



AGENDA REGULAR MEETING

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

- DATE:** Thursday, September 15, 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 August 18, 2016 – Gomez
2. **RECEIVE** Construction Projects Report – Caltrans District 5

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

*330 Tres Pinos Road, Suite C7 ▪ Hollister, CA 95023 ▪ Phone: 831-637-7665 ▪ Fax: 831-636-4160
www.SanBenitoCOG.org*

REGULAR AGENDA:

3. **ADOPT** Resolution 2016-05, Amending Resolution 2008-17 Regarding the Alignment of the Proposed State Route 152 Trade Corridor – Gilbert
4. **ACCEPT** Final Highway 25 Widening Design Alternatives Analysis Report – Gilbert
5. **RECEIVE** Report on Local Streets and Roads Funding – Gilbert
6. **DISCUSS** Planning for a Transportation Sales and Use Tax to be Considered in an Election in 2018 – Gilbert

Adjourn to COG Meeting on October 20, 2016. Agenda Deadline is Tuesday, October 4, 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/>.

Please Submit Maintenance Service Requests at the Following Link: <http://www.dot.ca.gov/hq/maint/mrsrsubmit/>

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**

August 18, 2016, 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:

Chair Boch, Director Botelho, Director Gomez, Director Velazquez, and Director De La Cruz
Ex Officio: Aileen Loe, Caltrans District 5

STAFF PRESENT:

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

OTHERS PRESENT:

Heather Adamson, 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 Gomez, 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 July 26, 2016 through August 16, 2016. The correspondence was entered into the
public record.

D. EXECUTIVE DIRECTOR'S REPORT: Gilbert

Ms. Gilbert reported that the consultants are working on finalizing the State Route 25 Alternatives
Analysis Report and staff will be bringing it back to the Board in September for acceptance.

Ms. Gilbert announced that COG staff will be hosting a helmet fitting event for kids on August 30th at the
Skate Park in Hollister after school. COG staff will be present to provide helmet fittings and they will be
giving away helmets and raffling prizes. This was funded through a donation by a member of the
community who wanted to help provide helmets to children in the community who did not have any.

Lastly, Ms. Gilbert announced that LTA staff had acquired four new buses for the County Express
service. Staff also received funding through the Cap & Trade program to use towards expanding services
to Gilroy. Staff is working on finalizing schedule details to put these services into effect in September to
align with the express bus services that operate out of the Gilroy transit center.

BOARD OF DIRECTORS REPORTS:

Director Velazquez stated that as an alternative method to relieve congestion on Highway 25, he wanted to get another update on what the cost would be to provide Caltrain service to Hollister.

Ms. Gilbert stated that staff would put the item on a future agenda.

CONSENT AGENDA:

1. **APPROVE** Council of Governments Draft Special Joint Meeting Minutes Dated July 21, 2016 – Gomez
2. **RECEIVE** Construction Projects Report – Caltrans District 5
3. **RECEIVE** List of Caltrans Projects in San Benito County Funded by the State Highway Operation and Protection Program – Gilbert
4. **APPROVE** Amendment No. 1 to Cooperative Agreement with Caltrans for Local Contribution of Funds to the Highway 25 Widening Project Environmental Document – Gilbert

There was no public comment on the Consent Agenda.

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

Chair Boch moved Item E after Consent to allow Caltrans Representative to report.

Director De La Cruz arrived at 3:07 p.m.

E. CALTRANS DISTRICT 5 REPORT: Gubbins/Loe

Aileen Loe provided copies of the Mile Marker Caltrans Performance Report to the COG Board. She also provided a response letter to Director Botelho addressing his request from a previous meeting.

Director Velazquez inquired about the progress on Item 5 of the Caltrans Construction Report HWY 25 Roadway Safety Improvements. He asked if Caltrans is going to allow left turn signals on Santa Ana and Meridian.

