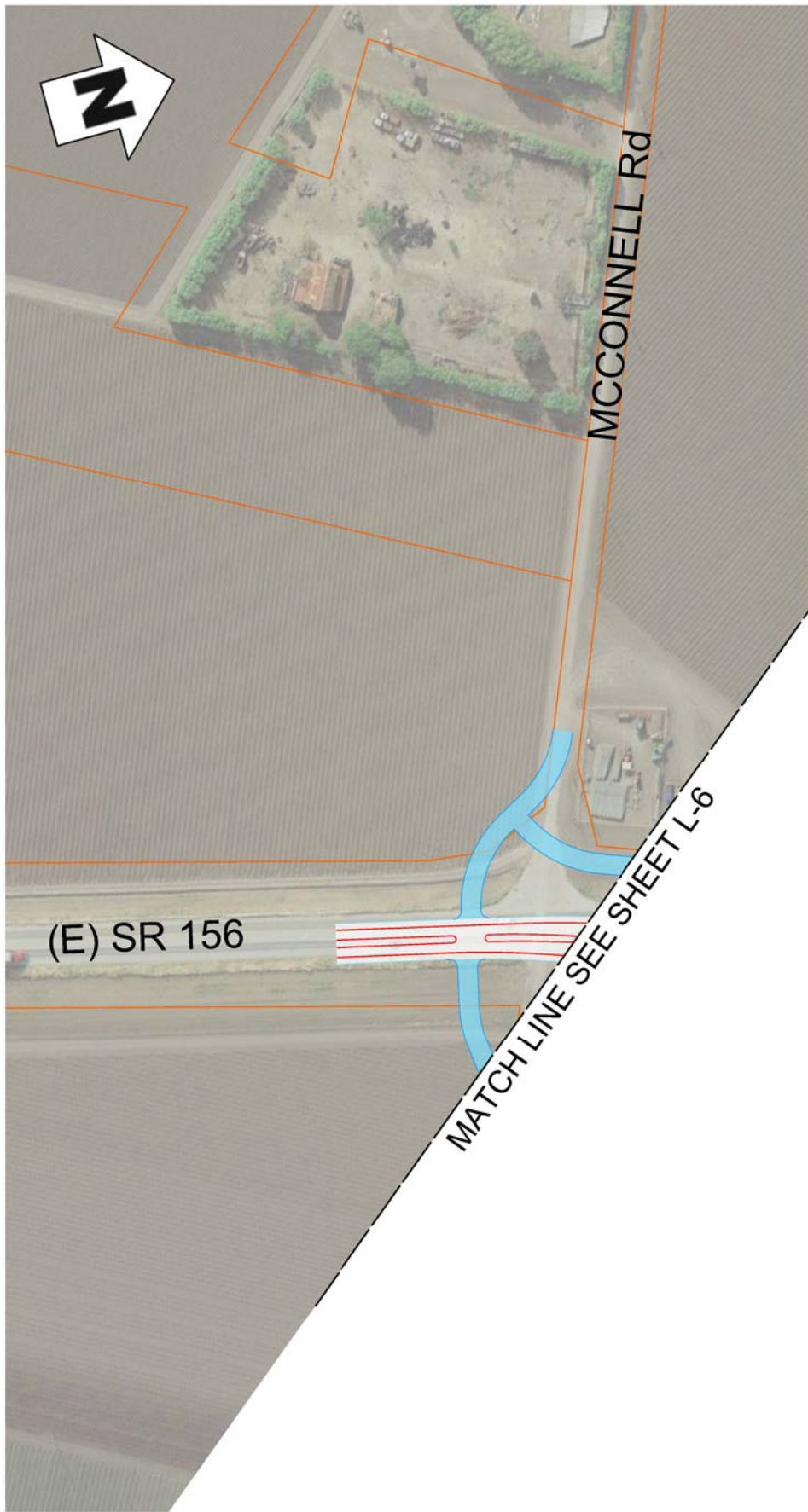


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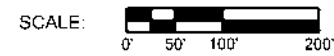


HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS
INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

April 2016
 Sheet
L-6



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HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS
INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

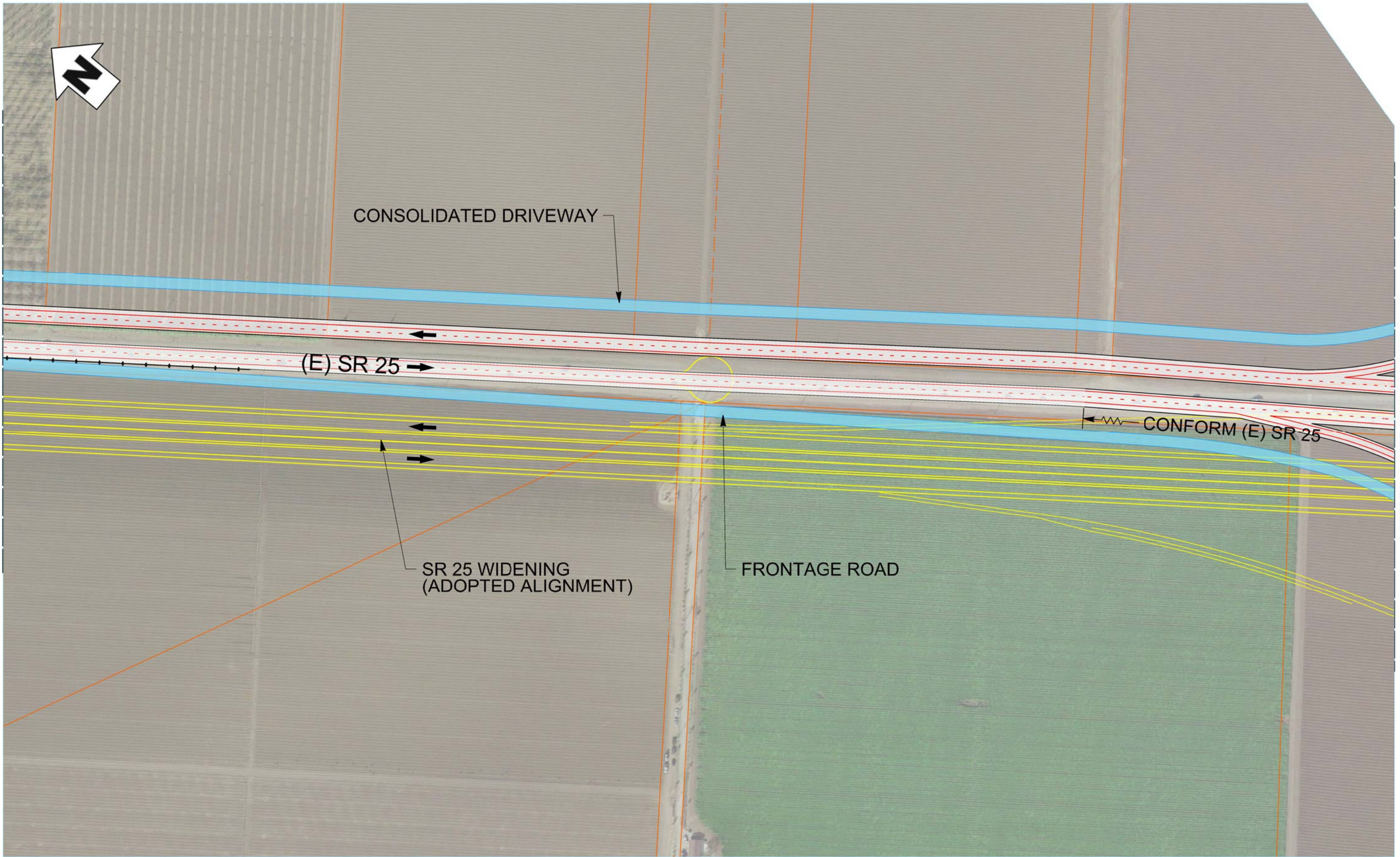
April 2016

Sheet
L-7



MATCH LINE SEE SHEET L-9

MATCH LINE SEE SHEET L-6



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SCALE: 0' 50' 100' 200'

HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

April 2016

Sheet
L-8



SEASONAL WETLAND

R=5080'

CONSOLIDATED DRIVEWAY

(E) SR 25

MODIFY INTERSECTION

CONSOLIDATED DRIVEWAY

GRANT LINE RD

SR 25 WIDENING (ADOPTED ALIGNMENT)

MATCH LINE SEE SHEET L-12

MATCH LINE SEE SHEET L-10

X:\Highway 25\000_CAD\Users\Raigh\200-SCALE SHEETS\200-SCALE SHEET 11.dgn



HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)



SR 25 WIDENING
(ADOPTED ALIGNMENT)

CONSOLIDATED DRIVEWAY

MATCH LINE SEE SHEET L-13

(E) SR 25

CONSOLIDATED DRIVEWAY

MATCH LINE SEE SHEET L-11

X:\Highway 25\000_CAD\Users\Raigh\200-Scale Sheets\200-Scale Sheet 12.dgn



wmh

SCALE:



HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

April 2016

Sheet

L-12



MATCH LINE SEE SHEET L-15

MATCH LINE SEE SHEET L-13

CONSOLIDATED DRIVEWAY

SR 25 WIDENING
(ADOPTED ALIGNMENT)

SHORE ROAD

(E) SR 25

MODIFY
INTERSECTION

X:\Highway 25\000_CADD\Users\Raigh\200-Scale Sheets\200-Scale Sheet 14.dgn



SCALE: 0' 50' 100' 200'

HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

April 2016

Sheet

L-14



MATCH LINE SEE SHEET L-17

SR 25 TO CONNECT WITH
NEW SR 152 CORRIDOR
IMPROVEMENTS (SEE L-17)

SR 25 WIDENING
(ADOPTED ALIGNMENT)

(E) SR 25

CONSOLIDATED DRIVEWAY

MATCH LINE SEE SHEET L-15

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SCALE: 0' 50' 100' 200'

HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

April 2016

Sheet
L-16



NEW SR 152 CORRIDOR IMPROVEMENTS

SR 25 WIDENING
(ADOPTED ALIGNMENT)

MATCH LINE SEE SHEET L-16

SR 25 DIRECT
CONNECTOR
RAMPS

SEE ATTACHMENT D FOR
NEW SR 152 CORRIDOR
IMPROVEMENTS

(E) SR 25

TRI-CAL

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SCALE: 0' 50' 100' 200'

HIGHWAY 25 WIDENING DESIGN ALTERNATIVES ANALYSIS

INTERIM SR 25 WIDENING (CONCEPTUAL LAYOUT)

April 2016

Sheet

L-17

ATTACHMENT D

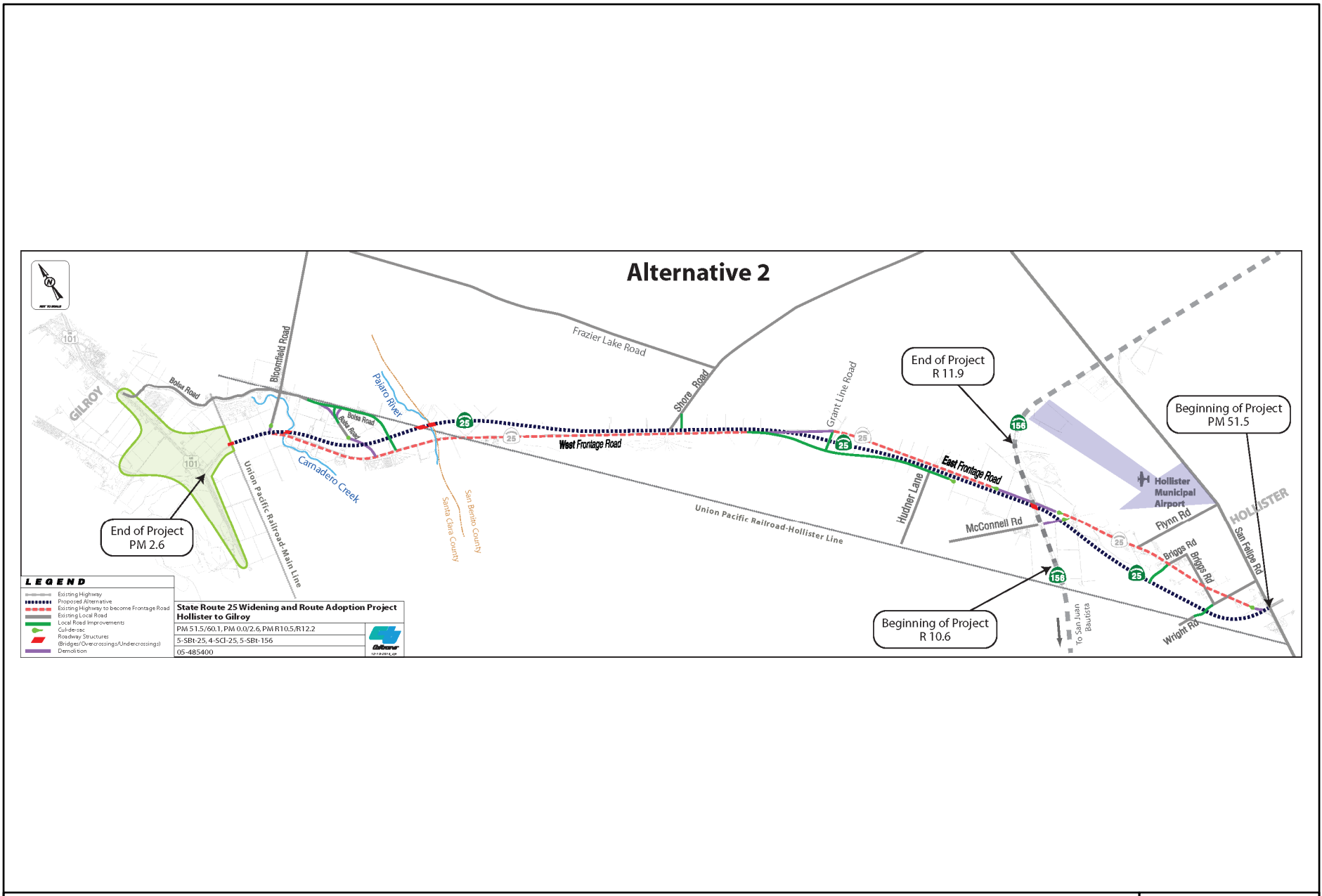
ADJACENT PROJECTS

D-1: SR 25 WIDENING (ADOPTED ALIGNMENT)

D-2: SR 152 TRADE CORRIDOR IMPROVEMENTS (US 101 TO I-5)

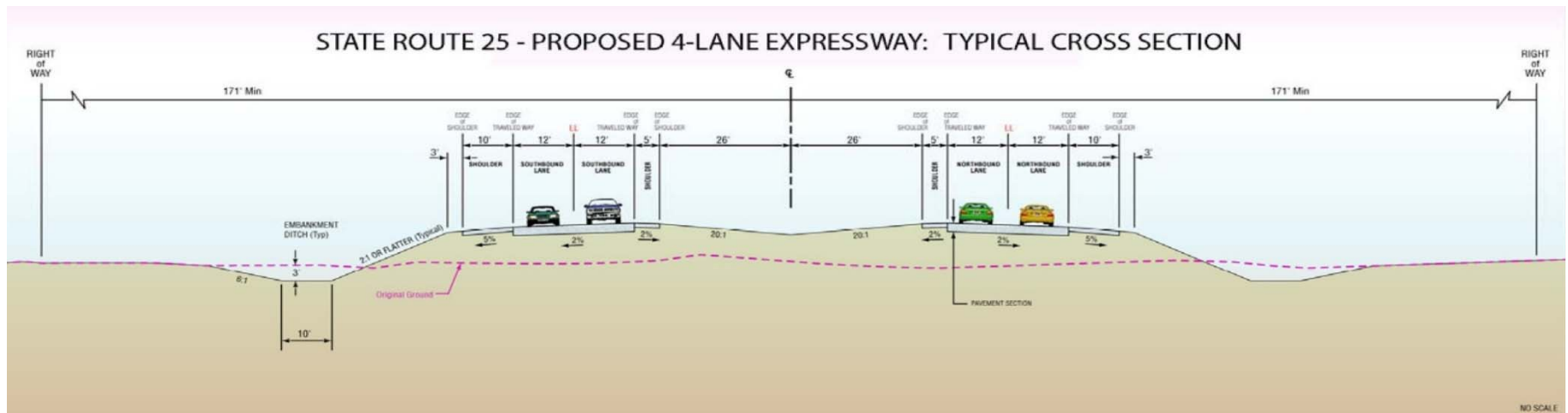
D-3: US 101 / SR 25 IMPROVEMENTS

SR 25 WIDENING (ADOPTED ALIGNMENT)



SR 25 Widening (San Felipe Rd to east of US 101) Adopted Alignment

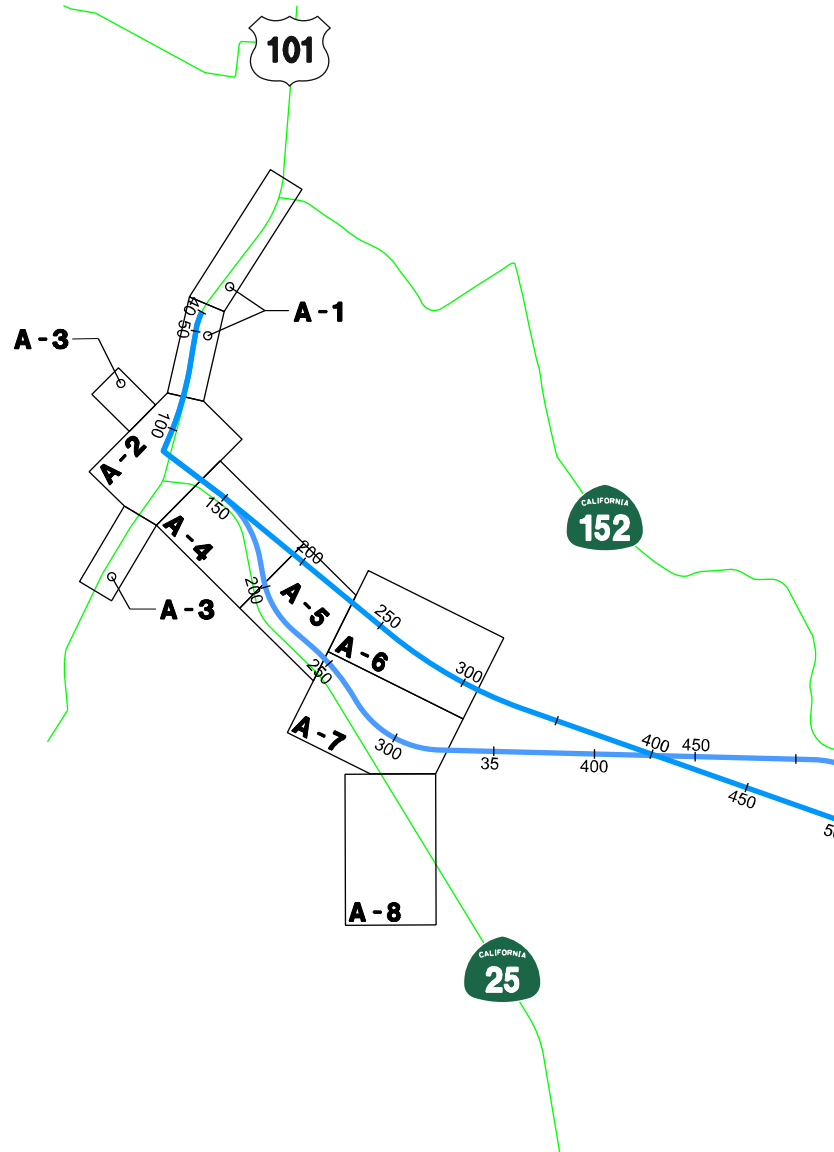
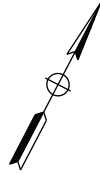
Figure 1A



SR 25 Widening (San Felipe Rd. to east of US 101) Adopted Alignment (46' Median)

Figure 1B

SR 152 TRADE CORRIDOR IMPROVEMENTS (US 101 TO I-5)



KEY MAP

SOURCE: SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5)
 APPROVED PSR-PDS, DATED FEBRUARY 2015






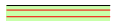




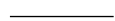

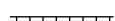






DISTRICT: 04, 05, 10	ROUTE: 152	PREPARED BY: WMH CORPORATION	PREPARED FOR: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY 3331 NORTH FIRST STREET SAN JOSE, CA 95134 (408) 321-2300	DESIGNED BY: S. PATEL	DATE: 02/17/2012	SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5) - SEGMENT A	K-1
COUNTY AND POST MILE: SCL 9.9/35.2, MER 0.0/15.0	CHANGE UNIT: XXXXX	E#: 04-0G2300	CHECKED BY: B. STEWART	DATE: 02/17/2012	KEY MAP		

10/24/2012 12:34:00 PM S:\04\101\152\101-152\101-152-01.dgn

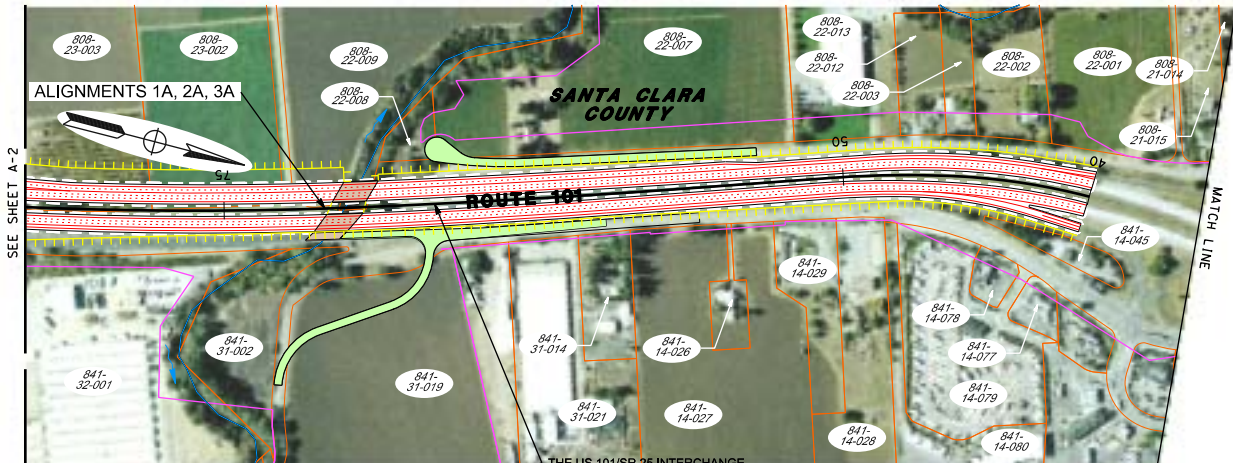
NOTES:

1. RIGHT OF WAY AND PARCEL DATA OBTAINED FROM RECORD MAPS.
2. HIGH SPEED TRAIN ALIGNMENT SOURCE:
SAN JOSE TO MERCED SECTION ALIGNMENT ALTERNATIVES MAP
www.cahighspeedrail.ca.gov (03/01/11)

LEGEND:

	STATE HIGHWAY		PROPOSED ROW *
	COUNTY LINE/CITY LIMIT		PROPOSED ROW WITH ACCESS CONTROL *
	LOCAL ROAD		PROPOSED LOCAL ROAD IMPROVEMENT
	PARCEL BOUNDARIES		PROPOSED HIGHWAY IMPROVEMENT
	WATER COURSE		PROPOSED BRIDGE
	EXISTING ROW		FUTURE IMPROVEMENTS
	EXISTING ROW WITH ACCESS CONTROL		PROPOSED ACCESS
	EXISTING RAILROAD		EXISTING ACCESS
	PRELIMINARY STUDY LIMITS	R	RIGHT TURN ACCESS ONLY
	PREVIOUS ENVIRONMENTAL STUDIES	L	LEFT AND RIGHT TURN ACCESS
	HIGH SPEED TRAIN *	-	CLOSED TO SR152

DISTRICT: 04, 05, 10	ROUTE: 152	PREPARED BY: WMH CORPORATION	PREPARED FOR: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY 3331 NORTH FIRST STREET SAN JOSE, CA 95134 (408) 321-2300	NO SCALE		DESIGNED BY: S. VOGTMAN	DATE: 02/17/2012	SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5)	A-0
COUNTY AND POST MILE: SCL 9.9/35.2, MER 0.0/15.0		CHANGE UNIT: XXXXX	Est 04-0G2300	DRAWN BY: S. VOGTMAN	DATE: 02/17/2012	CHECKED BY: T. LEE	DATE: 02/17/2012		



THE US 101/SR 25 INTERCHANGE IMPROVEMENTS UTILIZES THE FOOTPRINT FOR EA 04-297800 TO ESTABLISH THE PSR-PDS PRELIMINARY STUDY LIMITS (PSL) AND WILL ACCOMMODATE ADDITIONAL TRAFFIC FROM THE NEW SR 152 ALIGNMENT BETWEEN US 101 AND SR 156.



FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHt A-0

DISTRICT: 04, 05, 10	ROUTE: 152	PREPARED BY: WMH CORPORATION	PREPARED FOR: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY 3331 NORTH FIRST STREET SAN JOSE, CA 95134 (408) 321-2300	<p>SCALE: 1" = 500'</p>	DESIGNED BY: S. VOGTMAN	DATE: 02/17/2012	SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5)	A-1
COUNTY AND POST MILE: SCL 9.9/35.2, MER 0.0/15.0				<p>SCALE: 1" = 500'</p>	DRAWN BY: S. VOGTMAN	DATE: 02/17/2012		
				CHANGE UNIT: XXXXX	Ea: 04-0G2300	CHECKED BY: T. LEE	DATE: 02/17/2012	



SEE SHEET A-3

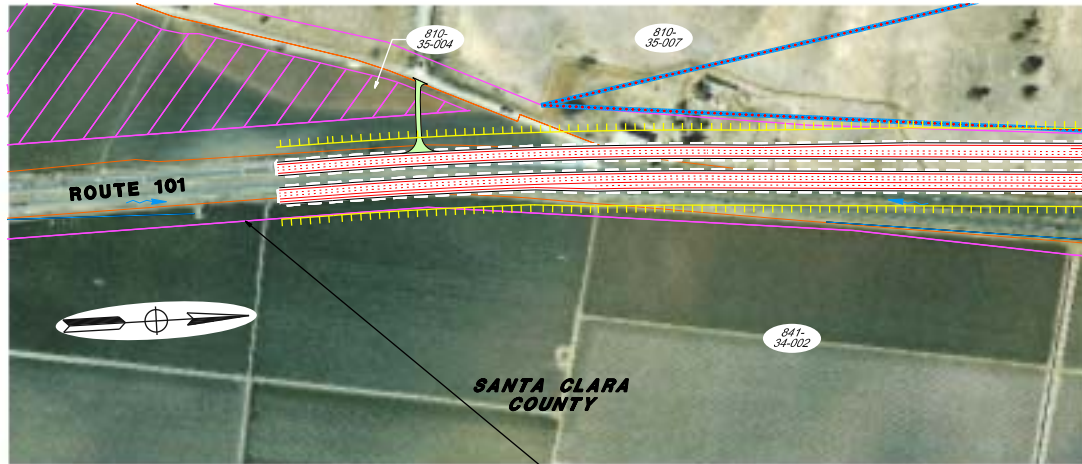
SEE SHEET A-1

SEE SHEET A-3

SEE SHEET A-4

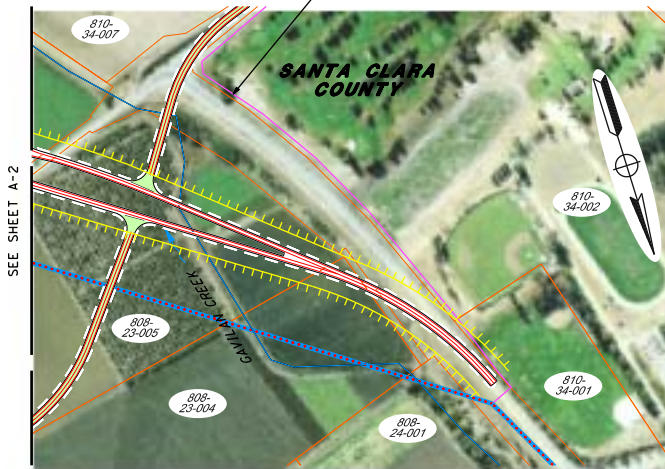
FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHt A-0

DISTRICT: 04, 05, 10	ROUTE: 152	PREPARED BY: WMH CORPORATION	PREPARED FOR: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY 3331 NORTH FIRST STREET SAN JOSE, CA 95134 (408) 321-2300	<p>SCALE: 1" = 500'</p>	DESIGNED BY: S. VOGTMAN DRAWN BY: S. VOGTMAN	DATE: 02/17/2012 DATE: 02/17/2012	SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5) BUILD ALTERNATIVE (SEGMENT A)	A-2
COUNTY AND POST MILE: SCL 9.9/35.2, MER 0.0/15.0				CHANGE UNIT: XXXXX E#: 04-0G2300	CHECKED BY: T. LEE	DATE: 02/17/2012		



SEE SHEET A-2

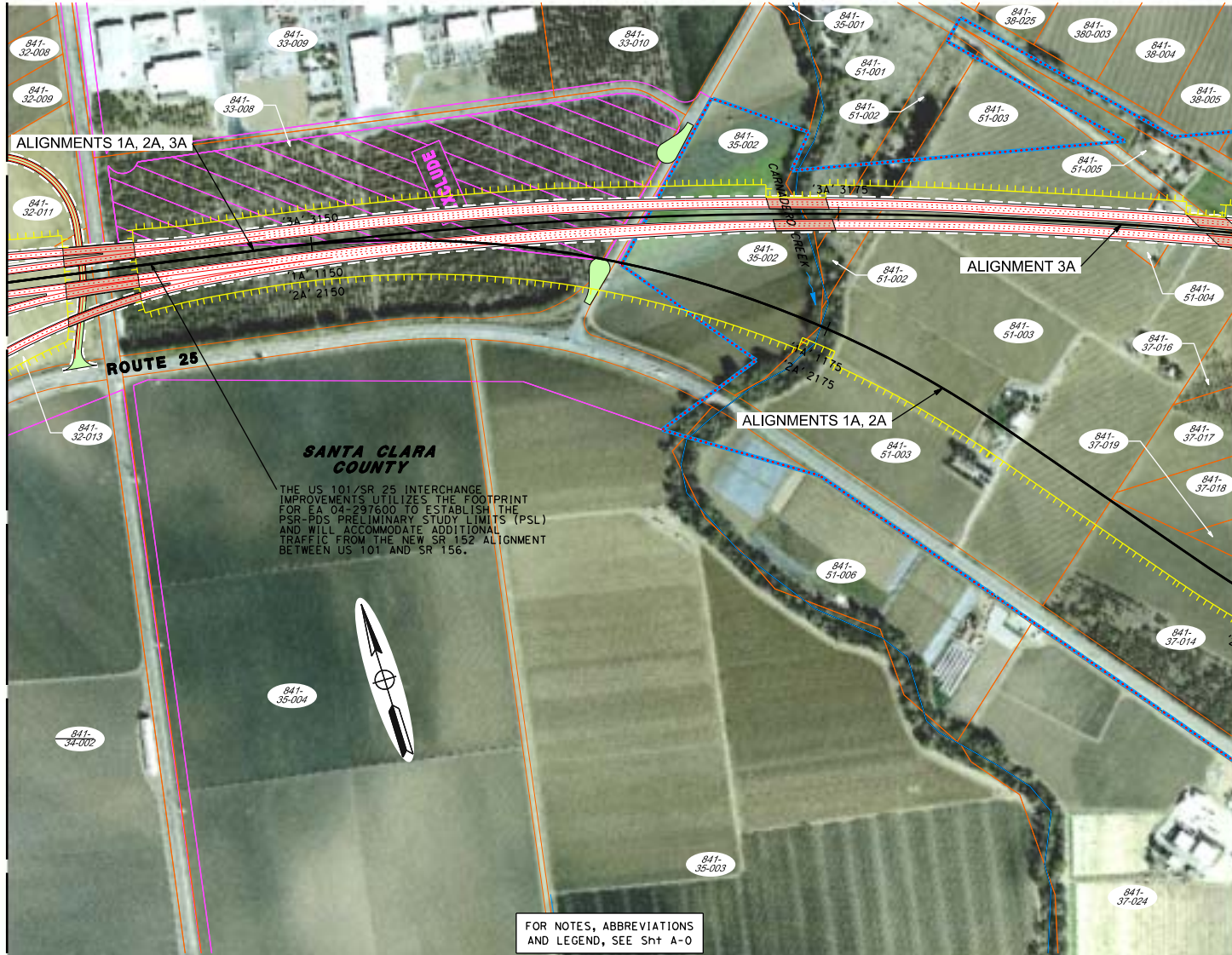
THE US 101/SR 25 INTERCHANGE IMPROVEMENTS UTILIZES THE FOOTPRINT FOR EA 04-297600 TO ESTABLISH THE PSR-PDS PRELIMINARY STUDY LIMITS (PSL) AND WILL ACCOMMODATE ADDITIONAL TRAFFIC FROM THE NEW SR 152 ALIGNMENT BETWEEN US 101 AND SR 156.



SEE SHEET A-2

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE Sht A-0

DISTRICT: 04, 05, 10	ROUTE: 152	PREPARED BY: WMH CORPORATION	PREPARED FOR: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY 3331 NORTH FIRST STREET SAN JOSE, CA 95134 (408) 321-2300	<p>SCALE: 1" = 500'</p>	DESIGNED BY: S. VOGTMAN	DATE: 02/17/2012	SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5)	A-3
COUNTY AND POST MILE: SCL 9.9/35.2, MER 0.0/15.0			CHANGE UNIT: XXXXX	EAM 04-0G2300	DRAWN BY: S. VOGTMAN	DATE: 02/17/2012		

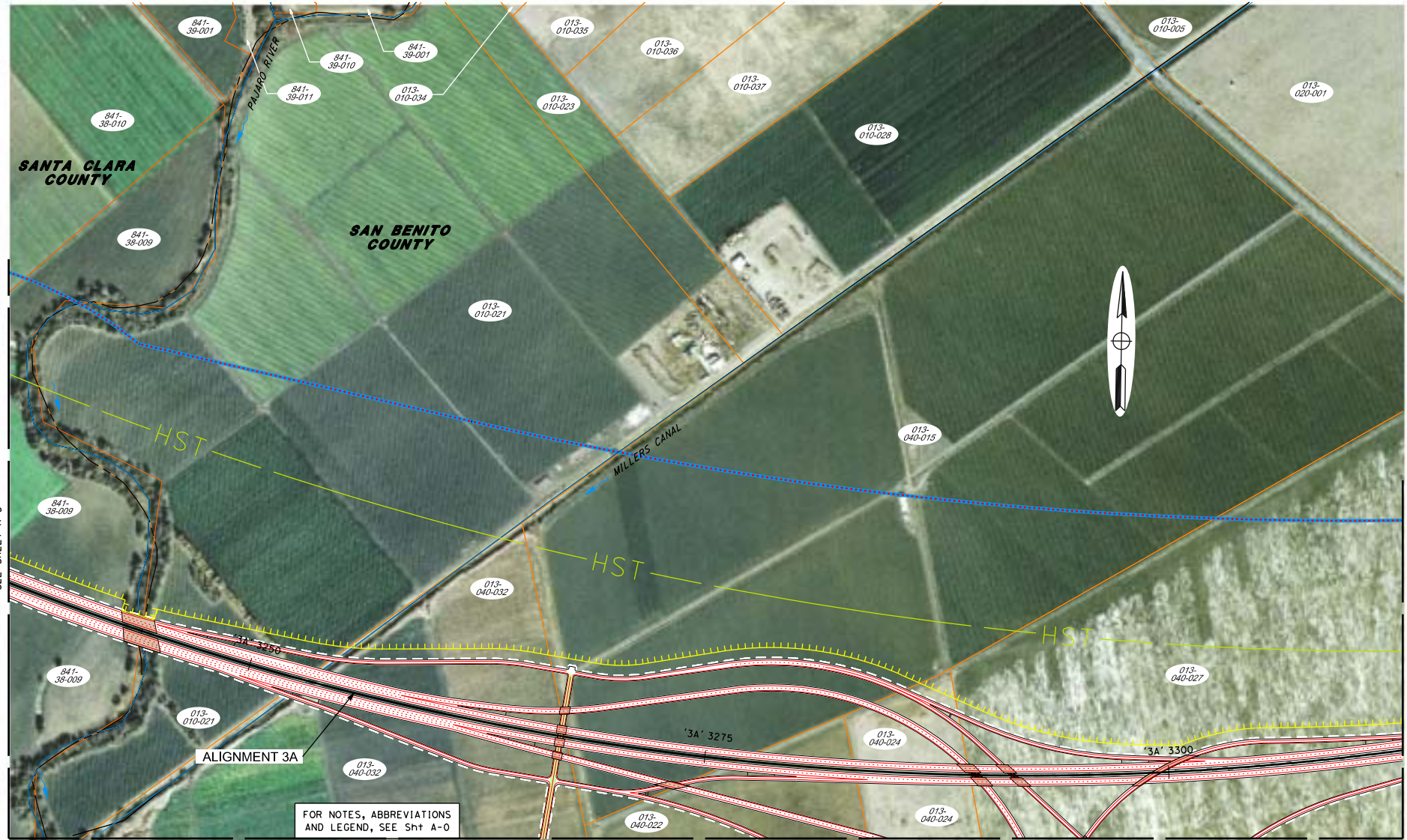


DISTRICT: 04, 05, 10	ROUTE: 152	PREPARED BY: WMH CORPORATION	PREPARED FOR: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY 3331 NORTH FIRST STREET SAN JOSE, CA 95134 (408) 321-2300	SCALE: 1" = 500' 500 250 0 250 500	DESIGNED BY: S. VOGTMAN	DATE: 02/17/2012	SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5)	A-4
COUNTY AND POST MILE: SCL 9.9/35.2, MER 0.0/15.0			CHARGE UNIT: XXXXX	SCALE: 1" = 500'	DRAWN BY: S. VOGTMAN	DATE: 02/17/2012		
				EA: 04-0G2300	CHECKED BY: T. LEE	DATE: 02/17/2012		



FOR NOTES, ABBREVIATIONS
AND LEGEND, SEE SHt A-0

DISTRICT: 04, 05, 10	ROUTE: 152	PREPARED BY: WMH CORPORATION	PREPARED FOR: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY 3331 NORTH FIRST STREET SAN JOSE, CA 95134 (408) 321-2300	<p>SCALE: 1" = 500'</p>	DESIGNED BY: S. VOGTMAN	DATE: 02/17/2012	SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5)	A-5
COUNTY AND POST MILE: SCL 9.9/35.2, MER 0.0/15.0			CHARGE UNIT: XXXXX	E#: 04-OG2300	DRAWN BY: S. VOGTMAN	DATE: 02/17/2012		
					CHECKED BY: T. LEE	DATE: 02/17/2012		



SEE SHEET A-5

SEE SHEET A-9

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE Sht A-0

SEE SHEET A-7

DISTRICT: 04, 05, 10	ROUTE: 152	PREPARED BY: WMH CORPORATION	PREPARED FOR: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY 3331 NORTH FIRST STREET SAN JOSE, CA 95134 (408) 321-2300	<p>SCALE: 1" = 500'</p>	DESIGNED BY: S. VOGTMAN	DATE: 02/17/2012	<p align="center">SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5)</p> <p align="center">BUILD ALTERNATIVE (SEGMENT A)</p>	<p align="center">A-6</p>	
COUNTY AND POST MILE: SCL 9.9/35.2, MER 0.0/15.0				CHARGE UNIT: XXXXX	E#: 04-OG2300	DRAWN BY: S. VOGTMAN			DATE: 02/17/2012



SEE SHEET A-7

ALIGNMENT 3A

ROUTE 25

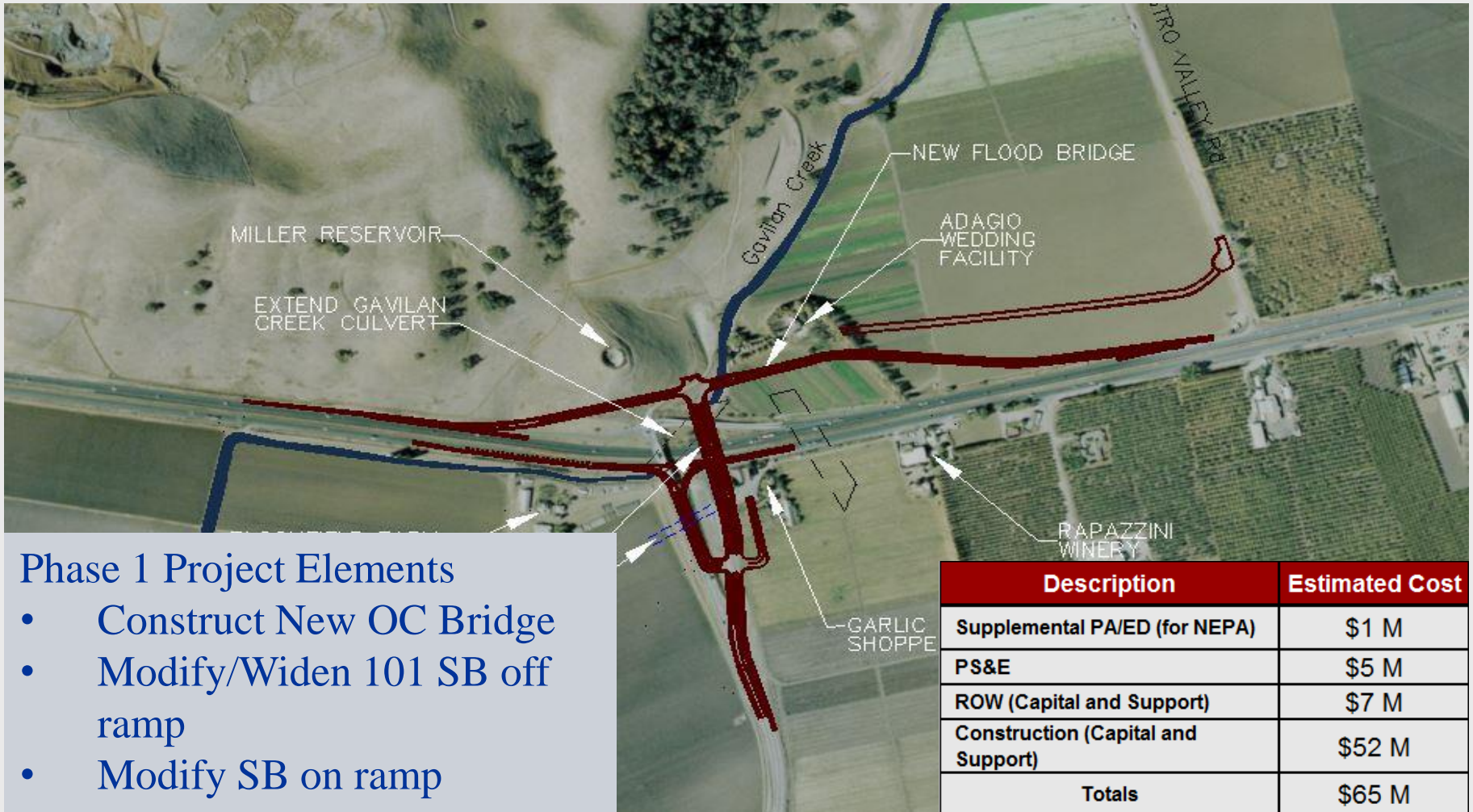
SAN BENITO COUNTY

FOR NOTES, ABBREVIATIONS AND LEGEND, SEE SHt A-0

DISTRICT: 04, 05, 10	ROUTE: 152	PREPARED BY: WMH CORPORATION	PREPARED FOR: SANTA CLARA VALLEY TRANSPORTATION AUTHORITY 3331 NORTH FIRST STREET SAN JOSE, CA 95134 (408) 321-2300	<p>SCALE: 1" = 500'</p>	DESIGNED BY: S. VOGTMAN	DATE: 02/17/2012	<p>SR 152 TRADE CORRIDOR PROJECT (US101 TO I-5)</p>	<p>A-8</p>	
COUNTY AND POST MILE: SCL 9.9/35.2, MER 0.0/15.0				CHANGE UNIT: XXXXX	E#: 04-OG2300	DRAWN BY: S. VOGTMAN			DATE: 02/17/2012

US 101 / SR 25 IMPROVEMENTS

US 101/SR 25 Interchange – Phase 1 Project



Phase 1 Project Elements

- Construct New OC Bridge
- Modify/Widen 101 SB off ramp
- Modify SB on ramp
- Improve NB ramps
- Control ramp Intersections
- Purchase ROW

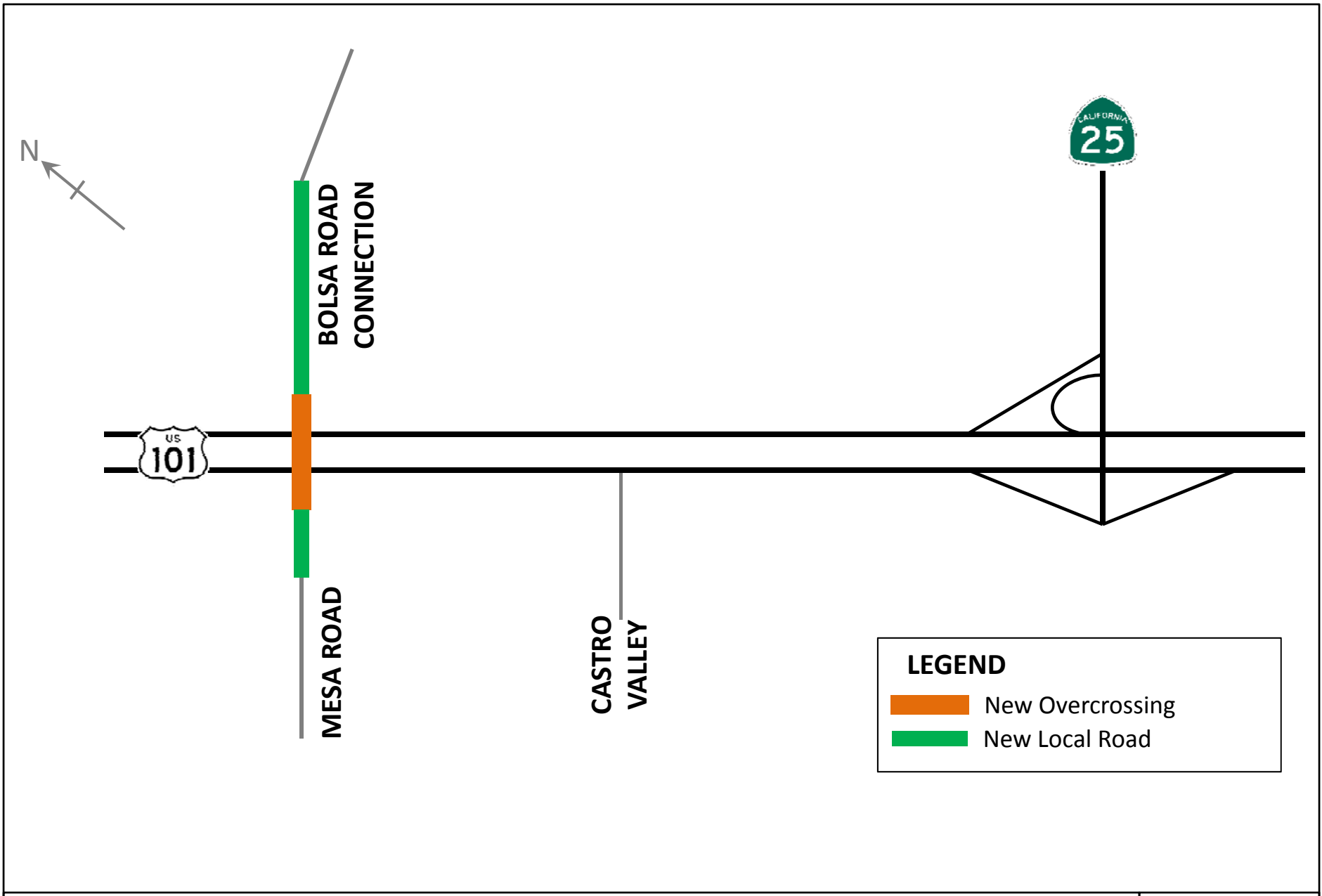
Description	Estimated Cost
Supplemental PA/ED (for NEPA)	\$1 M
PS&E	\$5 M
ROW (Capital and Support)	\$7 M
Construction (Capital and Support)	\$52 M
Totals	\$65 M



