



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

DATE: Thursday, November 16, 2017
3:00 p.m.

LOCATION: **Board of Supervisors Chambers
481 Fourth St., Hollister, CA 95023**

DIRECTORS: Chair Ignacio Velazquez, Vice Chair Jaime De La Cruz
Directors Tony Boch, Anthony Botelho, and Jim Gillio
Alternates: San Benito County: Mark Medina;
City of Hollister: Mickie Solorio 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 Special Meeting Minutes Dated October 19, 2017 – Gomez
2. **APPROVE** Council of Governments Draft Meeting Minutes Dated October 19, 2017 – Gomez

3. **RECEIVE** Construction Projects Report – Caltrans District 5
4. **APPROVE** COG Office Closure Days from December 22, 2017 through January 2, 2018 – Postigo

REGULAR AGENDA:

5. **APPROVE** 2018 Regional Transportation Improvement Program – Gilbert
6. **Draft 2040 San Benito Regional Transportation Plan** – Lezama
 - a. **AUTHORIZE** Release of the Draft 2040 San Benito Regional Transportation Plan for Public Review, beginning December 4, 2017 and closing February 5, 2018; and
 - b. **SET** Public Hearing Date on the Draft 2040 San Benito Regional Transportation Plan for January 18, 2018.

Adjourn to COG Meeting on December 21, 2017. Agenda Deadline is Tuesday, December 4, 2017 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.

Northbound US 101/San Anselmo Road in San Luis Obispo County



FALL 2017

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

Roadside Safety and Aesthetics

Optimizing safety is the main purpose of the recently completed Caltrans roadside safety improvements project extending 15 miles along US 101 from Atascadero to Paso Robles. The \$2.3 million project, and similar ones statewide, are reducing the exposure of maintenance workers on foot in high-speed traffic areas. Project features are:

- Thirty-nine paved gore areas with contrast surface treatment
- Paved slope areas underneath four bridges
- Installed:
 - Metal-beam guardrail with concrete barrier
 - Drainage system improvements
 - Upgraded safety cable railing

A second roadside safety project in San Luis Obispo County, currently under construction, will address an 18-mile segment of US 101 from Arroyo Grande to San Luis Obispo. The \$2.5 million project is scheduled for completion in fall 2017. Currently, District 5 is implementing eight additional roadside safety projects—in different stages of project development on various highways—in Santa Cruz, Monterey and Santa Barbara counties. Two others were also recently completed in the latter two counties.



SB 1 Fix-it-First Funding

The Road Repair & Accountability Act of 2017

Fixing our roads, repairing aging bridges, reducing traffic congestion and improving goods movement are key goals for the recently passed Senate Bill 1 transportation funding bill. Statewide, Caltrans is committed to fixing more than 17,000 lane miles, 500 bridges, 55,000 culverts, and 7,700 traffic operating systems, which includes installing ramp meters, traffic cameras and electric highway message boards. Currently, Caltrans is expediting \$200 million in pavement projects statewide and \$150 million for restriping along the state highway system as well as identifying and prioritizing the most

needed projects. The new funding, which begins in November 2017, includes the following statewide over the next 10 years:

- \$1 billion – Active Transportation Program
- \$7.5 billion – Transit and rail
- \$3 billion – Trade corridor improvements
- \$2.5 billion – Congestion relief

The new bill will generate \$54 billion split between Caltrans and local agencies over the next decade—the largest transportation investment in more than 20 years. Each year, more than 180 billion vehicles travel on the state highway system. More information:

<http://www.catc.ca.gov/programs/SB1.html>



CTP Guidelines Adopted

The California Transportation Commission recently adopted the 2017 *California Transportation Plan Guidelines*. The document provides a policy framework for developing future state transportation plans. The long-range, fiscally unconstrained plan details the state's priorities, guides future investments and maintains consistency with statewide, regional and local plans. More information:

http://www.catc.ca.gov/programs/CTP/CTP_2017_Guidelines_Final_5_17_17.pdf

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



Highway 17 Wildlife Connectivity Project

Providing habitat connectivity and safe passage is the purpose of the Highway 17/Laurel Road wildlife connectivity project, near Scotts Valley, in Santa Cruz County. The estimated \$7 million project will connect two core habitat areas while protecting individual animals and ensuring long-term species survival. The California Transportation Commission recently approved \$3 million in the State Highway Operation and Protection Program (SHOPP) for the project's environmental, design and right-of-way costs. Construction funding is expected to come from local sources, including \$5 million from Santa Cruz County's recently approved Measure D sales tax.