Ms. Loe stated that she would have to get back to Director Velazquez

REGULAR AGENDA **TRANSPORTATION ITEMS:**

5. **RECEIVE** Update on Santa Clara/San Benito Mobility Partnership Meeting Activities – Gilbert

Ms. Gilbert provided an update on the Santa Clara/San Benito Mobility Partnership and the State Route 152 Alignment.

There was discussion from the Board and consensus to direct staff bring back a resolution revising Resolution 08-17 to include a study of other options.

PUBLIC COMMENT:

Stephen Rosati
Hollister resident

Mr. Rosati suggested that the original Resolution stay in place supporting a more northern route. He stated that a more southern alternative can be part of any future study so the old resolution would not

adversely affect anything. He recommended keeping a more northern route to keep traffic off of Fairview Road and Frazier Lake Road. He cautioned that moving the route too far south may push traffic off the new route and onto the backroads.

Director Botelho inquired about alternative routes that were discussed years ago.

Ms. Gilbert stated that she would bring back all of the alternatives that were looked at so that the Board could have full consideration and discussion on how they would fit in with the interchange situation.

6. RECEIVE Presentation on Transportation Funding in California – Gilbert

Mary Gilbert provided a Power-Point presentation to the Board.

There was discussion and a request from Director Velazquez to provide more information/breakdown on local jurisdiction funding.

Director Gomez excused himself from the meeting at 3:47 p.m.

Director Botelho thanked staff for the informative report.

PUBLIC COMMENT:

Stephen Rosati
Hollister resident

Ms. Rosati cautioned the Board with regards to funding and toll roads on Highway 25. He asked that they keep in mind that San Benito has done its fair share of paying taxes and residents should not get double dipped by paying a toll on State Route 152 Phase III. He asked that they keep in mind when they have discussions with Caltrans or the California Transportation Commission, how are they going to avoid our residents being tolled when they go on Highway 25 and then merge into SR 152.

Ms. Gilbert stated that she would follow up on Director Velasquez' request regarding a breakdown of local jurisdiction funding.

7. DISCUSS Planning for a Transportation Sales and Use Tax to be Considered in an Election in 2018 – Gilbert

There was discussion from the Board regarding the structure of the Tax and looking into discussions at the local jurisdiction level and a possible oversight committee.

PUBLIC COMMENT:

Stephen Rosati
Hollister resident

Mr. Rosati provided comments on improvements that can be made to the Tax Measure language. He stated that they came very close and they just have to sway 10% of the voters. He recommended keeping Highway 25 as part of the tax measure and putting in restrictions to protect each taxpayer. He also reminded the Board that the main job of an oversight committee is to ensure that the money is collected and distributed correctly.

Valerie Eglund
R.E.A.C.H San Benito Foundation

Ms. Eglund commented that there was not enough time to provide the education to the residents early on. She stated that people don't know what COG is and they need to be educated that the COG is a "collective mind" where the Board is working together to get this done for the community. She stated that a lot of people are angry and they do not want to spend more money. She added that the foundation group did receive a good amount of contribution so the Board needs to get on it right away.

The COG Board thanked Ms. Eglund and the rest of the stakeholders for their work and commitment with the tax measure.

The Board directed staff to keep this item as a standing item on future COG agendas.

Upon a motion duly made by Director De La Cruz, and seconded by Director Botelho, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 4:54 p.m. Vote: 4/0 motion passes.

ADJOURN TO COG MEETING SEPTEMBER 15, 2016 at 3:00 P.M.



PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE SEPTEMBER 15, 2016 SAN BENITO COUNTY COUNCIL OF GOVERNMENTS' MEETING

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.

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 and Project Report approved for Route Adoption. Route Adoption scheduled for October CTC agenda for approval.
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 2019 to Summer 2021	\$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 January 2017. May CTC action to delay project for 2 years. Project unfortunately did not receive Tiger Grant award.



PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE SEPTEMBER 15, 2016 SAN BENITO COUNTY COUNCIL OF GOVERNMENTS' MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)

	Project	Location	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
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. Draft Environmental Document closed for comments to the public on Aug. 22.
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	Project design continues with concurrent right of way acquisitions and utility work. The 65% constructability review was completed 8/23.



Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Telephone: (831) 637-7665 x. 207
Date: September 15, 2016
Subject: Santa Clara/San Benito Mobility Partnership

Recommendation:

ADOPT Resolution 2016-05, Amending Resolution 2008-17 Regarding the Alignment of the Proposed State Route 152 Trade Corridor

Summary:

In October 2015, Council of Governments entered into a Memorandum of Understanding with the Santa Clara Valley Transportation Authority to form a Mobility Partnership. The partners will be working together to complete studies to identify transportation projects along the State Route 152 Corridor from US 101 to Interstate 5, and along 101 at State Route 25.

At its August meeting, the COG Board directed staff to revise an existing COG resolution related to the proposed alignment of State Route 152, to allow for further study by the Mobility Partnership of all possible alignments.

Background

COG and VTA previously worked in partnership on the same corridor. The previous MOU was dissolved in 2013.

Financial Impact:

There is no financial impact to COG at this time. The Memorandum of Understanding between the agencies outlines the funding obligation of the partners. San Benito County is under no obligation to provide funding for the corridor.

The Valley Transportation Authority previously committed \$5 million in local funds and the State committed \$5 million in Interregional Improvement Program funds for the project studies. Additional funding is needed to complete the environmental documentation for the entire corridor. Funding availability hinges on the passage of VTA's transportation sales tax measure that will go before Santa Clara County voters in November 2018.

BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE COUNCIL OF SAN BENITO)
COUNTY GOVERNMENTS AMENDING) Resolution No. 2016-05
RESOLUTION 2008-17 REGARDING ALIGNMENT OF)
THE PROPOSED HIGHWAY 152 TRADE CORRIDOR)
_____)

WHEREAS, over approximately the last decade, various proposals have been set forth regarding the proposed Highway 152 Trade Corridor; and

WHEREAS, in September 2008, the Council of San Benito County Governments (COG) supported a northerly alignment for the proposed project through its adoption of Resolution 2008-17, attached hereto as Exhibit "A"; and

WHEREAS, COG has now determined that all currently proposed alignments should be the subject of further discussion as to the various benefits each may offer;

NOW, THEREFORE, BE IT RESOLVED that the Council of San Benito County Governments hereby amends Resolution 2008-17, in that until further direction is provided by the Council of Governments through adoption of a future Resolution, representatives of the Council of Governments may investigate and study all routes, considering the costs and benefits each proposed route may offer; and

BE IT FURTHER RESOLVED that after such additional investigation, the Council of San Benito County Governments may provide further direction through a duly adopted resolution, as to an alternative that is supported by San Benito County.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS THIS 15th DAY OF SEPTEMBER, 2016 BY THE FOLLOWING VOTE:

Ayes: Supervisor(s):
Noes: Supervisor(s):
Absent: Supervisor(s):
Abstain: Supervisor(s):

By: _____
Tony Boch, Chair

ATTEST:
Mary Gilbert, Executive Director

APPROVED AS TO LEGAL FORM:
SAN BENITO COUNTY COUNSEL'S OFFICE

By: _____
Mary Gilbert

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

Date: _____

Date: Sept. 9, 2016

EXHIBIT A



BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE BOARD OF)
DIRECTORS OF THE COUNCIL OF SAN)
BENITO COUNTY GOVERNMENTS)
SUPPORTING IMPROVEMENTS TO)
HIGHWAY 152 AS THE MAJOR ROUTE TO)
ADDRESS REGIONAL TRAFFIC)

RESOLUTION NO. 08-17

WHEREAS, San Benito County is geographically located as a major regional transportation corridor to facilitate truck and vehicular traffic to and from the San Joaquin Valley to the coastal regions of Northern California; and