PROPOSED PROJECT PLANS (DESIGN OPTION B)

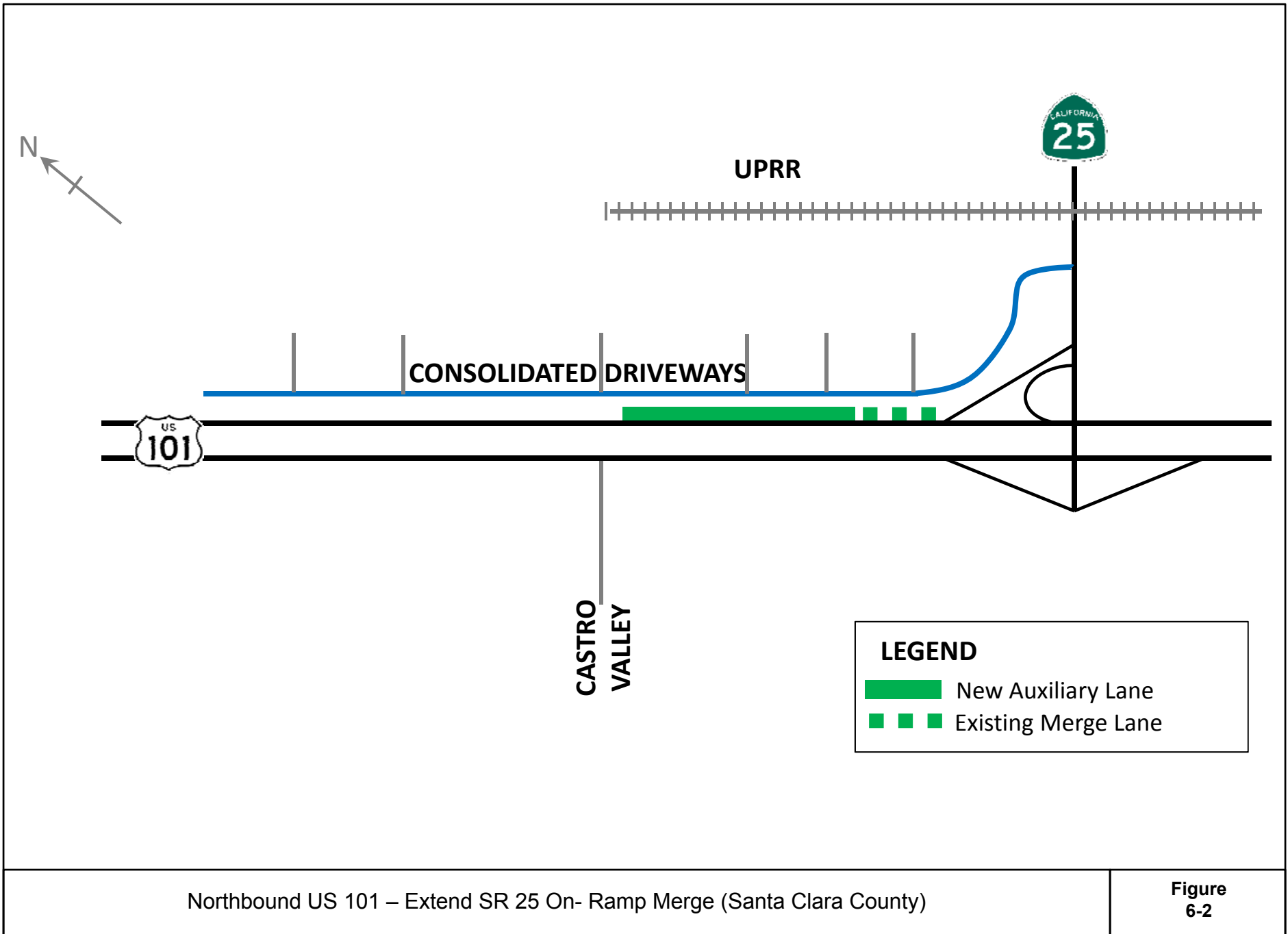
ATTACHMENT E

ALTERNATIVES CONSIDERED AND WITHDRAWN



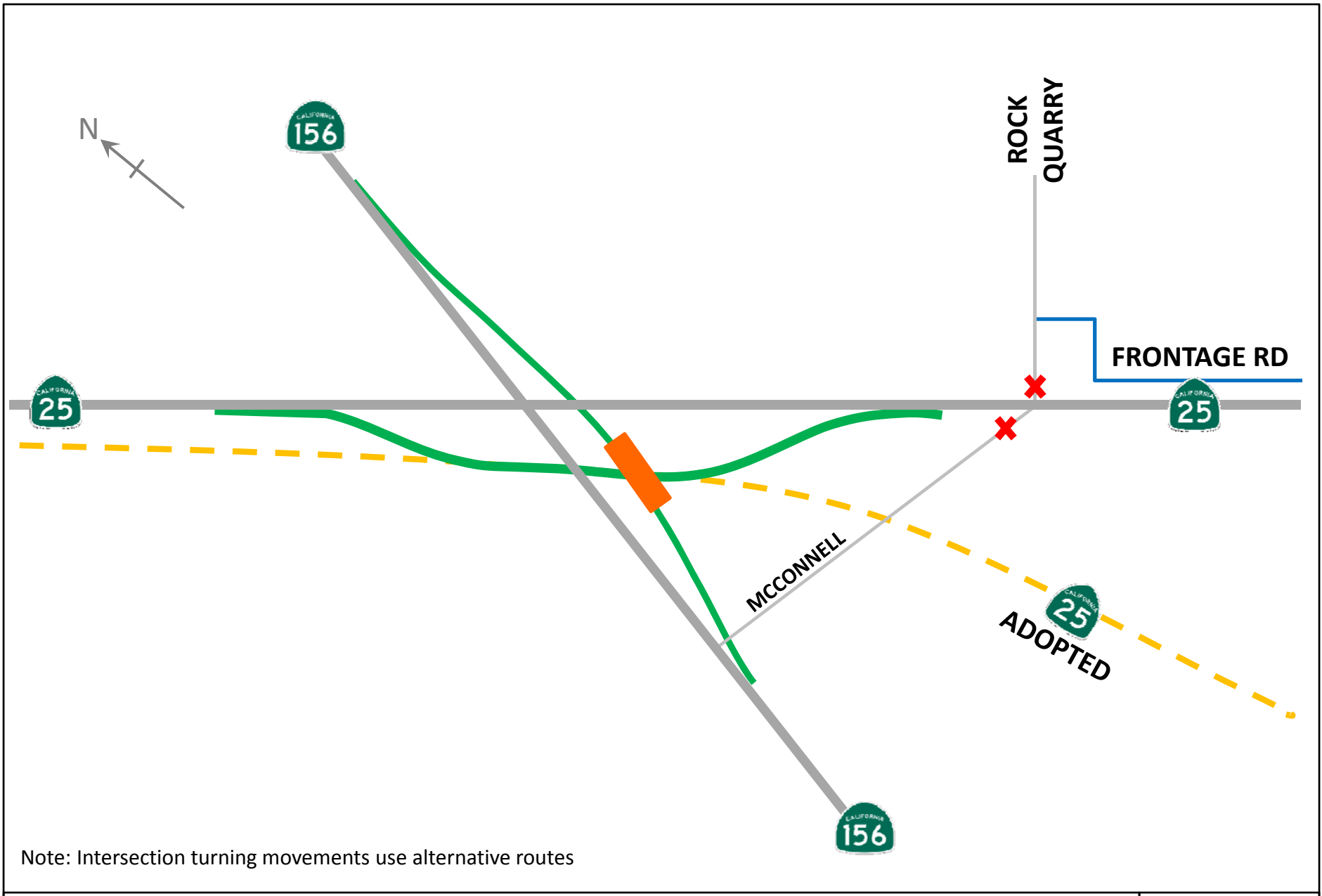
Mesa Road Overcrossing (Santa Clara County)

Figure 6-1



Northbound US 101 – Extend SR 25 On- Ramp Merge (Santa Clara County)

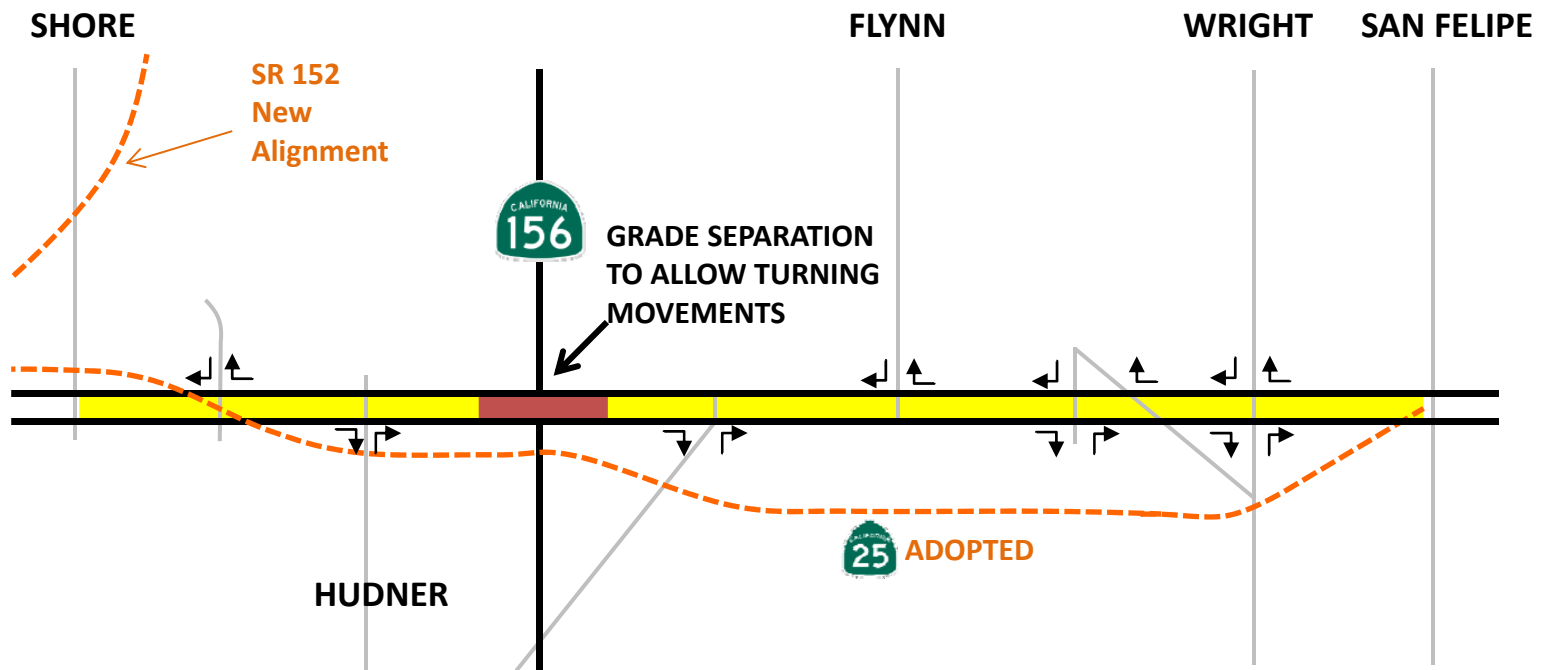
Figure 6-2



Note: Intersection turning movements use alternative routes

SR 25 / SR 156 Intersection Grade Separation

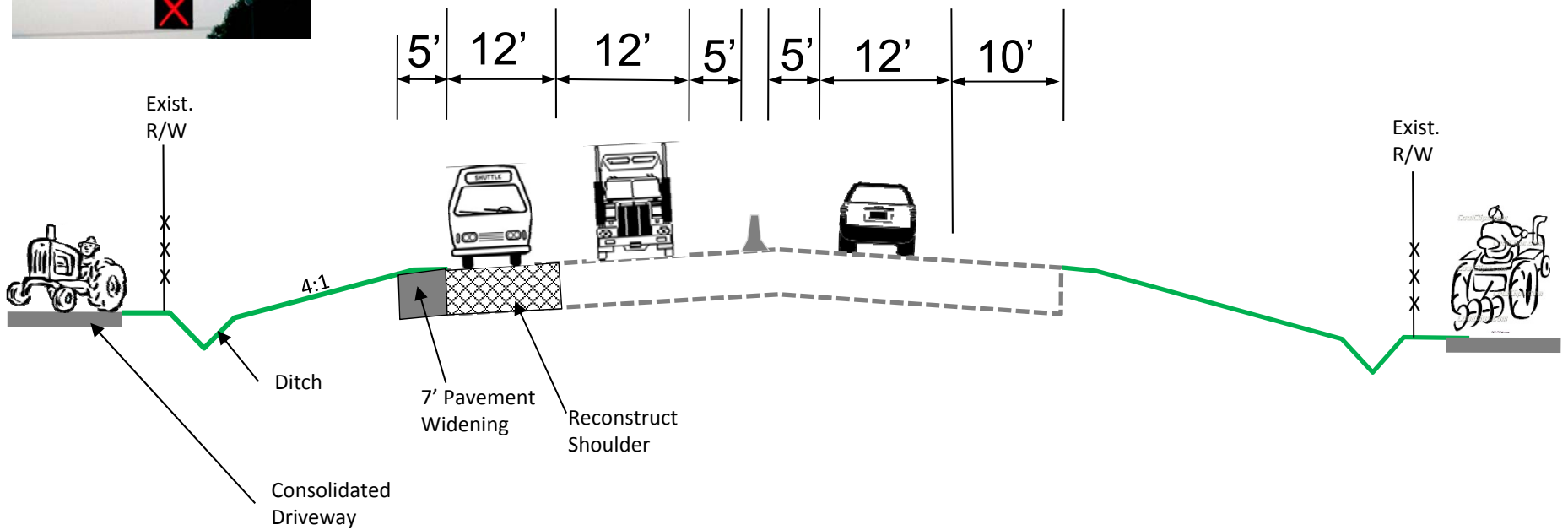
Figure 6-3



- Grade separation bridge structure needed for major turning movements
- Major turning movements are right in – right out only

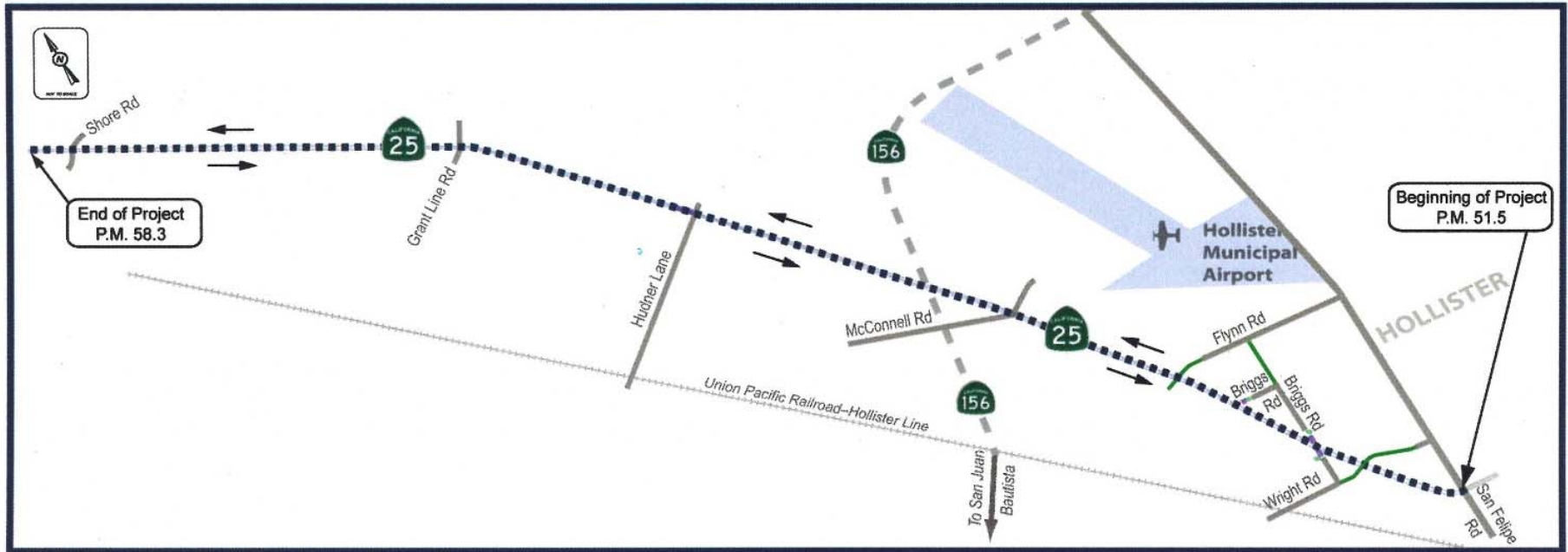
SR 25 Widening – Moveable Barrier System (Concept)

Figure 6-4



SR 25 Widening – Managed Shoulders

Figure 6-5



Interim SR 25 Widening (San Felipe Rd to north of Shore Rd) Widen Existing (Option 1)

Figure 6-6A

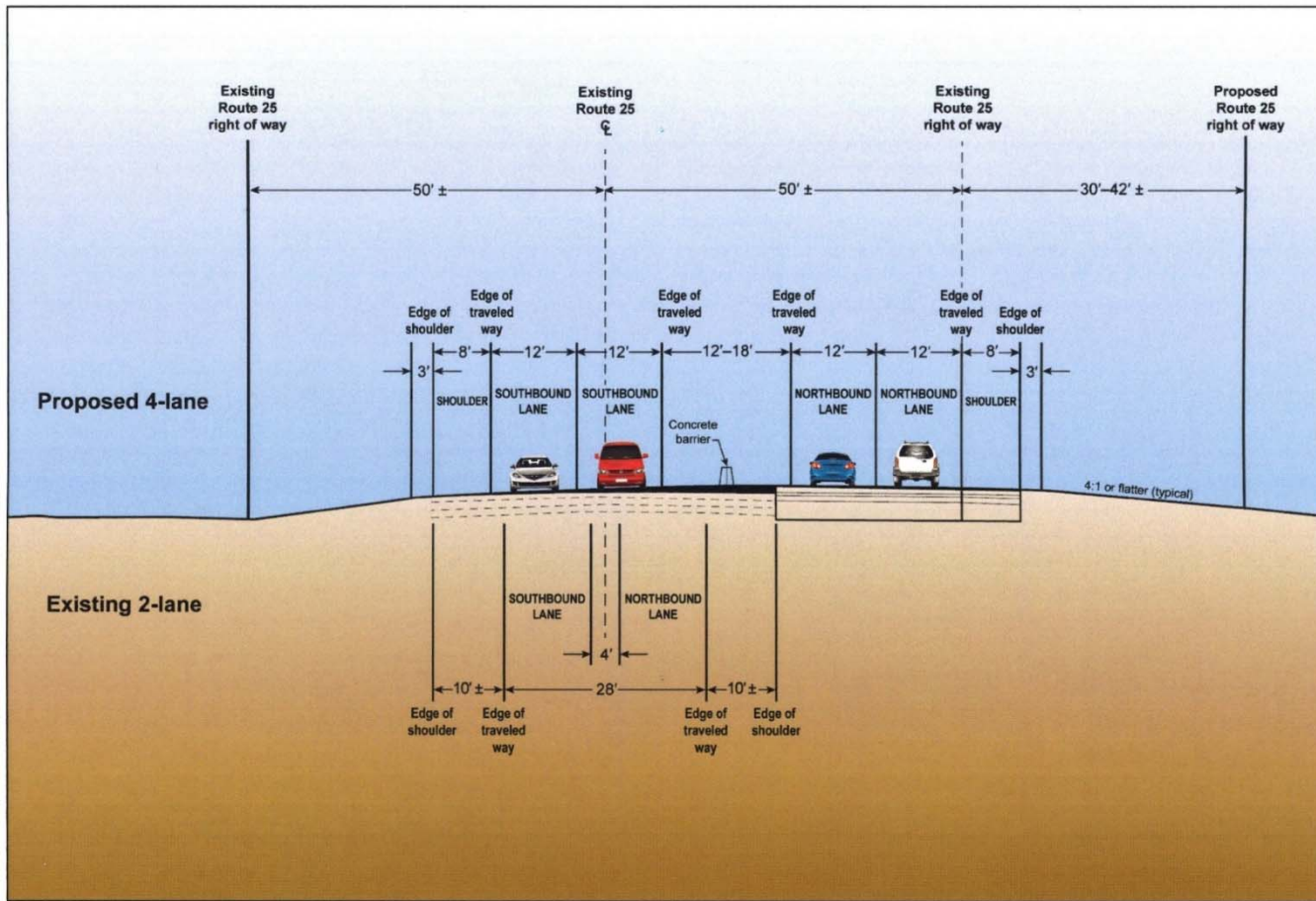
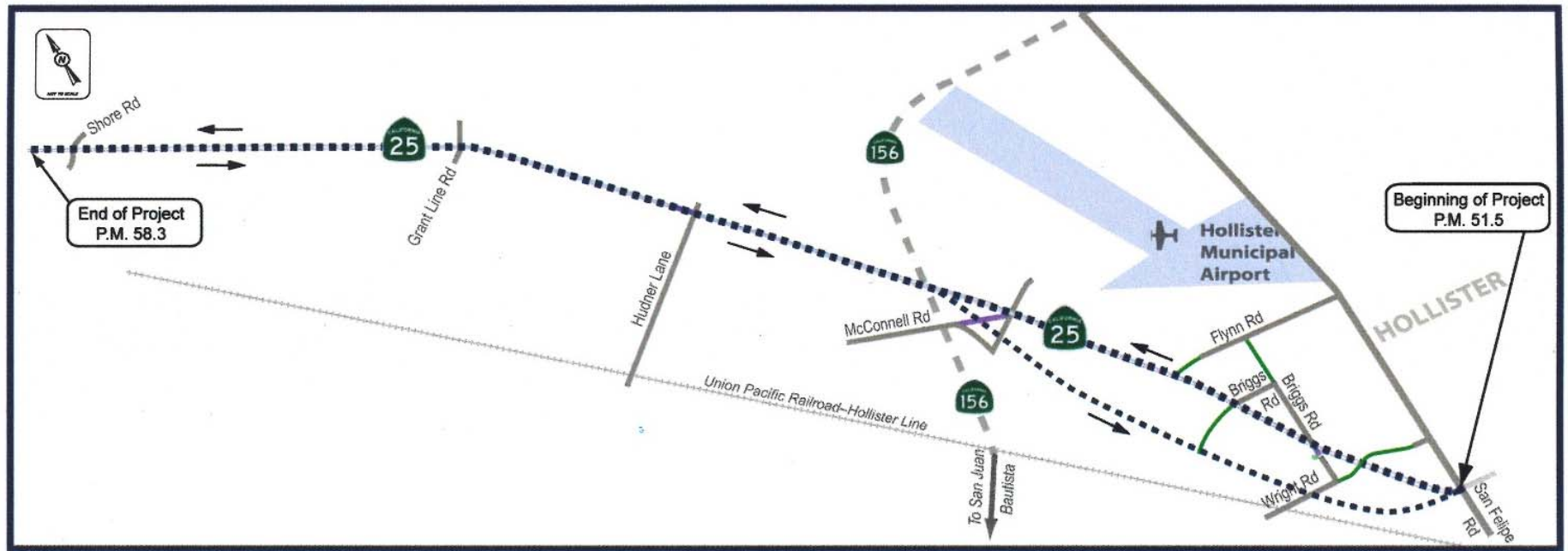