After extensive environmental and biological review, the project site was identified as the highest priority for maintaining critical habitat with evidence of mule deer, mountain lions, bobcats and coyotes on both sides of the roadway. Highway 17 is an important link connecting the Santa Cruz Mountains with the Diablo Mountain Range and the Gabilan Range. Fragmented habitat is difficult for animal survival in finding adequate food, water and mates; raising their young; and establishing new territories. Challenges to wildlife mobility along the roadway include high traffic volumes, concrete median barriers and inefficient pathways at culverts or bridge under crossings.

A multi-agency partnership developed solutions for improving animal connectivity on the corridor. These included the following: Land Trust of Santa Cruz County, Caltrans, Santa Cruz County Regional Transportation Commission, California Department of Fish and Wildlife, Pathways for Wildlife and U.C. Santa Cruz (Puma Study).



Advanced Mitigation Credits

The Highway 17 wildlife connectivity project in Santa Cruz County also provides a unique opportunity for Caltrans to partner with the California Department of Fish and Wildlife on a pilot for an innovative advanced mitigation credit agreement. The first of its kind in California, the agreement establishes mitigation credits that can be applied to future transportation projects.

Mitigation credits created by the Highway 17 wildlife project may be used by the Department or sold or transferred to other transportation agencies with projects in a specific service area. The pilot credit agreement may be used as a model for the California Department of Fish and Wildlife's new statewide Regional Conservation Investments Strategies Program. More information:

<https://www.wildlife.ca.gov/Conservation/Planning/Regional-Conservation>



Complete Streets Projects Kick-off

Creston Road Complete and Sustainable Streets Corridor Plan

The City of Paso Robles' \$185,000 grant will develop a Complete Streets Plan for Creston Road in Paso Robles, San Luis Obispo County. It will include community involvement to identify strategies for a two-mile pedestrian, bicycle and transit-friendly thoroughway. It will also feature Complete Streets design for sidewalks and intersection changes supporting travel modes for all users, ages and abilities. A greening element will be added for natural drainage as well.

Highway 9 Complete Streets Plan

The Santa Cruz County Regional Transportation Commission's \$249,000 grant will develop a Complete Streets Plan for 10 miles of Highway 9 in Santa Cruz County. The plan will identify, prioritize and implement multimodal improvements with a focus on asset management. It will address severe bicycle, pedestrian and transit gaps as well as collisions, congestion and system deterioration.



Call for Projects Coming

A call for projects for the Sustainable Transportation Planning Grant Program is scheduled for September 2017. The program, funded through SB 1, includes:

- Sustainable Communities & Strategic Partnerships – \$25 million annually
- Climate Adaptation Planning Grants—\$20 million over three years

Successful projects support sustainable communities and reducing greenhouse gas emissions. More information:

<http://www.dot.ca.gov/hq/tpp/grants.html>



D5 Bicycle Champions

The San Luis Obispo Council of Governments (SLOCOG) Rideshare Program recently recognized District 5 with the *Defending Bike Month Challenge Champion* Award. The District kept the 2016 title with 37 employees bicycling most every day in May for Bike Month. In addition to the golden handlebars trophy (inset), the District won a one-month free trial of riding an electric bicycle. Hats off to all participants!

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

October 19, 2017, 1:30 P.M.

DRAFT MINUTES

MEMBERS PRESENT:

Vice-Chair De La Cruz, Director Boch, Director Botelho, Director Gillio, and Alternate Luna
Ex Officio: Kelly McClendon, 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:

Brandy Rider, Caltrans District 5; Maura Twomey, Association of Monterey Bay Area Governments; Juli Vieira, San Benito County Chamber of Commerce

CALL TO ORDER:

Vice-Chair De La Cruz called the meeting to order at 1:30 P.M.

A. PLEDGE OF ALLEGIANCE

B. CERTIFICATE OF POSTING

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

REGULAR AGENDA

- 1. DISCUSS** Long-Term Transportation Funding Strategies for the San Benito County Region, Including a Special Sales Tax for Transportation

Executive Director, Mary Gilbert, provided a Power-Point presentation on the Regional Transportation Funding Strategy. She reviewed the November 2018 election schedule, and asked the Board to consider discussion of several elements of a funding strategy and sales tax expenditure plan:

- Election timing; deadline for placing items on the November 2018 ballot is August 2018
- Amount of Tax
- Duration of Tax
- Expenditure Plan Projects
- Administration
- Outreach
- Citizen Participation and Oversight

After some discussion the Board provided the following comments to staff:

- Conduct plenty of outreach and community involvement A.S.A.P
- Reach out to the faith community
- Funding needed to address Local Streets and Roads
- Funding needed for Highway 25 and 25/101 area
- Address Highway 156
- Reconsider 30 years, longevity was an issue with Measure P
- Look at potential of train service
 - meet with Assemblywoman Anna Caballero regarding train connection to Hollister
- Consider Gavilan students commuting on SR 25
- Schedule evening meetings for commuters/ possibly Saturday meetings
- Consider SB1 funding impacts
- Conduct updated polling of San Benito County voters

PUBLIC COMMENT:

Wayne Norton, Aromas

Mr. Norton stated that the Board should hold some evening meetings to allow commuters to attend. He recommended that they come up with a new list of projects for the new measure and reduce the funding percentage dedicated to Highway 25. He stated that they need to include projects on the Westside of the County in order to get the measure to pass, such as improvements to Carr Ave., Cole Road. and Anzar Road.

There was consensus among the Board to move forward with an updated voter survey to determine attitudes toward a special transportation sales tax measure. The Board directed staff to schedule two Special COG meetings: on November 2nd at 3:00 p.m. to approve a contract for a new survey; and on November 16th at 6:30 p.m. to discuss the sales tax measure and allow evening commuters to attend.

Upon a motion duly made by Director Gillio, and seconded by Director Boch, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 2:11 p.m. Vote: 5/0 motion passes.

ADJOURN TO REGULAR COG MEETING NOVEMBER 16, 2017 at 3:00 P.M.

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

October 19, 2017, 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:

Vice-Chair De La Cruz, Director Boch, Director Botelho, Director Gillio, and Alternate Director Luna
Ex Officio: Kelly McClendon, 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:

Brandy Rider, Caltrans District 5; Maura Twomey, Association of Monterey Bay Area Governments

CALL TO ORDER:

Vice-Chair De La Cruz 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 Botelho, and seconded by Director Boch, the Directors
acknowledged the Certificate of Posting. Vote: 5/0 motion passes.*

C. PUBLIC COMMENT:

Vice-Chair De La Cruz stated for the record that the COG Board received Joe Thompson's public
comment correspondence dated October 2, 2017 through October 18, 2017. The correspondence was
entered into the public record.

D. EXECUTIVE DIRECTOR'S REPORT: Gilbert

Ms. Gilbert reminded the Board about the Special COG meeting scheduled for November 2, 2017 at 3:00
p.m. at the Board of Supervisors Chambers.

E. CALTRANS DISTRICT 5 REPORT: Kelly McClendon

Mr. McClendon announced that the Pfeiffer Canyon Bridge was completed and re-opened to traffic last
Friday.

Mr. McClendon noted that the Transportation Planning Grant applications close tomorrow. He stated that
they look forward to receiving an application from COG staff for the Highway 25 Multimodal Rail
Feasibility Study.

Mr. McClendon reported that the Draft California State Rail Plan is available online at the Caltrans website. Caltrans will be holding a workshop in Oakland Wednesday, November 1, 2017 and an online webinar which is scheduled for Wednesday, December 6, 2017.

F. BOARD OF DIRECTORS REPORTS:

Director Botelho stated that there was a bicycle detour sign that is causing confusion off of Highway 129 at Forest Road and Anzar Road because it does not have a bicycle on it. He asked Caltrans to look into removing the sign at that location because it looks like it is a detour for cars and trucks.

Mr. McClendon stated that he would look into the bicycle detour signs at the location and report back.

Director Gillio stated that he spoke with Assemblywoman Ana Caballero regarding the traffic conditions on Highway 156 and the need to address the issue right away. He recommended that all three jurisdictions write a letter to the California Transportation Commission requesting that they accelerate the schedule of Highway 156 to begin construction in 2018.

Vice-Chair De La Cruz agreed with Director Gillio's recommendation stating that he would bring the item up to the Board of Supervisors.

Vice-Chair De La Cruz also thanked Caltrans for the response letter to questions raised during the August COG meeting.

CONSENT AGENDA:

1. **APPROVE** Council of Governments Draft Special Meeting Minutes Dated September 21, 2017 – Gomez
2. **APPROVE** Council of Governments Draft Meeting Minutes Dated September 21, 2017 – Gomez
3. **RECEIVE** Construction Projects Report – Caltrans District 5
4. **ADOPT** Resolution 2017-03 Authorizing the Filing of a Claim for Allocation of Transportation Development Act Funds for Fiscal Year 2016/2017 – Postigo

There was no public comment on the Consent Agenda.