WHEREAS, Highway 152 is the major interregional route in the region and part of the Highway 152/156 traffic corridors; and

WHEREAS, truck and vehicular traffic in, around and through San Benito county is increasing annually at an accelerated rate which threatens the health and safety of drivers and residents of the region while creating congestion, deterioration of efficient circulation systems and increased emissions; and

WHEREAS, without improvements to Highway 152, interregional truck traffic will continue to divert to alternative routes which cause delays, cost additional expense to an already unsteady economy; and adversely impact the ability of local traffic to move within San Benito County efficiently and safely especially on Highways 25 and 156; and

WHEREAS, efficient movement of goods within the region and the stat is a statewide priority; and

WHEREAS, improvements to Highway 152 to accommodate truck traffic is most direct and safest route to and from the San Joaquin Valley and the coastal regions of Northern California; and

WHEREAS, improvements to Highway 152 must accommodate future traffic demands for decades to come; and

WHEREAS, the Council of San Benito County Governments has gone on record establishing improvements to Highway 152 as one of its highest priorities and requested consideration by state and regional transportation regulatory agencies to designate Highway 152 as the primary route between the San Joaquin Valley and beyond to the coastal regions of Northern California.

NOW, THEREFORE, BE IT RESOLVED the Board of Directors of the Council of San Benito County Governments strongly supports Highway 152 as the designated primary commercial route from the San Joaquin Valley to the coastal regions of Northern California helping to relieve future congestion on Highway 156 and Highway 25; and

BE IT FURTHER RESOLVED the Board of Directors of the Council of San Benito County Governments supports Highway 152 alignment that begins at a point near the San Felipe Road/Highway 152 intersection and continues in Santa Clara County to a point near the Pajaro River or Bloomfield Road at Highway 25 where its enters San Benito County; and

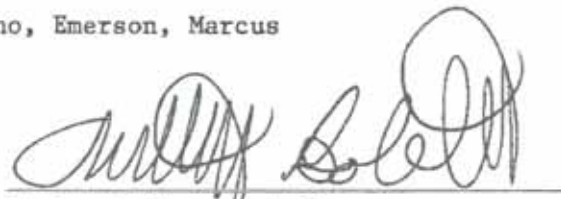
BE IT FURTHER RESOLVED the Board of Directors of the Council of San Benito County Governments in order to accommodate traffic demands into the future supports a six (6) lane Highway 152 realignment with one (1) lane in each direction designated as the preferred regional truck route; and

BE IT FURTHER RESOLVED the Board of Directors of the Council of San Benito County Governments will not support modification of the Regional Transportation Plan without the realignment conditions specified in this resolution; and

BE IT FURTHER RESOLVED the Board of Directors of the Council of San Benito County Governments strongly urges that the improvements to Highway 152 as specified herein be completed no later than ten (10) years from the date of this resolution.

PASSED AND ADOPTED by the Council of San Benito County Governments Board of Directors on this 18th day of September 2008, by the following vote:

AYES: 3 DIRECTORS: Vice Chair Botelho, Emerson, Marcus
NOES: 0 DIRECTORS:
ABSENT: 2 DIRECTORS: Edge, Pike
ABSTAIN: DIRECTORS:



Chair, Anthony Botelho
Council of San Benito County Governments

ATTEST:

APPROVED AS TO LEGAL FORM

Dennis LeClere, San Benito County Counsel

By: 
Lisa Rheinheimer, Executive Director

By:  9/11/08
Shirley L. Murphy, Deputy County Counsel



Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x207
Date: September 15, 2016
Subject: Highway 25 Design Alternatives Study

Recommendation:

ACCEPT Final Highway 25 Widening Design Alternatives Analysis Report

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 was made available for comment in July. The final report, incorporating comments, is before the Board for acceptance.

Financial Impact:

The engineering study contract is for an amount not to exceed \$135,982.

Staff Analysis:

The Consultant completed the following as part of development of the report.