Figure 7-2. Typical Cross Section of Build Alternative 1 Conventional Highway (San Felipe Road to SR 156)



Interim SR 25 Widening (San Felipe Rd to north of Shore Rd) Widen Existing (Option 2)

Figure 6-7A

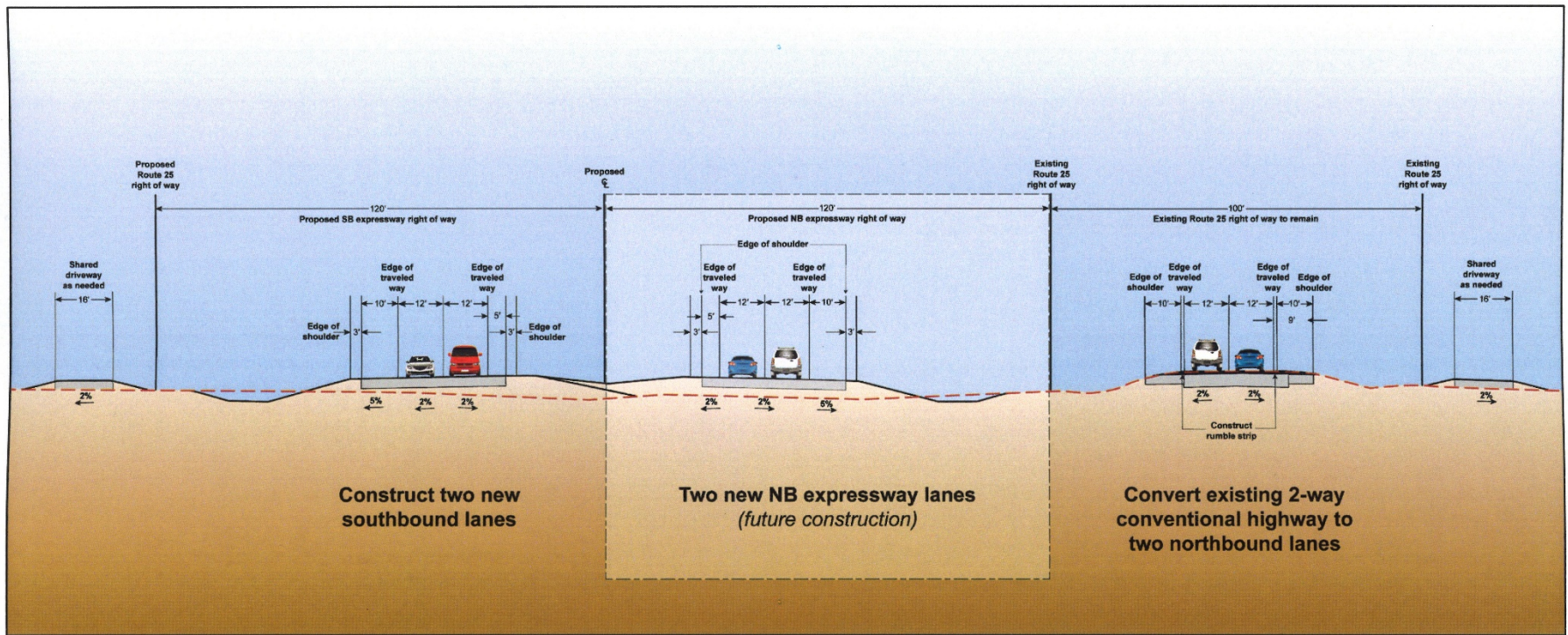
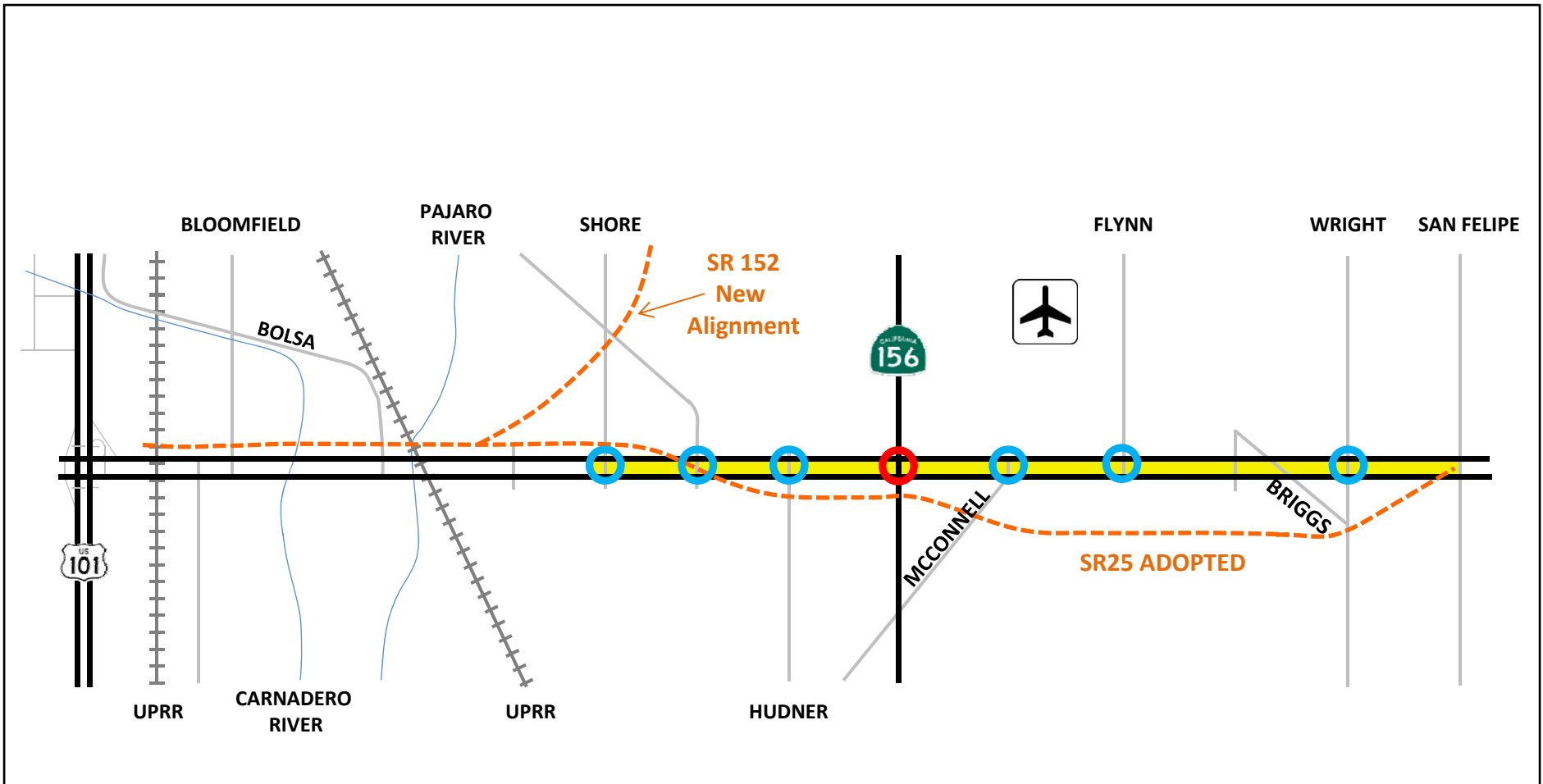


Figure 7-3. Typical Cross Section of Alternatives 1 and 2 Divided Highway (Route 156 to Grant Line Road)



LEGEND

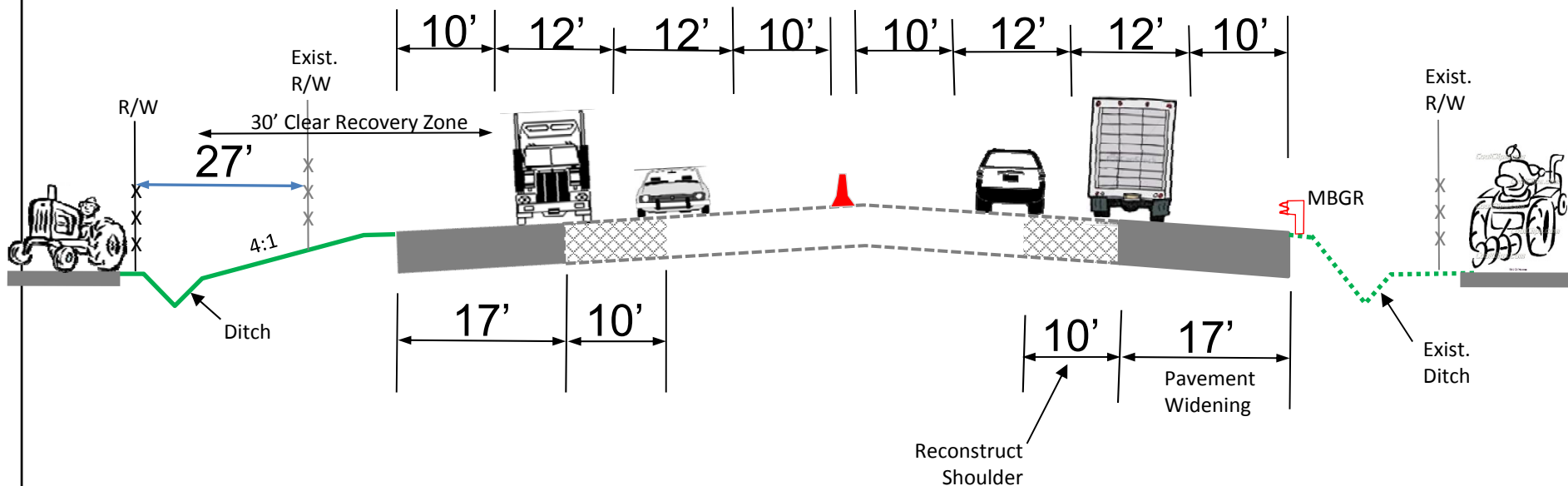
- New Road
- New Interchange
- Intersection Improvements

Note:
 1. Consolidate private access to local road intersections

Interim 4-Lane Widening (Option 1) – Conventional Highway (San Felipe Rd to Shore Rd)

Figure 6-8A

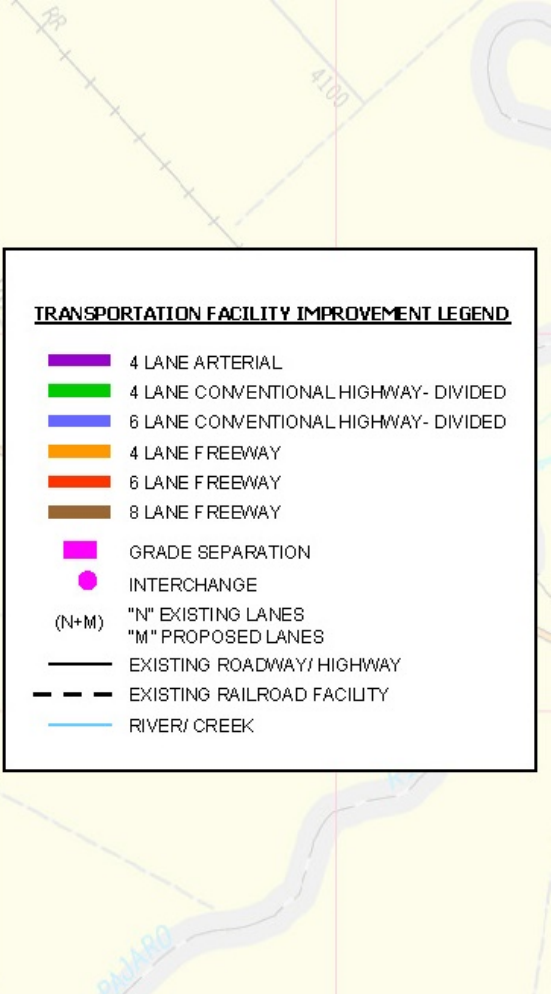
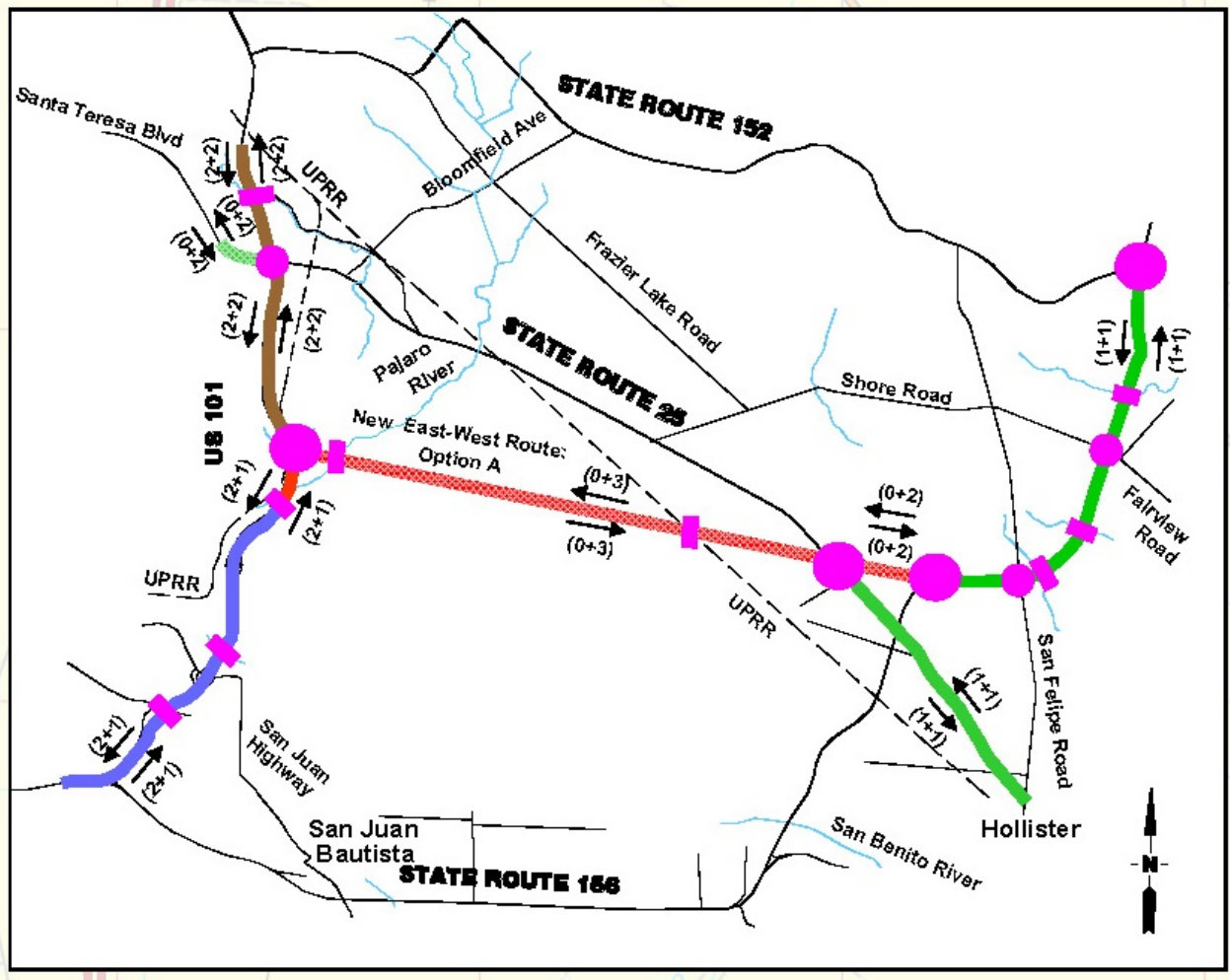
Note: Widening is shown symmetrical to centerline but would be offset to right or left to avoid constraints (e.g. poles, buildings, etc.)



- Option A: 30' Clear Recovery Zone and 27' R/W Take
- Option B: Install MBGR with no R/W Take

Interim 4-Lane Widening (Option 1) – Conventional Highway (San Felipe Rd to Shore Rd)

Figure 6-8B

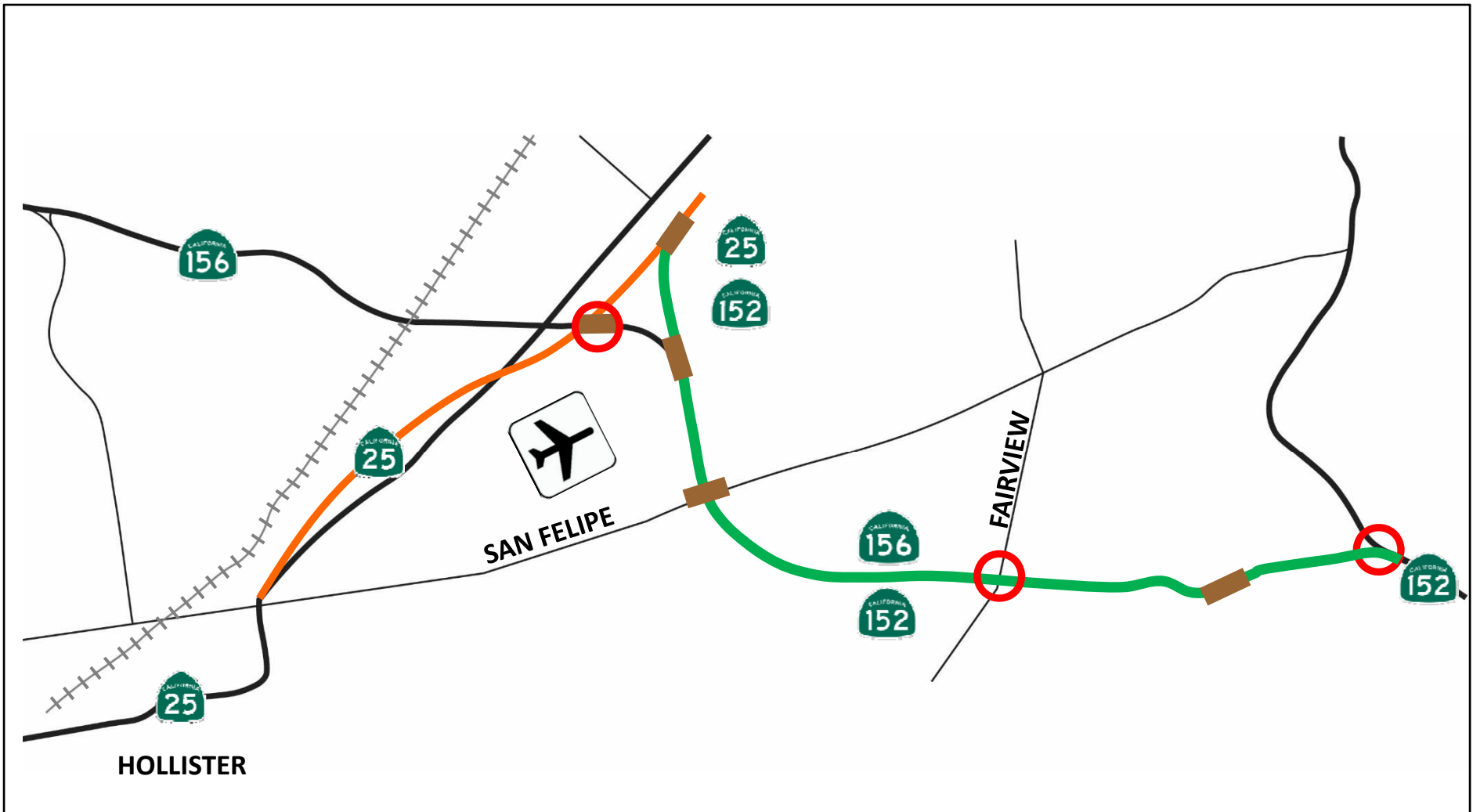


"3 in 1" Alternative

Figure 6-9

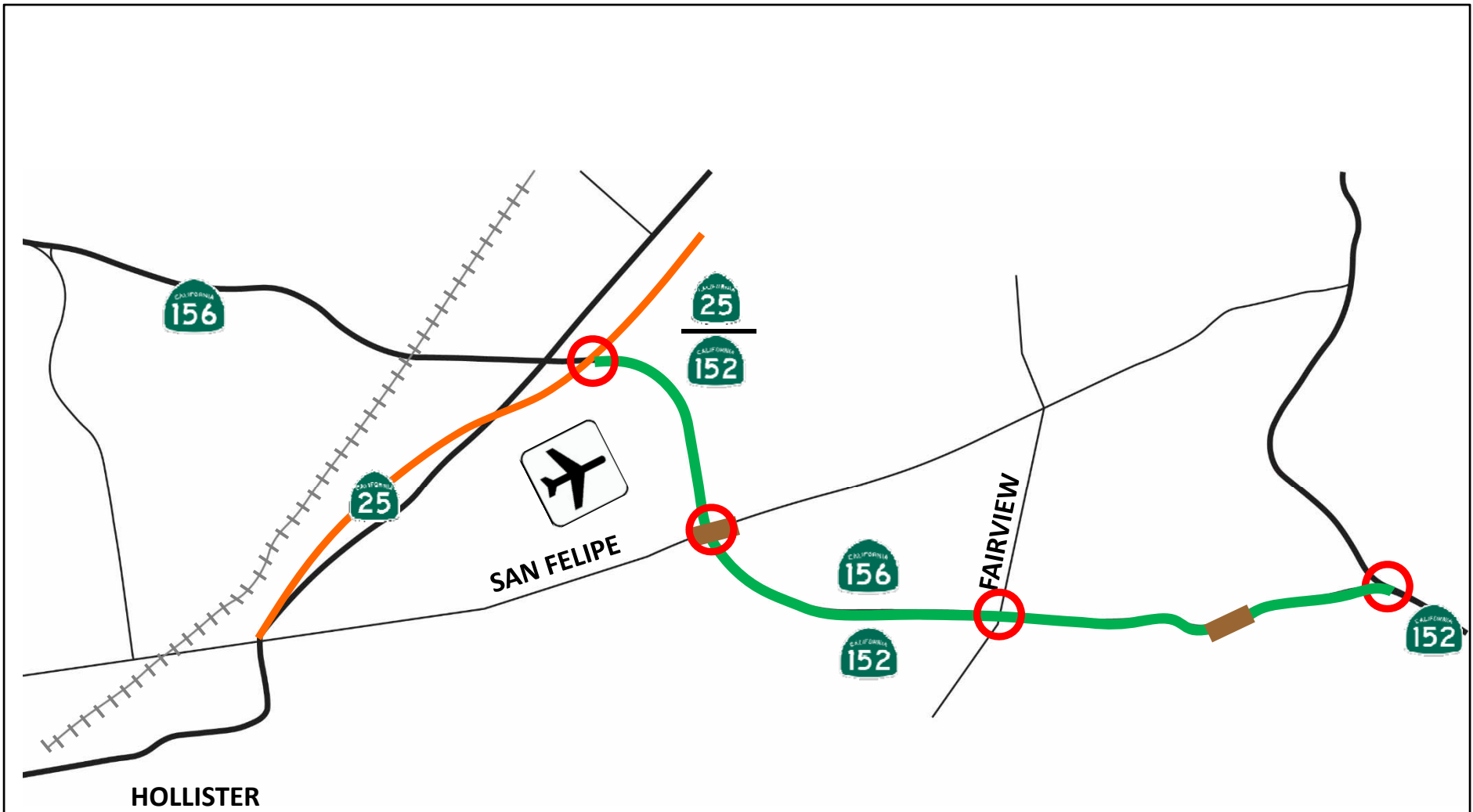
ATTACHMENT F

ALTERNATIVE SR 25 ALIGNMENTS





New SR 152 Alignment SR 156 to Adopted SR 25 (Option A)