Upon a motion duly by made by Director Boch, and seconded by Director Luna, the Directors approved Items 1- 4 from the Consent agenda. Vote: 5/0 motion passes.

REGULAR AGENDA

TRANSPORTATION ITEMS:

5. **RECEIVE** List of Caltrans Projects in San Benito County Funded by the State Highway Operations and Protection Program – Gilbert

Ms. Gilbert introduced the item. Brandy Rider with Caltrans District 5 provided a Power-Point presentation on the State Highway Operations and Protection Program (SHOPP).

There was discussion about how projects are placed on the SHOPP list. Ms. Rider stated that Caltrans coordinates with local agencies, such as COG and the Public Works department. She mentioned that these types of conversations also take place during COG's Technical Advisory Committee meetings.

There was brief discussion about a roundabout at State Route 156 /State Route 25, a collision reduction safety project to reduce the severity of collisions at this location.

There was no public comment.

6. San Benito Route 156 Improvement Project – Gilbert

- a. **RECEIVE** Update on the San Benito Route 156 Improvement Project, including intersection design
- b. **DISCUSS** Project Funding
- c. **ADOPT** Resolution 2017-04, Authorizing Application for Federal Grant Funds in the Amount of \$14,000,000 for the Project Construction

Ms. Gilbert introduced the item. Brandy Rider with Caltrans District 5 provided a Power-Point presentation on the San Benito Route 156 Improvement Project and answered questions from the Board.

Regarding the recommendation that was made for the three jurisdictions to write the CTC to accelerate construction of the Highway 156 project, Ms. Rider stated that it would be best for the jurisdictions to show support for the project during the Interregional Transportation Improvement Program (ITIP) process and addressing it to the California Transportation Commission.

There was brief discussion about the project design.

Staff prepared and submitted an application for \$14 million of Federal TIGER funds and the Board adopted Resolution 2017-04.

Director Botelho mentioned that he would like to have discussion about making San Juan Road a dead end, stating that there may be a potential cost savings by doing so.

Ms. Rider stated that they could have those conversations, especially if there is a potential for cost savings.

Vice-Chair De La Cruz directed staff to place an item for discussion on the next available COG meeting.

There was no public comment on the item.

Upon a motion duly made by Director Boch, and seconded by Director Gillio, the Directors unanimously approved Item 6. Vote: 5/0 motion passes

Upon a motion duly made by Director Boch, and seconded by Director Luna, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 4:08 p.m. Vote: 5/0 motion passes.

ADJOURN TO COG MEETING NOVEMBER 16, 2017 at 3:00 P.M.



PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE NOVEMBER 16, 2017 SAN BENITO COUNTY COUNCIL OF GOVERNMENTS MEETING

CONSTRUCTION PROJECTS

	Project	Location/ Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	Highway 156 San Juan Bautista CAPM (1C8704)	Near San Juan Bautista from SR 156/101 separation to the Alameda (PM 0.0/3.0)	Pavement preservation	Fall 2016- Winter 2017	\$4.8 million	SHOPP	Brandy Rider (FK/JW)	Granite Rock Company, San Jose	Project resumed May 22, 2017.
2.	Highway 156 Hollister CAPM (1C8404)	Near Hollister just west of Hudner Lane overhead to the SCL County Line (PM 10.0/18.4)	Pavement preservation	Fall 2016- Winter 2017	\$5.6 million	SHOPP	Brandy Rider (DP)	Granite Construction Company, Watsonville	Project resumed May 30, 2017.

PROJECTS IN DEVELOPMENT

	Project	Location/ Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
3.	Highway 25 Curve Restoration Project (1H810_)	On SR 25 Near Hollister, just north of San Benito lateral to south of Highway 146 (PM 18.8/19.1)	Curve Restoration	October 2020	\$4.3 million	SHOPP	Brandy Rider	PA&ED	Project design and environmental review kicked-off in July 2017.



PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE NOVEMBER 16, 2017 SAN BENITO COUNTY COUNCIL OF GOVERNMENTS MEETING

PROJECTS IN DEVELOPMENT (*Continued*)