- 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.

Implementation of the report will be dependent on further funding availability for project initiation. Staff will continue to update the Board on the project and bring items before the Board to discuss priorities.

Executive Director Review: _____

Counsel Review: N/A

Supporting Attachments: 1. Executive Summary
2. Final 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



Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director **Telephone:** (831) 637-7665
Date: September 15, 2016
Subject: **Local Streets and Roads Funding**

Recommendation:

RECEIVE Report on Local Streets and Roads Funding

Summary:

The COG Board requested information about funding available for local street and road maintenance and repairs in San Benito County.

Financial Impact:

COG allocates approximately \$521,000 of annual local street and road funding to the County, the City of Hollister and the City of San Juan Bautista. In addition, each jurisdiction receives funding from the Highway User Tax for local streets and roads.

Background:

States and regions receive federal funds from fuel taxes for highways, streets and roads, transit capital, and bikeways projects. Previously, the program was referred to as the Regional Surface Transportation Program. With the passage of the new federal transportation bill, the FAST Act, the program is now called the Surface Transportation Block Grant Program (STBG). The State of California has authorized smaller regions, under an urbanized population of 200,000, to exchange their federal STBG Program funds for state cash, providing smaller regions more flexibility in which types of projects may be constructed. The provision also allowed the implementing agency to avoid preparing a federal environmental document under the National Environmental Policy Act (NEPA), provided that no other federal funds are authorized for the project.

In San Benito County, COG has apportioned these funds to the Cities of Hollister and San Juan Bautista and the County by formula using road miles and population. This formula distribution allows each jurisdiction to estimate road funds on a fairly consistent basis. The majority of the projects identified by the jurisdiction are for street and road maintenance.

Staff Analysis:

Although the STBG program funding is beneficial to the region, local roadway and street maintenance needs far outweigh the revenues available. This is a recognized problem statewide. The average amount of STBG funding that is allocated by COG annually is \$521,415 total. Sixty percent (60%) is allocated to the City of Hollister, 30% to San Benito County, and 10% to San Juan Bautista.

In addition to the STBG program, the Cities of Hollister and San Juan Bautista and San Benito County are eligible for Highway User Tax funds from the state. The table below shows the 2015/2016 allocations to each jurisdiction:

San Benito County	\$1,733,616
City of Hollister	\$801,042
City of San Juan Bautista	\$46,684

Staff will provide more information in a presentation at the September 15 meeting.

Executive Director Review: _____

Counsel Review: N/A



Staff Report

To: Council of San Benito County Governments
 From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x.207
 Date: September 15, 2016
Subject: Transportation Sales Tax Measure

Recommendation:

DISCUSS Planning for a Transportation Sales and Use Tax to be Considered in an Election in 2018.

Summary:

In August, the COG Board directed staff to include an item for discussion on the Board agenda for the Board to consider planning for a transportation sales and use tax to be put before voters for consideration in 2018.

Financial Impact:

A ½ cent sales tax in San Benito County is estimated to generate approximately \$8 million annually over a period of thirty years.

Staff Analysis

Measure P, the proposed transportation sales and use tax on the June 6 primary election ballot, was approved by 59.77% of voters, falling short of the 2/3 approval requirement set forth in law for a special tax.

The June 7 election had a turnout of 13,637 voters (53.17% of all registered voters). Measure P received 7,861 yes votes and 5,292 no votes. A breakdown of votes by County Supervisorial district is included below:

District	Percentage Voting Yes
1	54.76%
2	59.9%
3	57.53%
4	55.75%
5	62.41%

Measure P included an Expenditure Plan that designated funding for Highway 25, local streets and roads repair and maintenance, improved safety and traffic flow on local roads, increased bicycle and pedestrian safety, and improved transit for youth, seniors, and people with disabilities. The tax was a ½% tax that would be in place for 30 years.