Figure 5-7

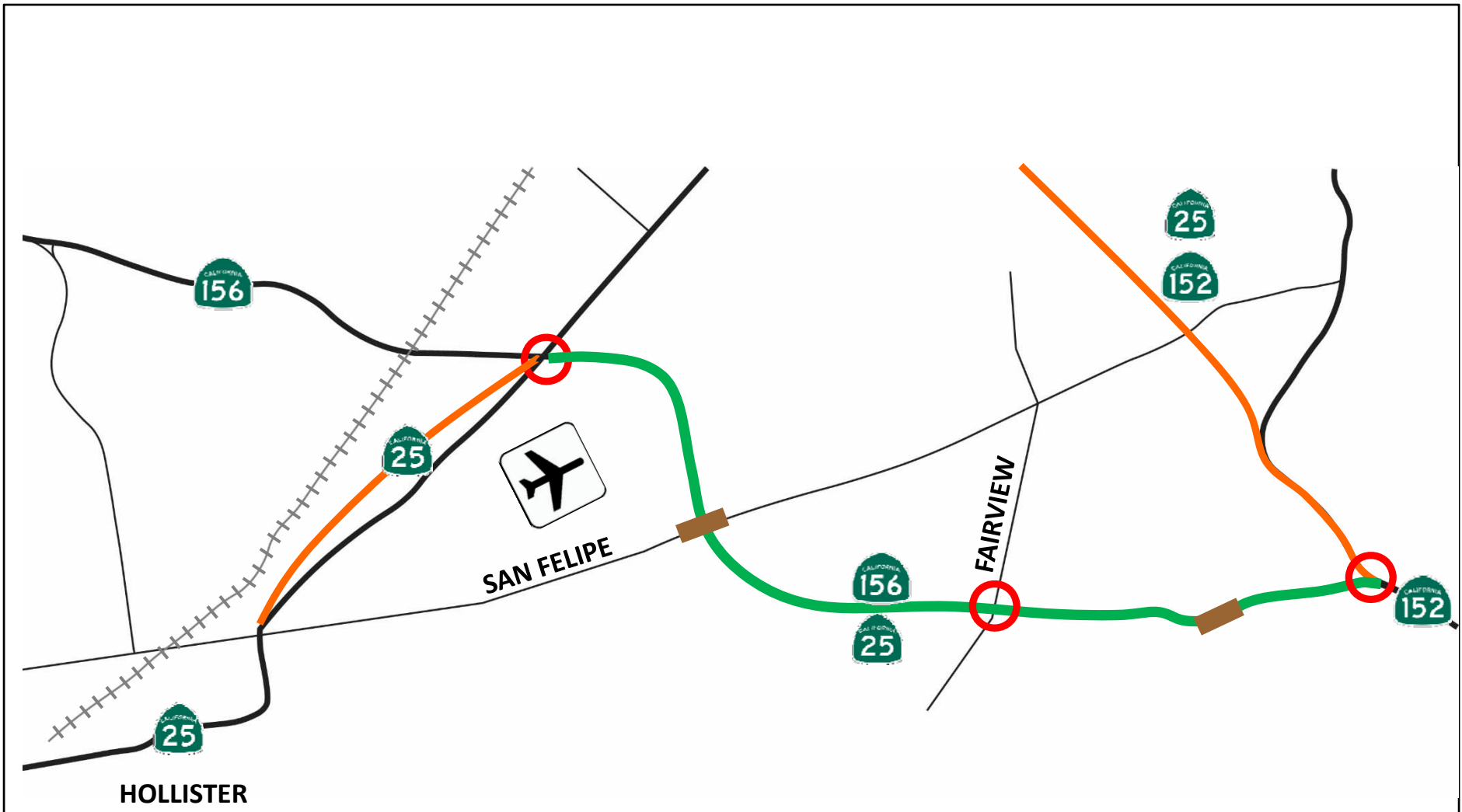


LEGEND



-  New / Modified Interchange
-  Bridge Modification

New SR 152 Alignment SR 156 to Adopted SR 25 (Option B)

Figure 5-8

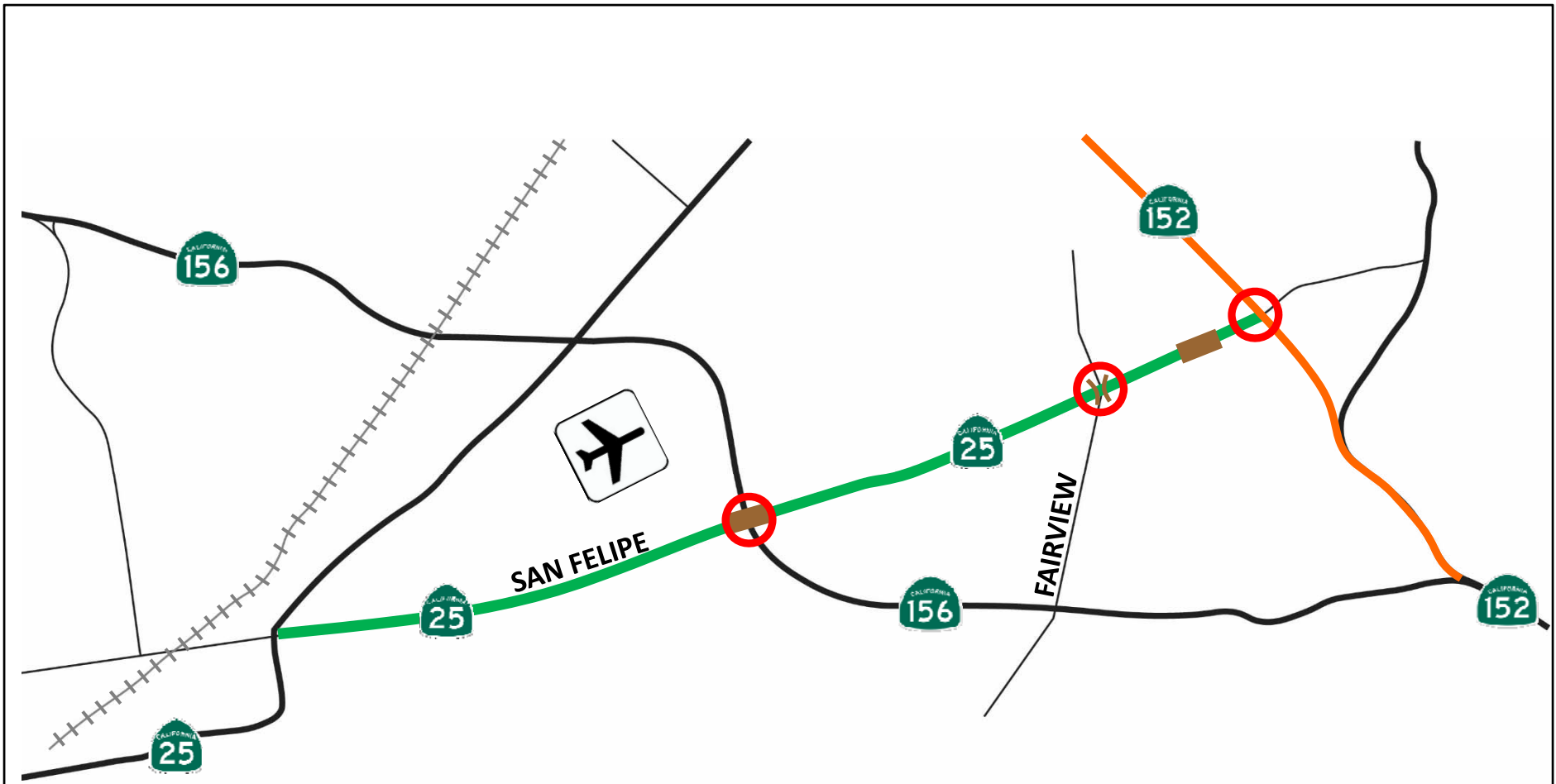


LEGEND




-  New / Modified Interchange
-  Bridge

New SR 25 Alignment SR 156 to New SR 152 Alignment

Figure 5-9



LEGEND

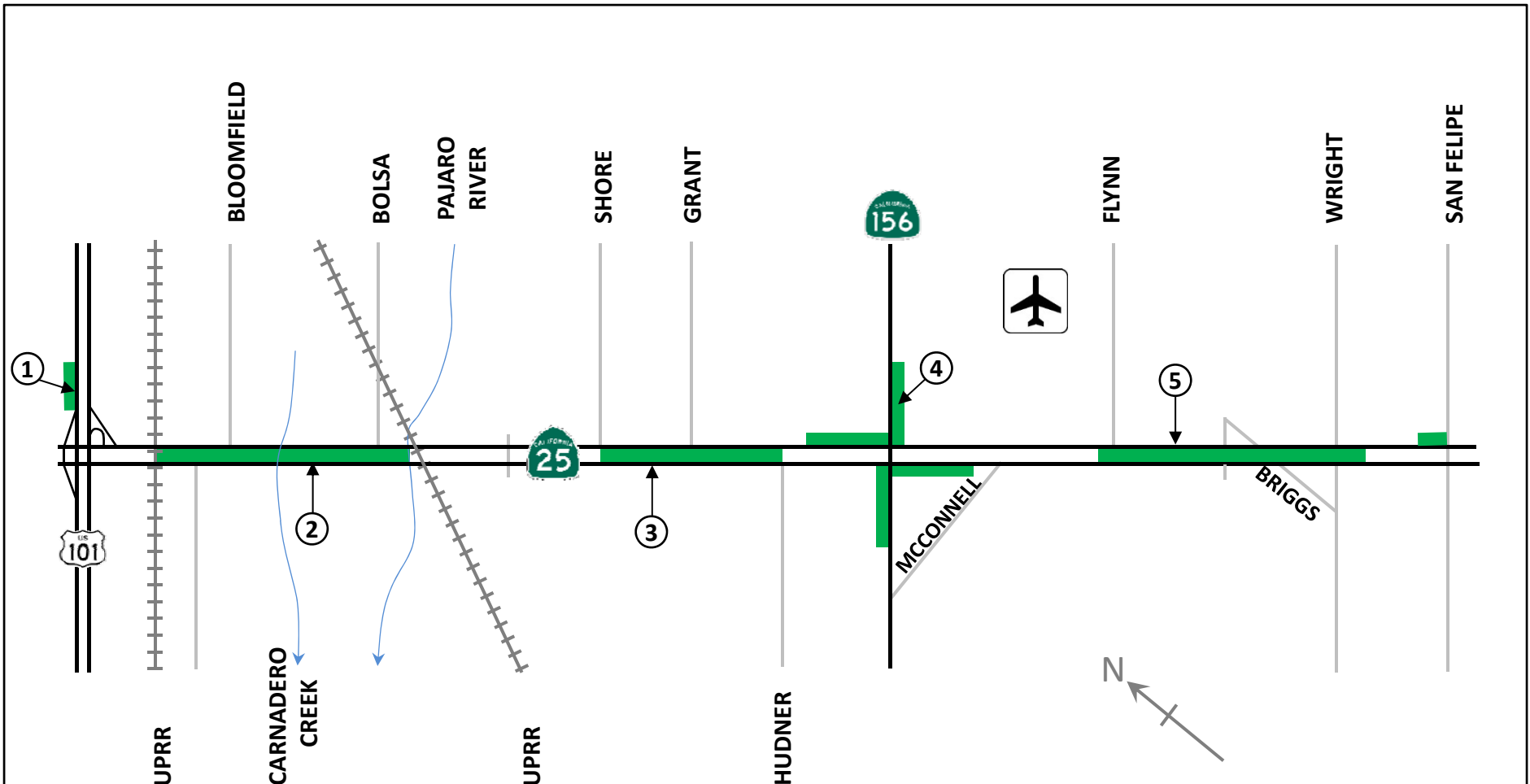
-  New / Modified Interchange
-  Bridge
-  Overcrossing

New SR 25 Alignment – San Felipe Rd to New SR 152 Alignment

Figure 5-10

ATTACHMENT G

COMBINED IMPROVEMENT SCENARIOS



Key

- ① - SB US 101 Auxiliary Lane (Castro Valley Rd. to SR 25 Off-Ramp)
- ② - Channelization and Intersection Improvements (Santa Clara County)
- ③ - Passing Lane Section (Hudner Ln. to Shore Rd.)
- ④ - SR 25 / SR 156 Intersection (Extend Merge Lanes)
- ⑤ - Intersection and Median Barrier Improvements (Flynn Rd to Wright Rd)

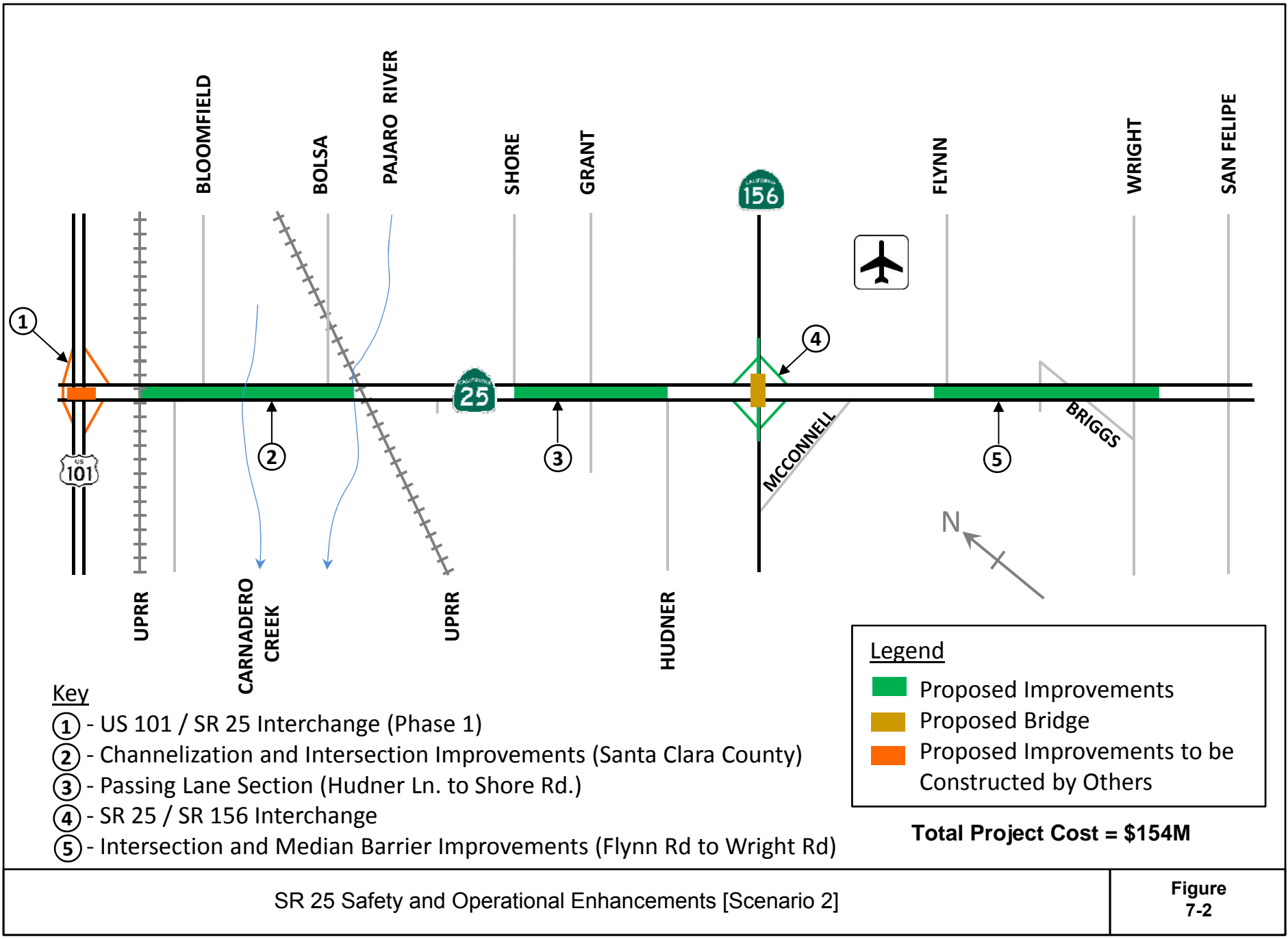
Legend

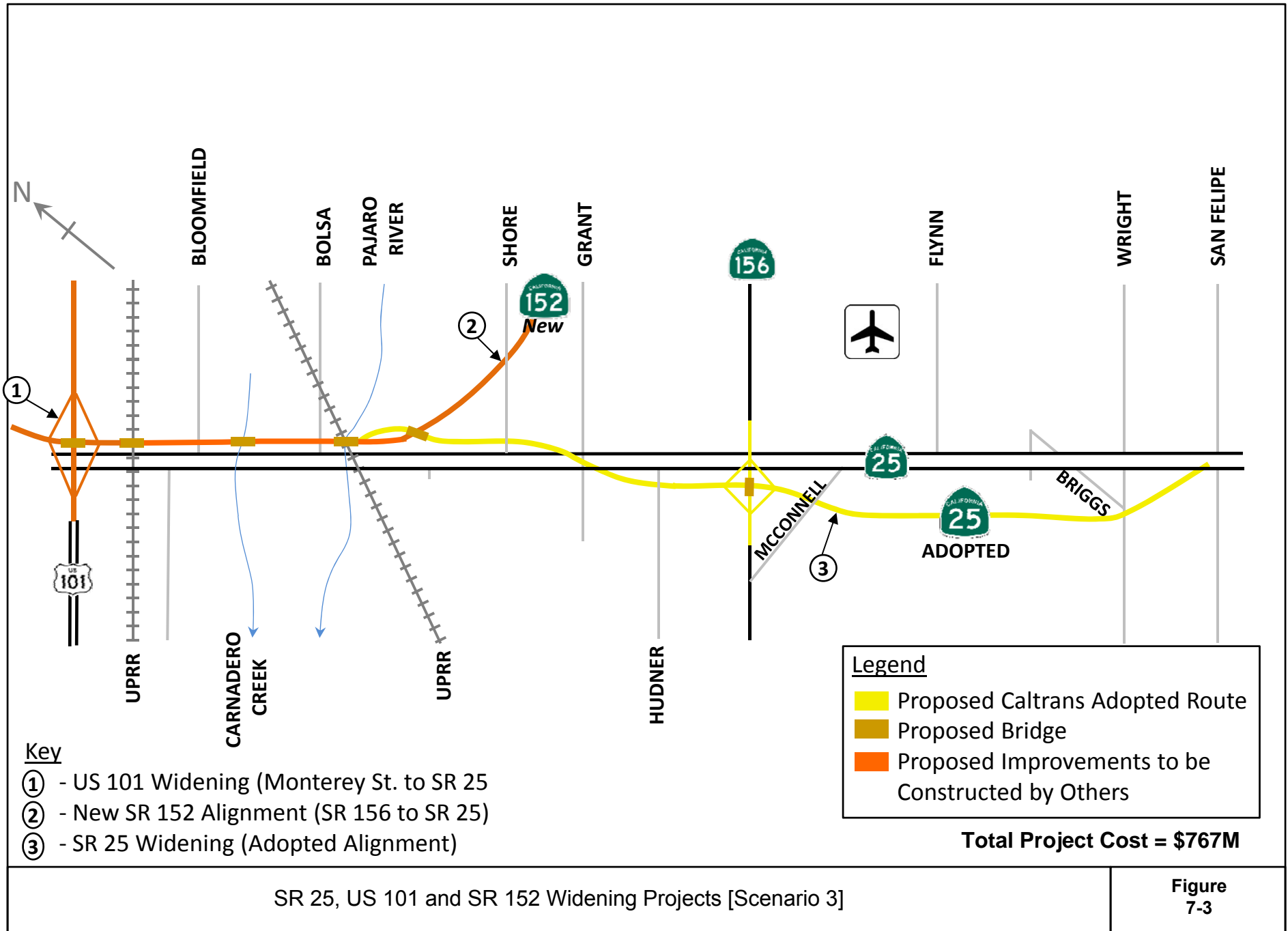
■ Proposed Improvements

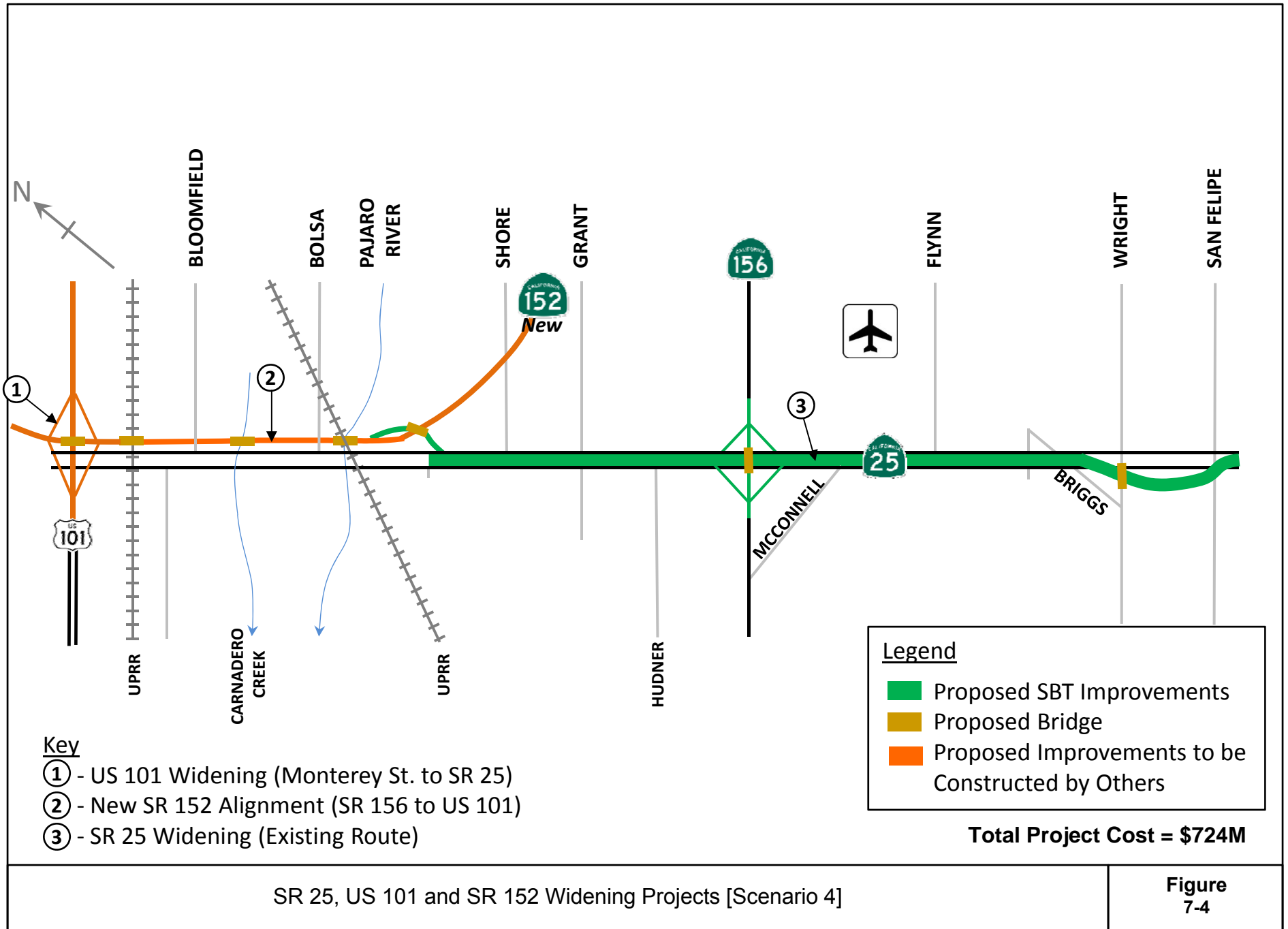
Total Project Cost = \$51M

SR 25 Safety and Operational Enhancements [Scenario 1]

Figure 7-1







ATTACHMENT H

PRELIMINARY COST ESTIMATES

H-1: SR 25 (WRIGHT RD. TO MCCONNELL RD.)