Project	Location/ Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
4. Highway 25 Super Elevation Adjustment and Culvert Extension (1C260_)	In SBt County, from La Gloria Road and to just North of La Gloria Road (PM 25.9/R26.2)	Curve correction	Spring 2019	\$2.1 million	SHOPP	Brandy Rider	PA&ED	Project design continues. ROW acquisition and utility work to being now that environmental documents are finalized.
5. Highway 25 Roadway Safety Improvements (1F430_)	In SBt County in Hollister from Sunnyslope/Tres Pinos Road to San Felipe Road (PM R49.9/R52.2)	Route deficiency corrections	October 2018	\$6.9 million	SHOPP	Brandy Rider	PS&E/ROW	Project design continues with concurrent ROW acquisitions and utility work.
6. Highway 25 Widening Project and Route Adoption Hollister to Gilroy (48540_)	Near Hollister and Gilroy on Highway 25 in SBt & SCL Counties (PM SBt 25-51.5 to SCL-25-2.6)	Route adoption	N/A	N/A	Local	Brandy Rider	PA&ED	Coordinating required adoption into SBt/SCL County & City General Plans. Local agencies are working with Caltrans on the Controlled Access Highway Agreements at this time.
7. Highway 156 Improvement Project (34490_)	On SR 156 in and near San Juan Bautista from The Alameda to slightly east of 4th Street near Hollister (PM 3.0/R8.2)	Construct 4-lane expressway	Summer 2019 to Summer 2021	\$57.4 million	STIP/Local	Brandy Rider	PS&E	Project design on-going. ROW appraisals in progress. Utility relocation, design coordination almost complete. 95% design. Project Development Team conducted in June 2017 to give an update.

ACRONYMS USED IN THIS REPORT:

PA&ED	Project Approval and Environmental Document
PS&E	Plans, Specifications, and Estimate
ROW	Right of way
SBt	San Benito County
SCL	Santa Clara County
SHOPP	Statewide Highway Operation and Protection Program
STIP	Statewide Transportation Improvement Project



Agenda Item: _____

Staff Report

To: Council of San Benito County Governments
From: Kathy Postigo, Administrative Services Specialist Telephone: (831) 637-7665
Date: November 16, 2017
Subject: Office Closure Days

Recommendation:

APPROVE COG office closure days from December 22, 2017 through January 2, 2018.

Summary:

Staff recommends closing the COG Office on December 22, and December 26, 27, 28, and 29. December 25th and January 1st are paid holidays already scheduled for closure.

Financial Considerations:

There are minimal fiscal impacts related to closing the COG office during the proposed dates.

Background:

The COG Board has authorized closure days in the past for some of the days surrounding the winter holidays. In 2017, SEIU and Management Employee Group employees are granted 4 additional paid days off during December. To accommodate these schedules, staff is proposing to have the COG office closed.

Staff Analysis:

Staff recommends authorizing the closure of the COG office for five days in December 2017. The office would be closed to the public and staff would not be working on these days. There is little anticipated impact to the public from this closure.

The office closures on December 22nd will require COG staff to use paid time off because this day is not covered by the bargaining unit agreements. COG staff has indicated willingness to use paid time off for the closure.

County Express dispatch on Southside Road will be open for information and token sales for transit users.

Executive Director Review: _____

Counsel Review: N/A

Council of San Benito County Government ▪ 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



Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Telephone: (831) 637-7665
Date: November 16, 2017
Subject: 2018 State Transportation Improvement Program

Recommendation:

APPROVE 2018 Regional Transportation Improvement Program

Summary:

The California Transportation Commission manages the State Transportation Improvement Program throughout California. Funding for the Program is issued every two years with a Regional Transportation Improvement Program due to the Commission in December. The Program covers five years of projected programming capacity.

Financial Considerations:

Since 2008, the Council of Governments has advanced funding to pay for a share 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 has increased to \$10.562 million.

The total project cost is \$105,893 million. Caltrans has committed \$81,554 million in Interregional funds to the project including environmental, design, right-of-way, and construction. The remaining \$9.639 million would come from Traffic Impact Fees collected by the City and County.

In addition, COG is proposing continued programming of \$103,000 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.

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 state highway improvements, intercity rail, and regional highway and transit improvements. 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.

Since 2008, the Council of Governments has asked that the California Transportation Commission advance money from the San Benito County share of funding for the State Route 156 Improvement Project.

Staff Analysis:

The 2018 STIP will cover the period from fiscal year 2016/2017 to 2020/2021. The CTC released their 2017 Report of STIP Balances and County and Interregional Shares in August.

Staff proposes to continue funding the State Route 156 Improvement Project. Due to project cost increases, COG is proposing to increase its contribution to \$14,700, an increase from the current level of \$10,562 million. COG does not currently have any other highway projects that would be eligible for STIP funding and therefore staff is recommending increasing the funding to the State Route 156 project. Caltrans has also increased its commitment of Interregional Transportation Improvement Program funding for the project to fund 77% of the project cost.

Staff is also proposing to maintain Planning, Programming, and Monitoring (PPM) funding in the first three years of the STIP at \$55,000 per year. No new programming of PPM is proposed due to funding limitations at the state level.