Staff recommends that the Board consider several items in planning for a new tax measure:

- Level of tax: ½% or ¼%.
- Duration of tax: many jurisdictions are seeking 30 year taxes in the November 2016 election; however, the Board may consider a shorter duration with plans for extending the tax if deemed necessary.
- Public Outreach: COG staff worked closely with a group of stakeholders in the development of Measure P, and COG conducted two public opinion surveys. Staff recommends that planning efforts include more public outreach to ensure specificity in the project list.
- Project List: with more time for planning, there is an opportunity for COG to provide more specificity in the Expenditure Plan project list. One consideration, however, is that environmental review may be required for certain projects. The Measure P Expenditure Plan did not require environmental review because the projects included had been evaluated as part of the 2035 Regional Transportation Plan Environmental Impact Report.
- Schedule: deadlines for finalizing items to be placed on the November 2018 ballot will be in August 2018, allowing COG approximately two years for planning and development.
- Outside consultants: COG may consider hiring outside consultants for the purpose of assisting with public education and development of the measure.

Staff recommends that public education be the primary focus for the next several months, including education about COG as the Regional Transportation Planning Agency and the issues surrounding transportation funding in California. Staff will develop a more detailed work plan for the Board's review in the coming months. The work plan that was approved by the Board and used in the early phases of planning for Measure P is attached for the Board's reference (Attachment).

Executive Director Review: _____

Counsel Review: _____ N/A _____

Supporting Attachment: Expenditure Plan Work Plan, 2015-2016

Expenditure Plan for the Council of San Benito County Governments Draft 2015-2016 Timeline

April 2015

- Continue stakeholder meetings to solicit input into Expenditure Plan priorities
- Poll results distributed and discussed
- Caltrans coordination on highway engineer support scope
- Develop Impact Fee Update schedule

May 2015

- Continue stakeholder meetings discuss SB County original Measure effort
- Determine what environmental clearance is necessary for plan
- Determine cost of ballot effort
- Get highway engineer scope finalized for Highway 25
- Work on Impact Fee Update
- Track SB 16 and AB 227

June/July 2015

- Continue stakeholder meetings discuss Impact Fee and Route 25 engineer work and peer review as available

August/September

- Look to broaden stakeholder group, possibly change day and time of meetings
- Discuss Expenditure Plan options and goals with Stakeholders and TAC receive input on projects

October/November

- Present and discuss expenditure plan options with potential splits identified with Stakeholders and TAC, receive input
- Confirm support

December 2015

- Finalize Draft Expenditure Plan for Board and public circulation
- Conduct a tracking poll

January/February 2016

- Finalize resolution, ballot question, expenditure plan wording
- Reconfirm support
- Conduct public education meetings
- Board adopts the ordinance to put the measure on the ballot two readings at its January and February meetings (If the decision is made to move forward for June 2016 ballot)

Ballot Deadlines for June and November:

Because the election day is always the first Tuesday after the first Monday in November, in 2016 that makes it Tuesday November 8th. Ballot dates go backwards from election dates (*these dates will be confirmed with the County Registrar of Voters*):

88 days prior to November election is the deadline to deliver resolution calling ballot measure election to Registrar and request election consolidation August 12th—(March 11 for June 7th election)

81 days prior, one week after filing is “Last day to file primary arguments for ballot measures” August 19th (March 18th)

74 days prior, one week after the filing of the arguments is “Last day to file rebuttal arguments for ballot measures”—August 26th (March 25th)

74-63 days prior (August 26th to September 6th) is the public review period for ballot arguments and Impartial Analysis—this analysis is typically provided by the County Counsel

40-21 days prior is the Voter Information and Sample Ballot Pamphlet mailing period (September 29th to October 18th)

29 days to 7 days prior is the period to obtain Vote-by-Mail Ballots. After November 1, VBM ballots may usually be obtained at the Registrar’s office

November 8th election day 2016 (June 7th)

30 days after election day is the last day for County to certify election results—December 8th