H-2: SR 25 (SANTA CLARA COUNTY)

H-3: SOUTHBOUND US 101 AUXILIARY LANE

H-4: SR 25 / SR 156 INTERSECTION – MERGE LANES

H-5: SR 25 PASSING LANES (HUDNER TO SHORE)

H-6: SR 25 / SR 156 INTERCHANGE

H-7: EXISTING ROUTE (SAN FELIPE TO HUDNER)

H-8: EXISTING ROUTE (HUDNER TO NEW SR 152)

H-9: ADOPTED ALIGNMENT (NEW SR 152 TO UPRR)

SAFETY AND OPERATIONAL IMPROVEMENTS

SR 25 (WRIGHT ROAD TO MCCONNELL ROAD)

PRELIMINARY COST ESTIMATE

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE 05-SBt-25
 Type of Estimate (Pre-PSR, PSR, PR, etc.): PSR/PR
 Program Code: _____
 KP: 83.55/85.16
 EA: 05-0K520K
 PP No. : 0

Project Description:

Limits: Highway 25 Safety and Operational Enhancements Project

Proposed Improvement: Phase 2 Proposed Improvements - Wright Road to Flynn Road
(Scope) (a) Intersection improvements at Wright Road
(b) Intersection improvements at Briggs Road (East)
(c) Intersection improvements at Briggs Road (West)

Preliminary Cost Estimate for PSR/PR

(1) SUPPLEMENTAL PROJECT REPORT/ ENVIRONMENTAL REPORT PHASE @	\$26,000
(2) FINAL PS&E PHASE @	\$100,000
(3) RIGHT OF WAY & UTILITY	\$80,000
(4) CONSTRUCTION PHASE	
ROADWAY ITEMS	\$970,000
STRUCTURE ITEMS	\$0
CONSTRUCTION ADMINISTRATION @	\$70,000
SUBTOTAL CONSTRUCTION PHASE	<u>\$1,040,000</u>

TOTAL ESTIMATED COST \$1,246,000

Reviewed by	<u>Tim Lee</u>	<u>(408)-297-9585</u>	<u>15-Oct-04</u>
Project Engineer			
Approved by	<u>William Hadaya</u>	<u>(408)-297-9585</u>	<u>15-Oct-04</u>
Project Manager		<u>(Phone)</u>	<u>(Date)</u>

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SBt-25
 KP: 83.55/85.16
 EA: 05-0K520K
 PP No. : _____

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	6,450	M3	\$17	\$109,650	
Roadway Excavation (Type Y)		LS	\$0	\$0	
Clearing & Grubbing	1	LS	\$5,000	\$5,000	
Develop Water Supply	1	LS	\$2,000	\$2,000	
Water Pollution Control	1	LS	\$9,000	\$9,000	
				Total Earthwork	\$125,650
<u>Section 2 - Structural Section *</u>					
Asphalt Concrete (Type A)	2,350	TONNE	\$58	\$136,300	
Pavement Overlay		M2	\$10	\$0	
Aggregate Base (CI 2)	2,500	M3	\$38	\$95,000	
New Driveway		LS	\$85,000	\$0	
Pavement Reinforcing Fabric		M2	\$1	\$0	
Cold Plane Asphalt Concrete		M2	\$10	\$0	
Subgrade Preparation		M2		\$0	
Permeable Material					
Blanket & Edge Drains		LS	\$0	\$0	
				Total Structural Section	\$231,300
<u>Section 3 - Drainage</u>					
Sanitary Sewer Pipe		M	\$460	\$0	
Sanitary Sewer Manhole		EA	\$7,000	\$0	
Modify SS Manhole		EA	\$2,000	\$0	
Minor Concrete (Pipe Encasement)		M3	\$250	\$0	
Abandon Sanitary Sewer		LS	\$4,000	\$0	
Extend Culvert		M	\$250	\$0	
Headwall/Flared End Section		M3	\$2,000	\$0	
Remove Culvert		M	\$100	\$0	
Remove Headwall		EA	\$1,500	\$0	
				Total Drainage	\$0

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SBt-25
 KP: 83.55/85.16
 EA: 05-0K520K
 PP No. : 0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 4 - Specialty Items</u>					
Prepare SWPPP	1	LS	\$2,000	\$2,000	
Temp Erosion Control		M2	\$0.5	\$0	
Temp Silt Fence		M	\$10	\$0	
Driveway Closure		EA	\$2,000	\$0	
Lead Compliance Plan		LS	\$0	\$0	
Perm Erosion Control	1	LS	\$8,000	\$8,000	
Highway Planting	1	LS	\$2,000	\$2,000	
Fiber Rolls		M	\$15	\$0	
Permanent Treatment BMP	1	LS	\$10,000	\$10,000	
Finishing Roadway	1	LS	\$15,000	\$15,000	
Lighting	1	LS	\$90,000	\$90,000	
				<u>Total Specialty Items</u>	<u>\$127,000</u>

<u>Section 5 - Traffic Items</u>					
Temp Traffic Stripe		M	\$2.5	\$0	
Temp Railing (Type K)	900	M	\$30	\$27,000	
Temp Crash Cushion Module	130	EA	\$200	\$26,000	
Port Changeable Message		EA	\$10,000	\$0	
Construction Area Signs	1	LS	\$9,000	\$9,000	
Traffic Control Systems	1	LS	\$70,000	\$70,000	
Traffic Management Plan	1	LS	\$20,000	\$20,000	
Remove Striping & Markings	1	LS	\$25,000	\$25,000	
Striping & Markings	1	LS	\$47,000	\$47,000	
Roadside Signs	1	LS	\$2,500	\$2,500	
Conc Barrier (With Dowels)		M	\$60	\$0	
Crash Cushion		EA	\$30,000	\$0	
				<u>Total Traffic Items</u>	<u>\$226,500</u>

SUBTOTAL SECTIONS 1 - 5: \$710,450

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SBt-25
 KP: 83.55/85.16
 EA: 05-0K520K
 PP No. : 0

				<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 6 - Minor Items</u>					
Subtotal Sections 1 - 5	<u>\$710,450</u>				
		X	5%	<u>\$35,522.50</u>	
				<u>TOTAL MINOR ITEMS:</u>	<u>\$36,000</u>
 <u>Section 7 - Roadway Mobilization</u>					
Subtotal Sections 1 - 5	<u>\$710,450</u>				
Minor Items	<u>\$36,000</u>				
Sum	<u>\$746,450</u>				
		X	10%	<u>\$74,645.00</u>	
				<u>TOTAL ROADWAY MOBILIZATION</u>	<u>\$75,000</u>
 <u>Section 8 - Roadway Additions</u>					
Supplemental					
Subtotal Sections 1 - 5	<u>\$710,450</u>				
Minor Items	<u>\$36,000</u>				
Sum	<u>\$746,450</u>				
		X	5%	<u>\$37,322.50</u>	
 Contingencies					
Subtotal Sections 1 - 5	<u>\$710,450</u>				
Minor Items	<u>\$36,000</u>				
Sum	<u>\$746,450</u>				
		X	15%	<u>\$111,967.50</u>	
				<u>TOTAL ROADWAY ADDITIONS</u>	<u>\$149,000</u>
				<u>TOTAL ROADWAY ITEMS</u>	<u>\$970,000</u>
				(Total of Sections 1 - 8)	

Estimate
 Prepared By: David Williams (408)-297-9585 15-Oct-04
(Print Name) (Phone) (Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE

05-SBt-25

KP: 83.55/85.16

EA: 05-0K520K

PP No. : 0

II. STRUCTURES ITEMS

	#1	#2	#3	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (M) - out to out	_____	_____	_____	
Span Lengths (M)	_____	_____	_____	
Total Area (M2)	_____	_____	_____	
Footing Type (pile/spread)	_____	_____	_____	
Cost per M2. Including: Mobilization: 10% Contingency: 15%	_____	_____	_____	
Other	_____	_____	_____	
Total Cost For Structure	\$0	\$0	\$0	
SUBTOTAL THIS PAGE				\$0
TOTAL STRUCTURES ITEMS				\$0
Railroad Related Costs	_____	_____	_____	

Estimate Prepared By: David Williams (408)-453-5373 15-Oct-04
 (Print Name) (Phone) (Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SBt-25
 KP: 83.55/85.16
 EA: 05-0K520K
 PP No. : 0

Right-of-Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the

iii. Funding and Scheduling Section of the PSR. For further guidance see Chapter 1, Caltrans Right of Way Procedural Handbook.

	Current Values (Future Use)	Escalation Rate (%/yr)	Escalated Value *
Acquisition, including excess lands and damages to remainders	\$19,000		\$0
Utility Relocation (50% Local Share)	\$45,000		\$0
Temp/Perm Construction Easements	\$1,000		\$0
R/W Services - Title and Escrow Fees	\$15,000		\$0
CONSTRUCTION CONTRACT WORK			\$0
(CURRENT VALUE)			
TOTAL RIGHT OF WAY **	\$80,000	TOTAL ESCALATED RIGHT OF WAY	\$0

* - Escalated to assumed year of advertising: _____

** - Current total value for use on sheet 1 of 6

Estimate prepared by: David Williams (408)-297-9585 15-Oct-04
 (Print Name) (Phone) (Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE 05-SBt-25
 Type of Estimate (Pre-PSR, PSR, PR, etc.): PSR/PR
 Program Code: _____
 KP: 83.55/85.16
 EA: 05-0K520K
 PP No. : 0

Project Description:

Limits: Highway 25 Safety and Operational Enhancements Project

Proposed Improvement: Phase 3 Proposed Improvements - Wright Road to Flynn Road
(Scope) (a) Concrete median barrier and pavement widening
(b) Park and Ride Facility Improvements
(c) Intersection improvements at Flynn Road

Preliminary Cost Estimate for PSR/PR

(1) SUPPLEMENTAL PROJECT REPORT/ ENVIRONMENTAL REPORT PHASE @	2.5%	\$46,000
(2) FINAL PS&E PHASE @	10%	\$184,000
(3) RIGHT OF WAY & UTILITY		\$68,500
(4) CONSTRUCTION PHASE		
ROADWAY ITEMS		\$1,767,000
STRUCTURE ITEMS		\$0
CONSTRUCTION ADMINISTRATION @	7.5%	\$138,000
SUBTOTAL CONSTRUCTION PHASE		\$1,905,000
TOTAL ESTIMATED COST		<u>\$2,203,500</u>

Reviewed by	<u>Tim Lee</u>	<u>(408)-297-9585</u>	<u>15-Oct-04</u>
Project Engineer			
Approved by	<u>William Hadaya</u>	<u>(408)-297-9585</u>	<u>15-Oct-04</u>
Project Manager		<u>(Phone)</u>	<u>(Date)</u>

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SBt-25
 KP: 83.55/85.16
 EA: 05-0K520K
 PP No. : _____

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	7,070	M3	\$17	\$120,190	
Roadway Excavation (Type Y)	1	LS	\$20,000	\$20,000	
Clearing & Grubbing	1	LS	\$10,000	\$10,000	
Develop Water Supply	1	LS	\$2,000	\$2,000	
Water Pollution Control	1	LS	\$30,000	\$30,000	
				Total Earthwork	\$182,190

<u>Section 2 - Structural Section *</u>					
Asphalt Concrete (Type A)	5,850	TONNE	\$58	\$339,300	
Pavement Overlay		M2	\$10	\$0	
Aggregate Base (CI 2)	5,240	M3	\$38	\$199,120	
New Driveway	1	LS	\$10,000	\$10,000	
Pavement Reinforcing Fabric		M2	\$1	\$0	
Cold Plane Asphalt Concrete		M2	\$10	\$0	
Subgrade Preparation		M2		\$0	
Permeable Material					
Blanket & Edge Drains		LS	\$0	\$0	
				Total Structural Section	\$548,420

<u>Section 3 - Drainage</u>					
Sanitary Sewer Pipe		M	\$460	\$0	
Sanitary Sewer Manhole		EA	\$7,000	\$0	
Modify SS Manhole		EA	\$2,000	\$0	
Minor Concrete (Pipe Encasement)		M3	\$250	\$0	
Abandon Sanitary Sewer		LS	\$4,000	\$0	
Extend Culvert	50	M	\$250	\$12,500	
Headwall/Flared End Section	12	M3	\$2,000	\$24,000	
Remove Culvert	20	M	\$100	\$2,000	
Remove Headwall	12	EA	\$1,500	\$18,000	
				Total Drainage	\$56,500

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SBt-25
 KP: 83.55/85.16
 EA: 05-0K520K
 PP No. : 0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 4 - Specialty Items</u>					
Prepare SWPPP	1	LS	\$5,000	\$5,000	
Temp Erosion Control	18,000	M2	\$0.5	\$9,000	
Temp Silt Fence	3,000	M	\$10	\$30,000	
Driveway Closure		EA	\$2,000	\$0	
Lead Compliance Plan	1	LS	\$3,000	\$3,000	
Perm Erosion Control	1	LS	\$25,000	\$25,000	
Highway Planting	1	LS	\$5,000	\$5,000	
Fiber Rolls	500	M	\$15	\$7,500	
Permanent Treatment BMP	1	LS	\$18,000	\$18,000	
Finishing Roadway	1	LS	\$7,000	\$7,000	
Lighting	1	LS	\$20,000	\$20,000	
				<u>Total Specialty Items</u>	<u>\$129,500</u>
 <u>Section 5 - Traffic Items</u>					
Temp Traffic Stripe	3,000	M	\$2.5	\$7,500	
Temp Railing (Type K)	2,550	M	\$30	\$76,500	
Temp Crash Cushion Module	22	EA	\$200	\$4,400	
Port Changeable Message	2	EA	\$10,000	\$20,000	
Construction Area Signs	1	LS	\$6,000	\$6,000	
Traffic Control Systems	1	LS	\$50,000	\$50,000	
Traffic Management Plan	1	LS	\$20,000	\$20,000	
Remove Striping & Markings	1	LS	\$30,000	\$30,000	
Striping & Markings	1	LS	\$20,000	\$20,000	
Roadside Signs	1	LS	\$2,500	\$2,500	
Conc Barrier (With Dowels)	1,335	M	\$60	\$80,100	
Crash Cushion	2	EA	\$30,000	\$60,000	
				<u>Total Traffic Items</u>	<u>\$377,000</u>
 SUBTOTAL SECTIONS 1 - 5:					 <u>\$1,293,610</u>

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SBt-25
 KP: 83.55/85.16
 EA: 05-0K520K
 PP No. : 0

	<u>Unit Cost</u>		<u>Section Cost</u>
<u>Section 6 - Minor Items</u>			
Subtotal Sections 1 - 5	<u>\$1,293,610</u>	X	
		5%	<u>\$64,680.50</u>
		<u>TOTAL MINOR ITEMS:</u>	
			<u>\$65,000</u>
 <u>Section 7 - Roadway Mobilization</u>			
Subtotal Sections 1 - 5	<u>\$1,293,610</u>		
Minor Items	<u>\$65,000</u>		
Sum	<u>\$1,358,610</u>	X	
		10%	<u>\$135,861.00</u>
		<u>TOTAL ROADWAY MOBILIZATION</u>	
			<u>\$136,000</u>
 <u>Section 8 - Roadway Additions</u>			
Supplemental			
Subtotal Sections 1 - 5	<u>\$1,293,610</u>		
Minor Items	<u>\$65,000</u>		
Sum	<u>\$1,358,610</u>	X	
		5%	<u>\$67,930.50</u>
 Contingencies			
Subtotal Sections 1 - 5	<u>\$1,293,610</u>		
Minor Items	<u>\$65,000</u>		
Sum	<u>\$1,358,610</u>	X	
		15%	<u>\$203,791.50</u>
		<u>TOTAL ROADWAY ADDITIONS</u>	
			<u>\$272,000</u>
		<u>TOTAL ROADWAY ITEMS</u>	
			<u>\$1,767,000</u>
		(Total of Sections 1 - 8)	

Estimate
 Prepared By: David Williams (408)-297-9585 15-Oct-04
(Print Name) (Phone) (Date)

Sheet: 4 of 6

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE

05-SBt-25

KP: 83.55/85.16

EA: 05-0K520K

PP No. : 0

II. STRUCTURES ITEMS

#1 #2 #3

Bridge Name _____

Structure Type _____

Width (M) - out to out _____

Span Lengths (M) _____

Total Area (M2) _____

Footing Type (pile/spread) _____

Cost per M2. _____

Including:

 Mobilization: 10%

 Contingency: 15%

Other _____

Total Cost For Structure \$0 \$0 \$0

SUBTOTAL THIS PAGE \$0

TOTAL STRUCTURES ITEMS \$0

Railroad Related Costs _____

Estimate Prepared By: David Williams (408)-453-5373 15-Oct-04
(Print Name) (Phone) (Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SBt-25
 KP: 83.55/85.16
 EA: 05-OK520K
 PP No. : 0

Right-of-Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance see Chapter 1, Caltrans Right of Way Procedural Handbook.

	<u>Current Values (Future Use)</u>	<u>Escalation Rate (%/yr)</u>	<u>Escalated Value *</u>
Acquisition, including excess lands and damages to remainders	<u>\$27,000</u>	<u> </u>	<u>\$0</u>
Utility Relocation (50% Local Share)	<u>\$30,000</u>	<u> </u>	<u>\$0</u>
Temp/Perm Construction Easements	<u>\$1,500</u>	<u> </u>	<u>\$0</u>
R/W Services - Title and Escrow Fees	<u>\$10,000</u>	<u> </u>	<u>\$0</u>
CONSTRUCTION CONTRACT WORK	<u> </u>	<u> </u>	<u>\$0</u>
(CURRENT VALUE)			
TOTAL RIGHT OF WAY **	<u>\$68,500</u>	TOTAL ESCALATED	<u>\$0</u>
		RIGHT OF WAY	

* - Escalated to assumed year of advertising: _____

** - Current total value for use on sheet 1 of 6

Estimate prepared by: David Williams (408)-297-9585 15-Oct-04
 (Print Name) (Phone) (Date)

SAFETY AND OPERATIONAL IMPROVEMENTS

SR 25 (SANTA CLARA COUNTY)

PRELIMINARY COST ESTIMATE

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE 05-SCI-25
 Type of Estimate (Pre-PSR,
 PSR, PR, etc.): PSR/PR
 Program Code: _____
 KP: 1.03/3.41
 EA: 05-0K520K
 PP No. : 0

Project Description:

Limits: Highway 25 Safety and Operational Enhancements Project

Proposed Improvement: Phase 4 Proposed Improvements - Bolsa Road to UPRR
(Scope) (a) Intersection improvements at Bolsa Road
(b) Intersection improvements at Christopher Ranch
(c) Consolidate private driveways and construct access roads

Preliminary Cost Estimate for PSR/PR

(1) SUPPLEMENTAL PROJECT REPORT/ ENVIRONMENTAL REPORT PHASE	\$0
(2) FINAL PS&E PHASE	\$377,000
(3) RIGHT OF WAY & UTILITY	\$78,000
(4) CONSTRUCTION PHASE	
ROADWAY ITEMS	\$1,745,000
STRUCTURE ITEMS	\$0
CONSTRUCTION ADMINISTRATION	\$250,000
SUBTOTAL CONSTRUCTION PHASE	<u>\$1,995,000</u>
TOTAL ESTIMATED COST	<u><u>\$2,450,000</u></u>

Reviewed by	<u>Tim Lee</u>	<u>(408)-297-9585</u>	<u>15-Oct-04</u>
Project Engineer			
Approved by	<u>William Hadaya</u>	<u>(408)-297-9585</u>	<u>15-Oct-04</u>
Project Manager		<u>(Phone)</u>	<u>(Date)</u>

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SCI-25
 KP: 1.03/3.41
 EA: 05-0K520K
 PP No. : _____

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	9,000	M3	\$17	\$153,000	
Roadway Excavation (Type Y)	1	LS	\$15,000	\$15,000	
Clearing & Grubbing	1	LS	\$10,000	\$10,000	
Develop Water Supply	1	LS	\$2,000	\$2,000	
Water Pollution Control	1	LS	\$20,000	\$20,000	
				Total Earthwork	\$200,000
<u>Section 2 - Structural Section *</u>					
Asphalt Concrete (Type A)	3,200	TONNE	\$58	\$185,600	
Pavement Overlay		M2	\$10	\$0	
Aggregate Base (CI 2)	4,100	M3	\$38	\$155,800	
New Driveway	4	LS	\$20,000	\$80,000	
Pavement Reinforcing Fabric		M2	\$1	\$0	
Cold Plane Asphalt Concrete		M2	\$10	\$0	
Subgrade Preparation		M2		\$0	
Permeable Material Blanket & Edge Drains		LS	\$0	\$0	
				Total Structural Section	\$421,400
<u>Section 3 - Drainage</u>					
Sanitary Sewer Pipe		M	\$460	\$0	
Sanitary Sewer Manhole		EA	\$7,000	\$0	
Modify SS Manhole		EA	\$2,000	\$0	
Minor Concrete (Pipe Encasement)		M3	\$250	\$0	
Abandon Sanitary Sewer		LS	\$4,000	\$0	
Extend Culvert	250	M	\$250	\$62,500	
Headwall/Flared End Section	5	M3	\$2,000	\$10,000	
Remove Culvert	30	M	\$100	\$3,000	
Remove Headwall	4	EA	\$1,500	\$6,000	
				Total Drainage	\$81,500

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SCI-25
 KP: 1.03/3.41
 EA: 05-0K520K
 PP No. : 0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 4 - Specialty Items</u>					
Prepare SWPPP	1	LS	\$4,000	\$4,000	
Temp Erosion Control	5,000	M2	\$0.5	\$2,500	
Temp Silt Fence	2,500	M	\$10	\$25,000	
Driveway Closure	4	EA	\$2,000	\$8,000	
Lead Compliance Plan	1	LS	\$3,000	\$3,000	
Perm Erosion Control	1	LS	\$8,000	\$8,000	
Highway Planting	1	LS	\$2,000	\$2,000	
Fiber Rolls	100	M	\$15	\$1,500	
Permanent Treatment BMP	1	LS	\$18,000	\$18,000	
Finishing Roadway	1	LS	\$5,000	\$5,000	
Lighting	1	LS	\$40,000	\$40,000	
				Total Specialty Items	\$117,000
<u>Section 5 - Traffic Items</u>					
Temp Traffic Stripe	2,000	M	\$2.5	\$5,000	
Temp Railing (Type K)	1,750	M	\$30	\$52,500	
Temp Crash Cushion Module	44	EA	\$200	\$8,800	
Port Changeable Message	2	EA	\$10,000	\$20,000	
Construction Area Signs	1	LS	\$6,000	\$6,000	
Traffic Control Systems	1	LS	\$190,000	\$190,000	
Traffic Management Plan	1	LS	\$27,000	\$27,000	
Remove Striping & Markings	1	LS	\$30,000	\$30,000	
Striping & Markings	1	LS	\$25,000	\$25,000	
Roadside Signs	1	LS	\$2,500	\$2,500	
Conc Barrier (With Dowels)		M	\$60	\$0	
Crash Cushion		EA	\$30,000	\$0	
				Total Traffic Items	\$366,800
SUBTOTAL SECTIONS 1 - 5:					\$1,186,700

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SCI-25
 KP: 1.03/3.41
 EA: 05-0K520K
 PP No. : 0

				<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 6 - Minor Items</u>					
Subtotal Sections 1 - 5	<u>\$1,186,700</u>	X	5%	<u>\$59,335.00</u>	
				TOTAL MINOR ITEMS:	<u>\$59,000</u>
 <u>Section 7 - Roadway Mobilization</u>					
Subtotal Sections 1 - 5	<u>\$1,186,700</u>				
Minor Items	<u>\$59,000</u>				
Sum	<u>\$1,245,700</u>	X	10%	<u>\$124,570.00</u>	
				TOTAL ROADWAY MOBILIZATION	<u>\$125,000</u>
 <u>Section 8 - Roadway Additions</u>					
Supplemental					
Subtotal Sections 1 - 5	<u>\$1,186,700</u>				
Minor Items	<u>\$59,000</u>				
Sum	<u>\$1,245,700</u>	X	5%	<u>\$62,285.00</u>	
 Contingencies					
Subtotal Sections 1 - 5	<u>\$1,186,700</u>				
Minor Items	<u>\$59,000</u>				
Sum	<u>\$1,245,700</u>	X	25%	<u>\$311,425.00</u>	
				TOTAL ROADWAY ADDITIONS	<u>\$374,000</u>
				TOTAL ROADWAY ITEMS	<u>\$1,745,000</u>
				(Total of Sections 1 - 8)	

Estimate
 Prepared By: David Williams (408)-297-9585 15-Oct-04
(Print Name) (Phone) (Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SCI-25
 KP: 1.03/3.41
 EA: 05-OK520K
 PP No. : 0

II. STRUCTURES ITEMS

#1 #2 #3

Bridge Name			
Structure Type			
Width (M) - out to out			
Span Lengths (M)			
Total Area (M2)			
Footing Type (pile/spread)			
Cost per M2. Including: Mobilization: 10% Contingency: 15%			
Other			
Total Cost For Structure	\$0	\$0	\$0

SUBTOTAL THIS PAGE \$0

TOTAL STRUCTURES ITEMS \$0

Railroad Related Costs _____

Estimate Prepared By: David Williams (408)-453-5373 15-Oct-04
(Print Name) (Phone) (Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
05-SCI-25
 KP: 1.03/3.41
 EA: 05-0K520K
 PP No. : 0

Right-of-Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance see Chapter 1, Caltrans Right of Way Procedural Handbook.