This proposed programming continues the existing commitment to the State Route 156 Project that has been carried since 2008. It is likely that reducing San Benito County's advance of State Transportation Improvement Program funding back to \$0 will take another two to three cycles (four to six years). At that point, future State Transportation Improvement Program cycles will add to San Benito's share again.

Staff is recommending approval of funding as presented in the RTIP (Attachment). The RTIP is due to the California Transportation Commission on December 15, 2017.

Executive Director Review: _____

Counsel Review: N/A

Supporting Attachment: Proposed San Benito County 2018 Regional Transportation Improvement Program

2018 Regional Transportation Improvement Program
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
(2018 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 2016 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	Mitch Weiss	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	mitchell.weiss@dot.ca.gov		
Telephone	916-653-2072	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 16, 2017
Caltrans identifies State Highway Needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
Regional Agency adopts 2018 RTIP	November 16, 2017
CTC ITIP Hearing, North	October 19, 2017
CTC ITIP Hearing, South	October 24, 2017
Regions submit RTIP to CTC	December 15, 2017
Caltrans submits ITIP to CTC	December 15, 2017
CTC STIP Hearing, South	January 25, 2018
CTC STIP Hearing, North	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC Adopts 2018 STIP	March 21-22, 2018

B. Public Participation/Project Selection Process

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 2017. 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 to discuss and set priorities for future STIP projects in August 2017.

B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. Regional Fund Share Per 2018 STIP Fund Estimate

\$2,084,000

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	\$14,700
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	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
San Benito Route 156 Improvement Project	\$14,700	\$81,554,000		\$9,639,000			\$105,893
Planning, Programming and Monitoring	\$103,000						\$103,000
Totals	\$14,803,000	81,554,000	-	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

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

[Click here to enter text.](#)

San Benito COG is requesting that the Interregional Improvement Program (ITIP) funding as programmed by Caltrans is approved 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	\$105,893,000

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

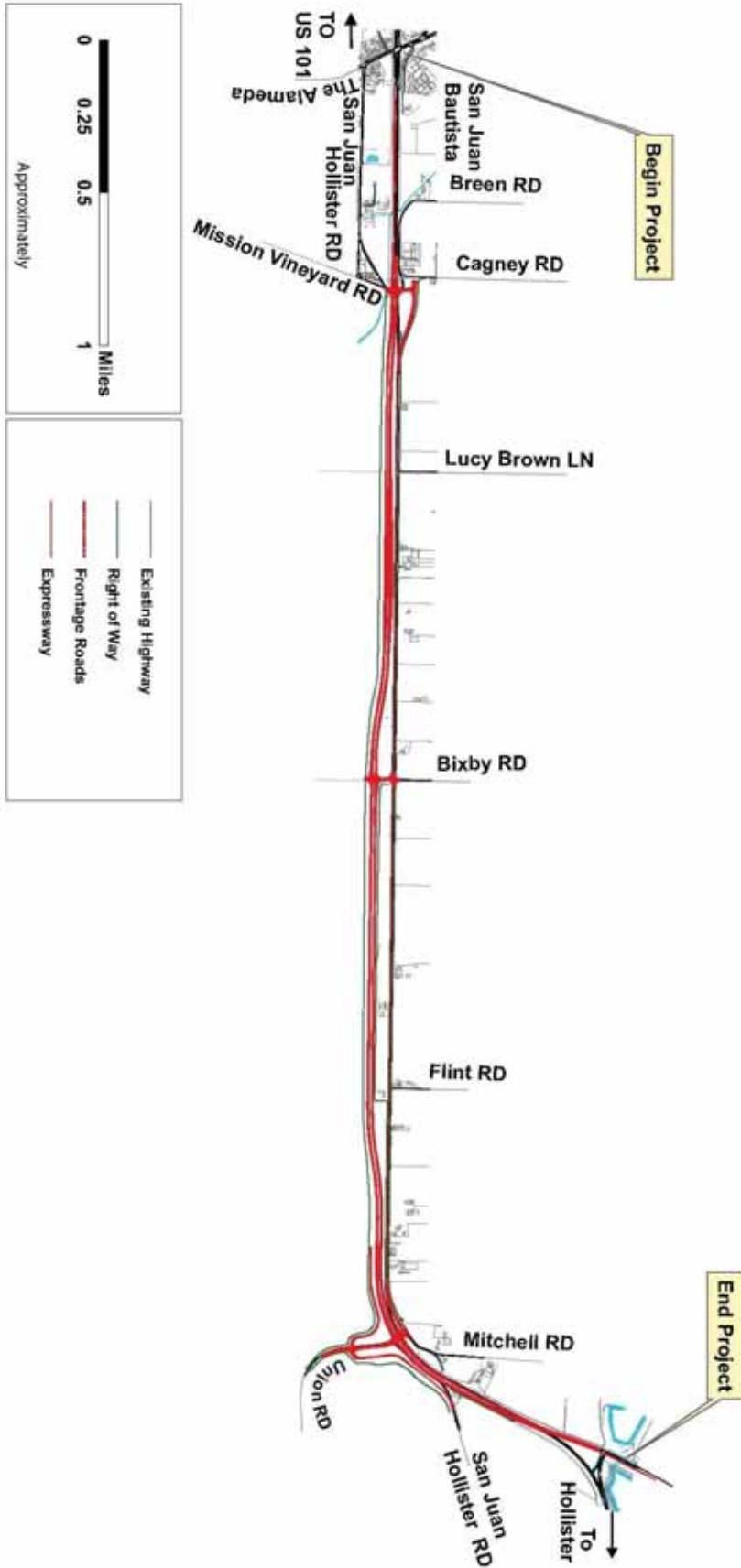
The Project details are as follows:

- 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

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	\$102,000

The Council of Governments proposes to maintain the programming of funds to Planning, Programming and Monitoring in the first three fiscal years of the 2018 State Transportation Improvement Program (STIP), for a total of \$102,000.

E. Appendices

Section 15. Projects Programming Request Forms

Section 16. Board Resolution or Documentation of 2018 RTIP Approval (Provide Cover Sheet)

Section 17. Regional Transportation Plan Performance Measures



Staff Report

To: Council of San Benito County Governments
 From: Veronica Lezama, Transportation Planner
 Date: November 16, 2017
Subject: Draft 2040 San Benito Regional Transportation Plan

Recommendation:

1. **AUTHORIZE** Release of the Draft 2040 San Benito Regional Transportation Plan for Public Review, beginning December 4, 2017 and closing February 5, 2018; and
2. **SET** Public Hearing Date on the Draft 2040 San Benito Regional Transportation Plan for January 18, 2018.

Summary:

As the Regional Transportation Planning Agency (RTPA) for the San Benito region, the Council of Governments is responsible for developing a state-mandated Regional Transportation Plan (RTP) every four years. The RTP provides a framework for making key transportation decisions and serves as a plan for investing in the system over the next 22 years (2018 through 2040).

Financial Impact:

As a core function, the Council of Governments is required to prepare a Regional Transportation Plan in order for local jurisdictions to be eligible for most State and Federal transportation funding. The amount of available funding to the region varies each year, depending on project readiness, State and federal budgets, and grants received for transportation projects and programs. Over the next 22-years, the Draft 2040 Regional Transportation Plan identifies a transportation system need of over \$1.8 billion in projects across all modes, RTP Appendix A. The greatest financial need (90%) is identified for local roads and the regional highway system.

Transportation projects in the San Benito County region are funded through a variety of federal, state, regional, and local funding sources, RTP Appendix B. Based on projected revenue sources, \$1.2 billion is reasonably anticipated to be available to finance \$1.8 billion in transportation projects between the years 2018 and 2040. There is a \$550 million shortfall in transportation funding needed to meet the entire needs of the San Benito region over the next 22-years.

The identified list of *Financially Constrained* transportation projects that are expected to be funded with the projected revenues, \$1.2 billion, include a host of multimodal improvements that are further described in Appendix A of the RTP. These projects include maintenance of local streets and roads, highways, public transit, bicycle and pedestrian facilities.

Background:

The last Regional Transportation Plan was adopted on June 19, 2014. In 2016, the Council of Governments initiated the development of the 2040 Regional Transportation Plan. During that time, COG staff met with City of Hollister, City of San Juan Bautista and the County of San Benito to obtain their list of planned transportation projects and funding sources specified for transportation projects and programs.

Discussion:

On September 21, 2017, the Council of Governments Board of Directors received a presentation on the core sections of the 2040 San Benito Regional Transportation Plan. At the meeting, the Board provided the following comments.