	Current Values (Future Use)	Escalation Rate (%/yr)	Escalated Value *
Acquisition, including excess lands and damages to remainders	\$39,000		\$0
Utility Relocation	\$18,000		\$0
Temp/Perm Construction Easements	\$1,000		\$0
R/W Services - Title and Escrow Fees	\$20,000		\$0
CONSTRUCTION CONTRACT WORK			\$0
(CURRENT VALUE) TOTAL RIGHT OF WAY **	\$78,000	TOTAL ESCALATED RIGHT OF WAY	\$0

* - Escalated to assumed year of advertising: _____

** - Current total value for use on sheet 1 of 6

Estimate prepared by: David Williams (408)-297-9585 15-Oct-04
(Print Name) (Phone) (Date)

SAFETY AND OPERATIONAL IMPROVEMENTS

SB US 101 AUX LANE

PRELIMINARY COST ESTIMATE

District-County-Route: 04-SCL-101
 Type of Estimate: Pre-PID
 EA: _____
 PM: _____

Project Description: SB US 101 Auxiliary Lane
(Install auxiliary lane for SR 25 off-ramp, 1800' in length)
Limits: Castro Valley Road to SR25
Proposed Improvements: _____

Project Length 0.3 Miles
Work done in 1 or both directions? One
Access (Right-in/Right-out) 0 Access Points

SUMMARY OF PROJECT COST ESTIMATE

(1) Project Report and Environmental Report	3%	\$57,150
(2) Final Design Phase (PS&E)	12%	\$228,600
SUBTOTAL DESIGN		\$285,750
 (3) CONSTRUCTION PHASE		
ROADWAY ITEMS		\$1,931,000
STRUCTURE ITEMS		\$0
SUBTOTAL CONSTRUCTION		\$1,931,000
CONSTRUCTION ADMINISTRATION	15%	<u>\$285,750</u>
SUBTOTAL CONSTRUCTION PHASE		\$2,216,750
RIGHT OF WAY & UTILITY RELOCATION		\$0
TOTAL PROJECT COST (MARCH 2016)		\$2,502,500

Approved by Tim Lee, WMH Corporation (408) 971-7300 29-Mar-16
 Project Manager (Print Name) (Phone) (Date)

EA:	\$0
PM:	0
	0
	0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	2,000	CY	\$12.00	\$24,000	
Contaminated Soil Disposal	0	CY	\$60.00	\$0	
Imported Borrow	1,200	CY	\$18.00	\$21,600	
Clearing & Grubbing	1	Acres	\$3,000	\$3,000	
Develop Water Supply	1	LS	\$20,000	\$20,000	
				Total Earthwork	\$68,600

<u>Section 2 - Structural Section</u>					
JPCP	0	CY	\$160	\$0	
HMA	1,663	Ton	\$100	\$166,320	
Lean Concrete Base	0	CY	\$260	\$0	
Class 3 Aggregate Base	2,167	CY	\$45	\$97,500	
Class 4 Aggregate Subbase	0	CY	\$35	\$0	
Local Street Improvements	1	LS	\$60,000	\$60,000	
				Total Structural Section	\$323,820

<u>Section 3 - Drainage</u>					
Roadway Drainage	1	LS	\$68,182	\$68,182	
Cross-Culverts	1	LS	\$2,800	\$2,800	
				Total Drainage	\$70,982

EA:	\$0
PM:	0
	0
	0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Section 4 - Specialty Items					
Retaining Walls	2,900	SF	\$120	\$348,000	
Highway Planting (w/3yr PEP)	1	AC	\$30,000	\$30,000	
R/W Fence	1,800	LF	\$8	\$14,400	
Construction Site BMP's	1	LS	\$90,000	\$90,000	
Environmental Mitigation	0	AC	\$0	\$0	
Concrete Barrier	1,800	LF	\$60	\$108,000	
MBGR	0	LF	\$40	\$0	
				Total Specialty Items	\$590,400

Section 5 - Traffic Items					
Lighting (new & relocate)	1	LS	\$30,000	\$30,000	
Traffic Signals (Incl. Interconnect)	1	LS	\$100,000	\$100,000	
Roadside Sign	1	LS	\$750	\$750	
Overhead Sign	0	EA	\$0	\$0	
Traffic Control System	1	LS	\$10,000	\$10,000	
Traffic Management Plan	1	LS	\$15,000	\$15,000	
Pavement Delineation	3,600	LF	\$0.30	\$1,080	
Traffic Operating Systems	1	LS	\$0	\$0	
				Total Traffic Items	\$156,830

SUBTOTAL SECTIONS 1 - 5: \$1,210,632

EA:	\$0
PM:	0
	0
	0

<u>Unit Cost</u>	<u>Section Cost</u>
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Section 6 - Minor Items

Subtotal Sections 1 - 5	<u>\$1,210,632</u>	X	<u>10%</u>	<u>\$121,063</u>
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TOTAL MINOR ITEMS: \$121,000

Section 7 - Roadway Mobilization

Subtotal Sections 1 - 6	<u>\$1,331,632</u>	X	<u>10%</u>	<u>\$133,163</u>
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TOTAL ROADWAY MOBILIZATION \$133,000

Section 8 - Roadway Additions

Subtotal Sections 1 - 6	<u>\$1,331,632</u>	X	<u>10%</u>	<u>\$133,163</u>
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Contingencies

Subtotal Sections 1 - 6	<u>\$1,331,632</u>	X	<u>25%</u>	<u>\$332,908</u>
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TOTAL ROADWAY ADDITIONS \$466,000

TOTAL ROADWAY ITEMS \$1,931,000
(Total of Sections 1 - 8)

Estimate Prepared By:	Tim Lee, WMH Corporation <u>(Print Name)</u>	(408) 971-7300 <u>(Phone)</u>	29-Mar-16 <u>(Date)</u>
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SAFETY AND OPERATIONAL IMPROVEMENTS

EXTEND MERGE LANES

PRELIMINARY COST ESTIMATE

District-County-Route: 05-SBT-25
 Type of Estimate: Pre-PID
 EA: _____
 PM: _____

Project Description: SR 25 / SR 156 Intersection
(Extend Merge Lanes to 1500' in length from stop bar)
Limits: Each exit leg of the intersection
Proposed Improvements: _____

Project Length	1.4	Miles
Work done in 1 or both directions?		None
Access (Right-in/Right-out)	3	Access Points

SUMMARY OF PROJECT COST ESTIMATE

(1) Project Report and Environ. Report	3%	\$110,130
(2) Final Design Phase (PS&E)	12%	\$440,520
SUBTOTAL DESIGN		\$550,650
 (3) CONSTRUCTION PHASE		
ROADWAY ITEMS		\$3,671,000
STRUCTURE ITEMS		\$0
SUBTOTAL CONSTRUCTION		\$3,671,000
CONSTRUCTION ADMINISTRATION	15%	<u>\$550,650</u>
SUBTOTAL CONSTRUCTION PHASE		\$4,221,650
RIGHT OF WAY & UTILITY RELOCATION		\$0
TOTAL PROJECT COST (MARCH 2016)		\$4,772,300

Approved by Tim Lee, WMH Corporation (408) 971-7300 29-Mar-16
 Project Manager (Print Name) (Phone) (Date)

EA:	\$0
PM:	0
	0
	0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	0	CY	\$12.00	\$0	
Contaminated Soil Disposal	0	CY	\$60.00	\$0	
Imported Borrow	20,500	CY	\$18.00	\$369,000	
Clearing & Grubbing	2	Acres	\$3,000	\$6,000	
Develop Water Supply	1	LS	\$20,000	\$20,000	
				Total Earthwork	\$395,000

<u>Section 2 - Structural Section</u>					
JPCP	0	CY	\$160	\$0	
HMA	6,216	Ton	\$100	\$621,600	
Lean Concrete Base	0	CY	\$260	\$0	
Class 3 Aggregate Base	7,726	CY	\$45	\$347,667	
Class 4 Aggregate Subbase	0	CY	\$35	\$0	
Local Street Improvements	1	LS	\$60,000	\$60,000	
				Total Structural Section	\$1,029,267

<u>Section 3 - Drainage</u>					
Roadway Drainage	1	LS	\$287,879	\$287,879	
Cross-Culverts	1	LS	\$16,000	\$16,000	
				Total Drainage	\$303,879

EA:	\$0
PM:	0
	0
	0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
Section 4 - Specialty Items					
Retaining Walls	0	SF	\$100	\$0	
Highway Planting (w/3yr PEP)	1	AC	\$30,000	\$30,000	
R/W Fence	7,600	LF	\$8	\$60,800	
Construction Site BMP's	1	LS	\$100,000	\$100,000	
Environmental Mitigation	0	AC	\$0	\$0	
Concrete Barrier	0	LF	\$60	\$0	
MBGR	0	LF	\$40	\$0	
					Total Specialty Items
					\$190,800

Section 5 - Traffic Items					
Lighting (new & relocate)	1	LS	\$100,000	\$100,000	
Traffic Signals (Incl. Interconnect)	1	LS	\$200,000	\$200,000	
Roadside Sign	1	LS	\$4,000	\$4,000	
Overhead Sign	0	EA	\$0	\$0	
Traffic Control System	1	LS	\$60,000	\$60,000	
Traffic Management Plan	1	LS	\$15,000	\$15,000	
Pavement Delineation	12,000	LF	\$0.30	\$3,600	
Traffic Operating Systems	1	LS	\$0	\$0	
					Total Traffic Items
					\$382,600

SUBTOTAL SECTIONS 1 - 5: \$2,301,545

EA:	<u> \$0</u>
PM:	<u> 0</u>
	<u> 0</u>
	<u> 0</u>

<u>Unit Cost</u>	<u>Section Cost</u>
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Section 6 - Minor Items

Subtotal Sections 1 - 5 \$2,301,545

X 10% \$230,155

TOTAL MINOR ITEMS: \$230,000

Section 7 - Roadway Mobilization

Subtotal Sections 1 - 6 \$2,531,545

X 10% \$253,155

TOTAL ROADWAY MOBILIZATION \$253,000

Section 8 - Roadway Additions

Subtotal Sections 1 - 6 \$2,531,545

X 10% \$253,155

Contingencies

Subtotal Sections 1 - 6 \$2,531,545

X 25% \$632,886

TOTAL ROADWAY ADDITIONS \$886,000

TOTAL ROADWAY ITEMS \$3,671,000

(Total of Sections 1 - 8)

Estimate			
Prepared By:	<u> Tim Lee, WMH Corporation </u>	<u> (408) 971-7300 </u>	<u> 29-Mar-16 </u>
	(Print Name)	(Phone)	(Date)

SAFETY AND OPERATIONAL IMPROVEMENTS

PASSING LANES

PRELIMINARY COST ESTIMATE

District-County-Route: 05-SBT-25
 Type of Estimate: Pre-PID
 EA: _____
 PM: _____

Project Description: Passing Lanes

Limits: Between Hudner Ln and Shore Rd

Proposed Improvements: _____

Project Length 2.0 Miles
Work done in 1 or both directions? Both

SUMMARY OF PROJECT COST ESTIMATE

(1) Project Report and Environ. Report	3%	\$740,700
(2) Final Design Phase (PS&E)	12%	\$2,962,800
SUBTOTAL DESIGN		\$3,703,500
 (3) CONSTRUCTION PHASE		
ROADWAY ITEMS		\$24,690,000
STRUCTURE ITEMS		\$0
SUBTOTAL CONSTRUCTION		\$24,690,000
CONSTRUCTION ADMINISTRATION	15%	<u>\$3,703,500</u>
SUBTOTAL CONSTRUCTION PHASE		\$28,393,500
RIGHT OF WAY & UTILITY RELOCATION		\$2,864,000
TOTAL PROJECT COST (MARCH 2016)		\$34,961,000

Approved by Tim Lee, WMH Corporation (408) 971-7300 29-Mar-16
 Project Manager (Print Name) (Phone) (Date)

EA:	\$0
PM:	0
	0
	0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	6,000	CY	\$12.00	\$72,000	
Contaminated Soil Disposal	0	CY	\$60.00	\$0	
Imported Borrow	162,000	CY	\$18.00	\$2,916,000	
Clearing & Grubbing	15	Acres	\$1,000	\$15,000	
Develop Water Supply	1	LS	\$20,000	\$20,000	
				Total Earthwork	\$3,023,000

<u>Section 2 - Structural Section</u>					
JPCP	26,790	CY	\$160	\$4,286,400	
HMA	12,703	Ton	\$100	\$1,270,269	
Lean Concrete Base	14,100	CY	\$260	\$3,666,000	
Class 3 Aggregate Base	0	CY	\$45	\$0	
Class 4 Aggregate Subbase	0	CY	\$35	\$0	
Other Street Improvements	1	LS	\$100,000	\$100,000	
				Total Structural Section	\$9,322,669

<u>Section 3 - Drainage</u>					
Roadway Drainage	1	LS	\$120,000	\$120,000	
Cross-Culverts	1	LS	\$100,000	\$100,000	
				Total Drainage	\$220,000

EA:	<u>\$0</u>
PM:	<u>0</u>
	<u>0</u>
	<u>0</u>

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 4 - Specialty Items</u>					
Retaining Walls	<u>0</u>	SF	<u>\$100</u>	<u>\$0</u>	
Highway Planting (w/3yr PEP)	<u>1</u>	LS	<u>\$300,000</u>	<u>\$300,000</u>	
R/W Fence	<u>28,200</u>	LF	<u>\$8</u>	<u>\$225,600</u>	
Construction Site BMP's	<u>1</u>	LS	<u>\$800,000</u>	<u>\$800,000</u>	
Environmental Mitigation	<u>3</u>	AC	<u>\$75,000</u>	<u>\$225,000</u>	
Concrete Barrier	<u>14,100</u>	LF	<u>\$60</u>	<u>\$846,000</u>	
MBGR	<u>500</u>	LF	<u>\$40</u>	<u>\$20,000</u>	
					<u>Total Specialty Items</u>
					<u>\$2,416,600</u>

<u>Section 5 - Traffic Items</u>					
Lighting (new & relocate)	<u>1</u>	LS	<u>\$80,000</u>	<u>\$80,000</u>	
Traffic Signals (Incl. Interconnect)	<u>0</u>	LS	<u>\$175,000</u>	<u>\$0</u>	
Roadside Sign	<u>1</u>	LS	<u>\$20,000</u>	<u>\$20,000</u>	
Overhead Sign	<u>0</u>	EA	<u>\$250,000</u>	<u>\$0</u>	
Traffic Control System	<u>1</u>	LS	<u>\$300,000</u>	<u>\$300,000</u>	
Traffic Management Plan	<u>1</u>	LS	<u>\$50,000</u>	<u>\$50,000</u>	
Pavement Delineation	<u>56,400</u>	LF	<u>\$0.30</u>	<u>\$16,920</u>	
Traffic Operating Systems	<u>1</u>	LS	<u>\$30,000</u>	<u>\$30,000</u>	
					<u>Total Traffic Items</u>
					<u>\$496,920</u>

SUBTOTAL SECTIONS 1 - 5: \$15,479,189

EA:	<u> \$0</u>
PM:	<u> 0</u>
	<u> 0</u>
	<u> 0</u>

<u>Unit Cost</u>	<u>Section Cost</u>
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Section 6 - Minor Items

Subtotal Sections 1 - 5 \$15,479,189

X 10% \$1,547,919

TOTAL MINOR ITEMS: \$1,548,000

Section 7 - Roadway Mobilization

Subtotal Sections 1 - 6 \$17,027,189

X 10% \$1,702,719

TOTAL ROADWAY MOBILIZATION \$1,703,000

Section 8 - Roadway Additions

Subtotal Sections 1 - 6 \$17,027,189

X 10% \$1,702,719

Contingencies

Subtotal Sections 1 - 6 \$17,027,189

X 25% \$4,256,797

TOTAL ROADWAY ADDITIONS \$5,960,000

TOTAL ROADWAY ITEMS \$24,690,000

(Total of Sections 1 - 8)

Estimate			
Prepared By:	<u> Tim Lee, WMH Corporation</u>	<u> (408) 971-7300</u>	<u> 29-Mar-16</u>
	(Print Name)	(Phone)	(Date)

SAFETY AND OPERATIONAL IMPROVEMENTS

SR 25/SR 156 INTERCHANGE (SPREAD DIAMOND)

PRELIMINARY COST ESTIMATE

District-County-Route: 05-SBT-25
 Type of Estimate: Pre-PID
 EA: _____
 PM: _____

Project Description: SR 25 / SR 156 Diamond Interchange

Limits: _____

Proposed Improvements: _____

Project Length	0.0	Miles
Work done in 1 or both directions?	Both	
Access (Right-in/Right-out)	3	Access Points

SUMMARY OF PROJECT COST ESTIMATE

(1) Project Report and Environ. Report	3%	\$948,570
(2) Final Design Phase (PS&E)	12%	\$3,794,280
SUBTOTAL DESIGN		\$4,742,850
 (3) CONSTRUCTION PHASE		
ROADWAY ITEMS		\$28,323,000
STRUCTURE ITEMS		\$3,296,000
SUBTOTAL CONSTRUCTION		\$31,619,000
CONSTRUCTION ADMINISTRATION	15%	<u>\$4,742,850</u>
SUBTOTAL CONSTRUCTION PHASE		\$36,361,850
RIGHT OF WAY & UTILITY RELOCATION		\$4,818,000
TOTAL PROJECT COST (MARCH 2016)		\$45,922,700

Approved by Tim Lee, WMH Corporation (408) 971-7300 29-Mar-16
 Project Manager (Print Name) (Phone) (Date)

EA:	\$0
PM:	0
	0
	0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	0	CY	\$12.00	\$0	
Contaminated Soil Disposal	0	CY	\$60.00	\$0	
Imported Borrow	283,000	CY	\$18.00	\$5,094,000	
Clearing & Grubbing	60	Acres	\$1,000	\$60,000	
Develop Water Supply	1	LS	\$20,000	\$20,000	
				Total Earthwork	\$5,174,000

<u>Section 2 - Structural Section</u>					
JPCP	18,219	CY	\$160	\$2,915,022	
HMA	9,728	Ton	\$100	\$972,776	
Lean Concrete Base	9,589	CY	\$260	\$2,493,111	
Class 3 Aggregate Base	10,642	CY	\$45	\$478,880	
Class 4 Aggregate Subbase	0	CY	\$35	\$0	
Local Street Improvements	1	LS	\$60,000	\$60,000	
				Total Structural Section	\$6,919,789

<u>Section 3 - Drainage</u>					
Roadway Drainage	1	LS	\$602,273	\$602,273	
Cross-Culverts	1	LS	\$28,000	\$28,000	
				Total Drainage	\$630,273

EA:	<u>\$0</u>
PM:	<u>0</u>
	<u>0</u>
	<u>0</u>

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 4 - Specialty Items</u>					
Retaining Walls	<u>9,760</u>	<u>SF</u>	<u>\$120</u>	<u>\$1,171,200</u>	
Highway Planting (w/3yr PEP)	<u>1</u>	<u>AC</u>	<u>\$250,000</u>	<u>\$250,000</u>	
R/W Fence	<u>17,000</u>	<u>LF</u>	<u>\$8</u>	<u>\$136,000</u>	
Construction Site BMP's	<u>1</u>	<u>LS</u>	<u>\$650,000</u>	<u>\$650,000</u>	
Environmental Mitigation	<u>5</u>	<u>AC</u>	<u>\$75,000</u>	<u>\$375,000</u>	
Concrete Barrier	<u>2,800</u>	<u>LF</u>	<u>\$60</u>	<u>\$168,000</u>	
MBGR	<u>400</u>	<u>LF</u>	<u>\$40</u>	<u>\$16,000</u>	
					<u>Total Specialty Items</u>
					<u>\$2,766,200</u>

<u>Section 5 - Traffic Items</u>					
Lighting (new & relocate)	<u>1</u>	<u>LS</u>	<u>\$100,000</u>	<u>\$100,000</u>	
Traffic Signals (Incl. Interconnect)	<u>1</u>	<u>LS</u>	<u>\$600,000</u>	<u>\$600,000</u>	
Roadside Sign	<u>1</u>	<u>LS</u>	<u>\$5,000</u>	<u>\$5,000</u>	
Overhead Sign	<u>4</u>	<u>EA</u>	<u>\$250,000</u>	<u>\$1,000,000</u>	
Traffic Control System	<u>1</u>	<u>LS</u>	<u>\$300,000</u>	<u>\$300,000</u>	
Traffic Management Plan	<u>1</u>	<u>LS</u>	<u>\$50,000</u>	<u>\$50,000</u>	
Pavement Delineation	<u>40,300</u>	<u>LF</u>	<u>\$0.30</u>	<u>\$12,090</u>	
Traffic Operating Systems	<u>1</u>	<u>LS</u>	<u>\$200,000</u>	<u>\$200,000</u>	
					<u>Total Traffic Items</u>
					<u>\$2,267,090</u>

SUBTOTAL SECTIONS 1 - 5: \$17,757,352

EA:	\$0
PM:	0
	0
	0

<u>Unit Cost</u>	<u>Section Cost</u>
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Section 6 - Minor Items

Subtotal Sections 1 - 5 \$17,757,352

X 10% \$1,775,735

TOTAL MINOR ITEMS: \$1,776,000

Section 7 - Roadway Mobilization

Subtotal Sections 1 - 6 \$19,533,352

X 10% \$1,953,335

TOTAL ROADWAY MOBILIZATION \$1,953,000

Section 8 - Roadway Additions

Subtotal Sections 1 - 6 \$19,533,352

X 10% \$1,953,335

Contingencies

Subtotal Sections 1 - 6 \$19,533,352

X 25% \$4,883,338

TOTAL ROADWAY ADDITIONS \$6,837,000

TOTAL ROADWAY ITEMS \$28,323,000

(Total of Sections 1 - 8)

Estimate			
Prepared By:	Tim Lee, WMH Corporation	(408) 971-7300	29-Mar-16
	(Print Name)	(Phone)	(Date)

EA:	<u> \$0</u>
PM:	<u> 0</u>
	<u> 0</u>
	<u> 0</u>

III. RIGHT OF WAY ITEMS

Right-of-Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance see Chapter 1, Caltrans Right of Way Procedural Handbook.

	<u>Current Values (Future Use)</u>	<u>Escalation Rate (%/yr)</u>	<u>Escalated Value (3 yrs)</u>
Acquisition (Fee & TCE), including excess lands and damages to remainders	<u>\$3,687,500</u>	<u>5.00%</u>	<u>\$4,268,742</u>
Utility Relocation (State share)	<u>\$312,500</u>	<u>5.00%</u>	<u>\$361,758</u>
Relocation Assistance	<u>\$0</u>	<u>100.00%</u>	<u>\$0</u>
Clearance / Demolition	<u></u>	<u>100.00%</u>	<u>\$0</u>
R/W Services - Title and Escrow Fees	<u>\$150,000</u>	<u>5.00%</u>	<u>\$173,644</u>
Easement (Utility Corridor)	<u>\$12,339</u>	<u>5.00%</u>	<u>\$14,284</u>
TOTAL RIGHT OF WAY ITEMS	<u>\$4,162,339</u>		<u>\$4,818,000</u>

Estimate prepared by:	<u>Tim Lee, WMH Corporation</u>	<u>(408) 971-7300</u>	<u>29-Mar-16</u>
	(Print Name)	(Phone)	(Date)

SR 25 WIDENING IMPROVEMENTS

WIDEN ALONG EXISTING ROUTE

PRELIMINARY COST ESTIMATE

District-County-Route: 05-SBT-25
 Type of Estimate: Pre-PID
 EA: _____
 PM: _____

Project Description: SR 25 Widening (existing route)

Limits: San Felipe Rd. to Hudner Ln

Proposed Improvements: _____

Project Length 3.7 Miles
Work done in 1 or both directions? Both

SUMMARY OF PROJECT COST ESTIMATE

(1) Project Report and Environ. Report	3%	\$1,658,250
(2) Final Design Phase (PS&E)	12%	\$6,633,000
SUBTOTAL DESIGN		\$8,291,250
 (3) CONSTRUCTION PHASE		
ROADWAY ITEMS		\$50,438,000
STRUCTURE ITEMS		\$4,837,000
SUBTOTAL CONSTRUCTION		\$55,275,000
CONSTRUCTION ADMINISTRATION	15%	<u>\$8,291,250</u>
SUBTOTAL CONSTRUCTION PHASE		\$63,566,250
RIGHT OF WAY & UTILITY RELOCATION		\$12,896,000
TOTAL PROJECT COST (MARCH 2016)		\$84,753,500

Approved by Tim Lee, WMH Corporation (408) 971-7300 29-Mar-16
 Project Manager (Print Name) (Phone) (Date)

EA:	\$0
PM:	0
	0
	0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	16,000	CY	\$12.00	\$192,000	
Contaminated Soil Disposal	0	CY	\$60.00	\$0	
Imported Borrow	336,000	CY	\$18.00	\$6,048,000	
Clearing & Grubbing	100	Acres	\$1,000	\$100,000	
Develop Water Supply	1	LS	\$30,000	\$30,000	
				Total Earthwork	\$6,370,000

<u>Section 2 - Structural Section</u>					
JPCP	40,638	CY	\$160	\$6,502,025	
HMA	34,607	Ton	\$100	\$3,460,674	
Lean Concrete Base	21,388	CY	\$260	\$5,560,943	
Class 3 Aggregate Base	21,174	CY	\$45	\$952,840	
Class 4 Aggregate Subbase	0	CY	\$35	\$0	
Other Street Improvements	1	LS	\$200,000	\$200,000	
				Total Structural Section	\$16,676,481

<u>Section 3 - Drainage</u>					
Roadway Drainage	1	LS	\$250,000	\$250,000	
Cross-Culverts	1	LS	\$100,000	\$100,000	
				Total Drainage	\$350,000

EA:	\$0
PM:	0
	0
	0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 4 - Specialty Items</u>					
Retaining Walls	9,760	SF	\$120	\$1,171,200	
Highway Planting (w/3yr PEP)	1	LS	\$300,000	\$300,000	
R/W Fence	70,000	LF	\$8	\$560,000	
Construction Site BMP's	1	LS	\$1,600,000	\$1,600,000	
Environmental Mitigation	15	AC	\$75,000	\$1,125,000	
Concrete Barrier	4,000	LF	\$60	\$240,000	
MBGR	2,000	LF	\$40	\$80,000	
				<u>Total Specialty Items</u>	<u>\$5,076,200</u>

<u>Section 5 - Traffic Items</u>					
Lighting (new & relocate)	1	LS	\$100,000	\$100,000	
Traffic Signals (Incl. Interconnect)	1	LS	\$175,000	\$175,000	
Roadside Sign	1	LS	\$40,000	\$40,000	
Overhead Sign	8	EA	\$250,000	\$2,000,000	
Traffic Control System	1	LS	\$500,000	\$500,000	
Traffic Management Plan	1	LS	\$75,000	\$75,000	
Pavement Delineation	200,000	LF	\$0.30	\$60,000	
Traffic Operating Systems	1	LS	\$200,000	\$200,000	
				<u>Total Traffic Items</u>	<u>\$3,150,000</u>

SUBTOTAL SECTIONS 1 - 5: \$31,622,681

EA:	<u> \$0</u>
PM:	<u> 0</u>
	<u> 0</u>
	<u> 0</u>

<u>Unit Cost</u>	<u>Section Cost</u>
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Section 6 - Minor Items

Subtotal Sections 1 - 5	<u>\$31,622,681</u>	X	<u>10%</u>	<u>\$3,162,268</u>
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TOTAL MINOR ITEMS: \$3,162,000

Section 7 - Roadway Mobilization

Subtotal Sections 1 - 6	<u>\$34,784,681</u>	X	<u>10%</u>	<u>\$3,478,468</u>
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TOTAL ROADWAY MOBILIZATION \$3,478,000

Section 8 - Roadway Additions

Subtotal Sections 1 - 6	<u>\$34,784,681</u>	X	<u>10%</u>	<u>\$3,478,468</u>
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Contingencies

Subtotal Sections 1 - 6	<u>\$34,784,681</u>	X	<u>25%</u>	<u>\$8,696,170</u>
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TOTAL ROADWAY ADDITIONS \$12,175,000

TOTAL ROADWAY ITEMS \$50,438,000
(Total of Sections 1 - 8)

Estimate Prepared By:	<u>Tim Lee, WMH Corporation</u>	<u>(408) 971-7300</u>	<u>29-Mar-16</u>
	(Print Name)	(Phone)	(Date)

EA:	<u> \$0</u>
PM:	<u> 0</u>
	<u> 0</u>
	<u> 0</u>

III. RIGHT OF WAY ITEMS

Right-of-Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance see Chapter 1, Caltrans Right of Way Procedural Handbook.

	<u>Current Values (Future Use)</u>	<u>Escalation Rate (%/yr)</u>	<u>Escalated Value (3 yrs)</u>
Acquisition (Fee & TCE), including excess lands and damages to remainders	<u>\$7,875,000</u>	<u>5.00%</u>	<u>\$9,116,297</u>
Utility Relocation (State share)	<u>\$2,357,500</u>	<u>5.00%</u>	<u>\$2,729,101</u>
Relocation Assistance	<u>\$100,000</u>	<u>100.00%</u>	<u>\$100,000</u>
Clearance / Demolition	<u>\$25,000</u>	<u>100.00%</u>	<u>\$25,000</u>
R/W Services - Title and Escrow Fees	<u>\$800,000</u>	<u>5.00%</u>	<u>\$926,100</u>
Easement (Utility Corridor)	<u>\$0</u>	<u>5.00%</u>	<u>\$0</u>
TOTAL RIGHT OF WAY ITEMS	<u>\$11,157,500</u>		<u>\$12,896,000</u>

Estimate prepared by:	<u>Tim Lee, WMH Corporation</u>	<u>(408) 971-7300</u>	<u>29-Mar-16</u>
	(Print Name)	(Phone)	(Date)

District-County-Route: 05-SBT-25
 Type of Estimate: Pre-PID
 EA: _____
 PM: _____

Project Description: SR 25 Widening (existing route)

Limits: Hudner Ln to north of Shore Rd

Proposed Improvements: _____

Project Length 4.3 Miles
Work done in 1 or both directions? Both

SUMMARY OF PROJECT COST ESTIMATE

(1) Project Report and Environmental Report	3%	\$997,050
(2) Final Design Phase (PS&E)	12%	\$3,988,200
SUBTOTAL DESIGN		\$4,985,250
 (3) CONSTRUCTION PHASE		
ROADWAY ITEMS		\$33,235,000
STRUCTURE ITEMS		\$0
SUBTOTAL CONSTRUCTION		\$33,235,000
CONSTRUCTION ADMINISTRATION	15%	<u>\$4,985,250</u>
SUBTOTAL CONSTRUCTION PHASE		\$38,220,250
RIGHT OF WAY & UTILITY RELOCATION		\$10,217,000
TOTAL PROJECT COST (MARCH 2016)		\$53,422,500

Approved by Tim Lee, WMH Corporation (408) 971-7300 29-Mar-16
 Project Manager (Print Name) (Phone) (Date)

EA:	\$0
PM:	0
	0
	0

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	10,000	CY	\$12.00	\$120,000	
Contaminated Soil Disposal	0	CY	\$60.00	\$0	
Imported Borrow	348,000	CY	\$18.00	\$6,264,000	
Clearing & Grubbing	85	Acres	\$1,000	\$85,000	
Develop Water Supply	1	LS	\$20,000	\$20,000	
				Total Earthwork	\$6,489,000

<u>Section 2 - Structural Section</u>					
JPCP	31,012	CY	\$160	\$4,961,956	
HMA	20,865	Ton	\$100	\$2,086,490	
Lean Concrete Base	16,322	CY	\$260	\$4,243,778	
Class 3 Aggregate Base	400	CY	\$45	\$18,020	
Class 4 Aggregate Subbase	0	CY	\$35	\$0	
Other Street Improvements	1	LS	\$100,000	\$100,000	
				Total Structural Section	\$11,410,243

<u>Section 3 - Drainage</u>					
Roadway Drainage	1	LS	\$280,000	\$280,000	
Cross-Culverts	1	LS	\$120,000	\$120,000	
				Total Drainage	\$400,000

EA:	<u>\$0</u>
PM:	<u>0</u>
	<u>0</u>
	<u>0</u>

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 4 - Specialty Items</u>					
Retaining Walls	<u>0</u>	SF	<u>\$100</u>	<u>\$0</u>	
Highway Planting (w/3yr PEP)	<u>1</u>	LS	<u>\$300,000</u>	<u>\$300,000</u>	
R/W Fence	<u>45,200</u>	LF	<u>\$8</u>	<u>\$361,600</u>	
Construction Site BMP's	<u>1</u>	LS	<u>\$800,000</u>	<u>\$800,000</u>	
Environmental Mitigation	<u>7</u>	AC	<u>\$75,000</u>	<u>\$525,000</u>	
Concrete Barrier	<u>1,500</u>	LF	<u>\$60</u>	<u>\$90,000</u>	
MBGR	<u>0</u>	LF	<u>\$40</u>	<u>\$0</u>	
					<u>Total Specialty Items</u>
					<u>\$2,076,600</u>

<u>Section 5 - Traffic Items</u>					
Lighting (new & relocate)	<u>1</u>	LS	<u>\$100,000</u>	<u>\$100,000</u>	
Traffic Signals (Incl. Interconnect)	<u>1</u>	LS	<u>\$175,000</u>	<u>\$175,000</u>	
Roadside Sign	<u>1</u>	LS	<u>\$40,000</u>	<u>\$40,000</u>	
Overhead Sign	<u>0</u>	EA	<u>\$250,000</u>	<u>\$0</u>	
Traffic Control System	<u>1</u>	LS	<u>\$300</u>	<u>\$300</u>	
Traffic Management Plan	<u>1</u>	LS	<u>\$75,000</u>	<u>\$75,000</u>	
Pavement Delineation	<u>135,600</u>	LF	<u>\$0.30</u>	<u>\$40,680</u>	
Traffic Operating Systems	<u>1</u>	LS	<u>\$30,000</u>	<u>\$30,000</u>	
					<u>Total Traffic Items</u>
					<u>\$460,980</u>

SUBTOTAL SECTIONS 1 - 5: \$20,836,823

EA:	\$0
PM:	0
	0
	0

Section 6 - Minor Items

Subtotal Sections 1 - 5 \$20,836,823

X 10% \$2,083,682

Unit Cost Section Cost

TOTAL MINOR ITEMS: \$2,084,000

Section 7 - Roadway Mobilization

Subtotal Sections 1 - 6 \$22,920,823

X 10% \$2,292,082

TOTAL ROADWAY MOBILIZATION \$2,292,000

Section 8 - Roadway Additions

Subtotal Sections 1 - 6 \$22,920,823

X 10% \$2,292,082

Contingencies

Subtotal Sections 1 - 6 \$22,920,823

X 25% \$5,730,206

TOTAL ROADWAY ADDITIONS \$8,022,000

TOTAL ROADWAY ITEMS \$33,235,000
 (Total of Sections 1 - 8)

Estimate			
Prepared By:	Tim Lee, WMH Corporation	(408) 971-7300	29-Mar-16
	(Print Name)	(Phone)	(Date)

EA:	<u> \$0</u>
PM:	<u> 0</u>
	<u> 0</u>
	<u> 0</u>

III. RIGHT OF WAY ITEMS

Right-of-Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility relocation occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance see Chapter 1, Caltrans Right of Way Procedural Handbook.

	<u>Current Values (Future Use)</u>	<u>Escalation Rate (%/yr)</u>	<u>Escalated Value (3 yrs)</u>
Acquisition (Fee & TCE), including excess lands and damages to remainders	<u>\$5,843,750</u>	<u>5.00%</u>	<u>\$6,764,871</u>
Utility Relocation (State share)	<u>\$2,462,500</u>	<u>5.00%</u>	<u>\$2,850,652</u>
Relocation Assistance	<u>\$0</u>	<u>100.00%</u>	<u>\$0</u>
Clearance / Demolition	<u>\$0</u>	<u>100.00%</u>	<u>\$0</u>
R/W Services - Title and Escrow Fees	<u>\$400,000</u>	<u>5.00%</u>	<u>\$463,050</u>
Easement (Utility Corridor)	<u>\$120,000</u>	<u>5.00%</u>	<u>\$138,915</u>
TOTAL RIGHT OF WAY ITEMS	<u>\$8,826,250</u>		<u>\$10,217,000</u>

Estimate prepared by:	<u>Tim Lee, WMH Corporation</u>	<u>(408) 971-7300</u>	<u>29-Mar-16</u>
	(Print Name)	(Phone)	(Date)

SR 25 WIDENING IMPROVEMENTS

ADOPTED ALIGNMENT (NEW SR 152 TO UPRR)

PRELIMINARY COST ESTIMATE

Distict-County-Route:	04-SCL-152
Type of Estimate:	PSR-PDS
EA:	04-0G2300
PM:	04-SCL-152, PM 9.91/35.16
	10-MER-152, PM 0.00/15.00

Project Description: ROUTE 152 TRADE CORRIDOR PROJECT(US 101 TO SR 99)
SEGMENT A (Portion)

Limits: FROM UPRR (EAST OF 101/25 INTERCHANGE) TO NEW 152/25 INTERCHANGE

Proposed Improvements: NEW ROUTE 152 ALIGNMENT - ALTERNATIVE 1A
CONSTRUCT 6 LANE ACCESS CONTROLLED FACILITY
NEW INTERCHANGES AT ROUTE 25/152, BOLSA ROAD
NEW BRIDGES AT CARNADERO CK, UPRR, PAJARO RVR

Project Length	2.65	Miles
Frontage Road Length	0.13	Miles
Work done in 1 or both directions?		Both

SUMMARY OF PROJECT COST ESTIMATE

	NOV 2012	Assumed Annual Escalation	JAN 2015
ROADWAY ITEMS	\$43,047,000	3%	\$45,820,000
STRUCTURE ITEMS	\$25,620,000	3%	\$27,270,000
SUBTOTAL CONSTRUCTION	\$68,667,000		
RIGHT OF WAY & UTILITY RELOCATION	\$8,500,000	3%	\$9,047,000
TOTAL PROJECT COST (NOV 2012)	\$77,167,000		
TOTAL ESCALATED COST (JAN 2015)	\$82,137,000		

Checked by	Tim Lee	(408) 971-7300	12-Feb-15
Project Manager		(Phone)	(Date)

	EA:	04-0G2300
Distict-County-Route-PM:		04-SCL-152, PM 9.91/35.16
		10-MER-152, PM 0.00/15.00

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>					
Roadway Excavation	200,000	CY	\$10.00	\$2,000,000	
Contaminated Soil Disposal	0	CY	\$60.00	\$0	
Imported Borrow	300,000	CY	\$18.00	\$5,400,000	
Clearing & Grubbing	140	Acres	\$6,000	\$840,000	
Develop Water Supply	1	LS	\$50,000	\$50,000	
				Total Earthwork	\$8,290,000

<u>Section 2 - Structural Section</u>					
JPCP	55,000	CY	\$135	\$7,425,000	
HMA	900	Ton	\$80	\$72,000	
Lean Concrete Base	29,000	CY	\$105	\$3,045,000	
Class 3 Aggregate Base	700	CY	\$45	\$31,500	
Class 4 Aggregate Subbase	41,000	CY	\$25	\$1,025,000	
Local Street Improvements	1	LS	\$0	\$0	
				Total Structural Section	\$11,598,500

<u>Section 3 - Drainage</u>					
AC Dike	24,000	LF	\$3	\$72,000	
Downdrain System	1	LS	\$25,000	\$25,000	
Hydro Modification	1	LS	\$350,000	\$350,000	
Culvert System	1	LS	\$2,500	\$2,500	
Floodplain Cross-Culverts	1	LS	\$250,000	\$250,000	
				Total Drainage	\$699,500

EA: 04-0G2300
 Distict-County-Route-PM: 04-SCL-152, PM 9.91/35.16
10-MER-152, PM 0.00/15.00

	<u>Unit Cost</u>		<u>Section Cost</u>
<u>Section 6 - Minor Items</u>			
Subtotal Sections 1 - 5	<u>\$26,089,000</u>	X <u>10%</u>	<u>\$2,608,900</u>
TOTAL MINOR ITEMS:			<u><u>\$2,609,000</u></u>

<u>Section 7 - Roadway Mobilization</u>			
Subtotal Sections 1 - 6	<u>\$28,698,000</u>	X <u>10%</u>	<u>\$2,869,800</u>
TOTAL ROADWAY MOBILIZATION			<u><u>\$2,870,000</u></u>

<u>Section 8 - Roadway Additions</u>			
Subtotal Sections 1 - 6	<u>\$28,698,000</u>	X <u>10%</u>	<u>\$2,869,800</u>
TOTAL ROADWAY ADDITIONS			<u><u>\$11,479,000</u></u>

Contingencies			
Subtotal Sections 1 - 6	<u>\$28,698,000</u>	X <u>30%</u>	<u>\$8,609,400</u>
TOTAL ROADWAY ITEMS			<u><u>\$43,047,000</u></u>
(Total of Sections 1 - 8)			

Estimate			
Checked By:	Tim Lee	(408) 971-7300	12-Feb-15
	(Print Name)	(Phone)	(Date)

EA: 04-0G2300
 Distict-County-Route-PM: 04-SCL-152, PM 9.91/35.16
10-MER-152, PM 0.00/15.00

II. STRUCTURES ITEMS	#1	#2	#3	#4	#5
Bridge Name	Carnadero Creek East	Bolsa Rd	UPRR	Pajaro River	SR25 O.C. SR 152
Structure Type					
New Width (Ft)	135.00	80.00	140.00	120.00	29.00
Widening Width (Ft)					
Retrofit Width (Ft)					
Span Lengths (Ft)	180.0	180.0	360.0	235	200
Total New Area (SQ Ft)	24,300	14,400	50,400	28,200	5,800
Total Widening Area (SQ Ft)	0	0	0	0	0
Total Retrofit Area (SQ.Ft)	0	0	0	0	0
Footing Type (pile/spread)					
Cost per Sq. ft of New	\$200	\$200	\$200	\$200	\$200
Cost per Sq. ft of Widening	\$300	\$300	\$300	\$300	\$300
Cost per Sq. ft of Retrofit	\$25	\$25	\$25	\$25	\$25
Including: Mobilization: 10% Contingency: 25%					
Total Cost for Widening	\$4,860,000	\$2,880,000	\$10,080,000	\$5,640,000	\$1,160,000
Total Cost for Widening	\$0	\$0	\$0	\$0	\$0
Total Cost for Retrofit	\$0	\$0	\$0	\$0	\$0
Total Cost for Structures	\$4,860,000	\$2,880,000	\$10,080,000	\$5,640,000	\$1,160,000
Railroad Related Costs			\$1,000,000		

TOTAL STRUCTURE ITEMS \$25,620,000

Estimate Checked By: Tim Lee (408) 971-7300 12-Feb-15
 (Print Name) (Phone) (Date)

EA: 04-0G2300
 Distict-County-Route-PM: 04-SCL-152, PM 9.91/35.16
10-MER-152, PM 0.00/15.00

III. RIGHT OF WAY ITEMS

Right-of-Way estimates should consider the probable highest and best use and type and intent of improvements at the time of acquisition. Assume acquisition including utility reloctaion occurs at the right of way certification milestone as shown in the Funding and Scheduling Section of the PSR. For further guidance see Chapter 1, Caltrans Right of Way Procedural Handbook.

	<u>Current Values (Future Use)</u>	<u>Escalation Rate (%/yr)</u>	<u>Escalated Value</u>
Acquisition, including excess lands and damages to remainders	<u>\$2,000,000</u>	<u>100.00%</u>	<u>\$2,000,000</u>
Utility Relocation (State share)	<u>\$500,000</u>	<u>100.00%</u>	<u>\$500,000</u>
Relocation Assistance	<u>\$1,600,000</u>	<u>100.00%</u>	<u>\$1,600,000</u>
Clearance / Demolition	<u></u>	<u>100.00%</u>	<u>\$0</u>
R/W Services - Title and Escrow Fees	<u></u>	<u>100.00%</u>	<u>\$0</u>
Easement (Utility Corridor and TCE)	<u></u>	<u>100.00%</u>	<u>\$0</u>
Environmental Mitigation	<u>\$4,400,000</u>	<u>100.00%</u>	<u>\$4,400,000</u>
TOTAL RIGHT OF WAY ITEMS	<u>\$4,100,000</u>	<u>\$100</u>	<u>\$8,500,000</u>

Estimate Checked by: Tim Lee (408) 971-7300 12-Feb-15
 (Print Name) (Phone) (Date)