Comment	Commenter	COG Response
What employment industries are commuters from other counties traveling to in San Benito County?	Chair Velazquez	Chapter 3, page. 3-11 Note: Employment data on this specific group of commuters is not available. However, information was available on the leading employment industries in San Benito County.
Provide a peer comparison of the mode choice data.	Director Gillio	Please see: Chapter 3, page. 3-14 Note: A table has been added to illustrate the peer comparison.
Provide a discussion on the impact on local County roads as a result of congestion on the regional highway system (i.e. Highway 25, 156)	Director Botelho	Chapter 4, page 4-13 Note: The Benito County Resource Management Agency (RMA) does not have readily available traffic count data for local roads. Traffic counts are only available on a project-to-project basis. Meaning, that in order to obtain traffic count data it would require RMA staff time to disaggregate the information from project development traffic studies.
Carr Road Bridge	Director Botelho	The San Benito Resource Management Agency noted that it is not necessary to include the Carr Road Bridge in the RTP as it is funded by local funds. The project may move forward even if the project is not identified in the Regional Transportation Plan.

The above-mentioned Board comments have been incorporated into the enclosed Draft 2040 San Benito Regional Transportation Plan. Upon release, the Regional Transportation Plan will be made

available for public comment between December 4, 2017 and February 5, 2018, which is above the required 45-day review period. As part of this agenda item, the Council of Governments is also being asked to consider scheduling a public hearing on the Draft 2040 San Benito Regional Transportation Plan at its regularly scheduled meeting in January (January 18, 2018, 3:00 p.m., 481 Fourth Street, Hollister).

AMBAG will also be hosting an open house and hearing on January 11, 2018 at the San Benito County Library on their 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy/Environmental Impact Report. The open house will take place between 6:00 p.m. and 7:00 p.m. and the hearing from 7:00 p.m. to 8:00 p.m. Council of Governments staff will be in attendance to provide information to the public on the Draft 2040 San Benito Regional Transportation Plan.

Environmental Impact Report

A programmatic Environmental Impact Report (EIR) was prepared by the Association of Monterey Bay Area Governments (AMBAG) and covers the Regional Transportation Plans of Monterey, Santa Cruz and San Benito Counties as well as the Metropolitan Transportation Plan and Sustainable Communities Strategy. The Draft EIR will be released by AMBAG on December 4, 2017 for public review. Although AMBAG is the lead agency preparing the EIR, COG is the responsible agency for the EIR under CEQA; therefore, COG will be asked to approve the final EIR at its June 21, 2018 meeting.

The 2040 Regional Transportation Plan project schedule milestones are identified below:

Date	Schedule/Milestone	Status
September 21, 2017	Special COG Meeting on RTP development	✓
September 29, 2017	SSTAC ¹ presentation on the RTP development	✓
October 5, 2017	TAC ² presentation on the RTP development	✓
November 16, 2017	COG Board Schedules Draft RTP Release, Effective December 4	✓
December 4, 2017	Draft RTP Release and Public Comment Period Opens	
December 4 – February 5	Public Outreach	
January 18, 2018	Public Hearing on Draft RTP	
February 5, 2018	Public Comment Period Closes	
June 21, 2018	COG Board Considers RTP and EIR Adoption	
June 30, 2018	COG Submits Adopted RTP to Caltrans	

¹ **Social Services Transportation Advisory Council (SSTAC)** advises COG on public transit matters and its members represent transit users who are 60 years of age or older, transit users who are disabled, a representative of a social service transportation provider for seniors, and representative of a local social service provider for persons of limited means.

² **Technical Advisory Committee (TAC)** advised COG on transportation related matters and its membership consists of planning and public works staff from each of the local jurisdictions, Caltrans and AMBAG.

Executive Director Review: _____

Counsel Review: _____ No _____

Supporting Attachment(s):

1. RTP Executive Summary
2. 2040 Draft San Benito Regional Transportation Plan (electronic copy available at: <http://www.sanbenitocog.org/planning.php>)

RTP 2040

Executive Summary



The Executive Summary provides a concise summary of the region's comprehensive long-range transportation planning document. The Regional Transportation Plan serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements.

Executive Summary

The Council of San Benito County Governments (Council of Governments) is the regional transportation planning agency for the San Benito region. The Council of Governments Board is composed of members from the City of Hollister, San Juan Bautista City Council, and the County Board of Supervisors. The Council of Governments provides a forum for addressing issues of area wide interest and builds consensus on transportation matters facing the region.

As a core function, the 2040 San Benito Regional Transportation Plan presents a blueprint for addressing region wide issues, presently and into the future. The Plan identifies the existing transportation conditions and plans future improvements based on growth, approved plans, public input, stakeholder collaboration and Council of Governments Board action. The Plan is a 22-year planning document that guides the development of the transportation system in the San Benito region. This document is required by state law, is comprehensively updated every four years, and includes programs to better maintain, operate and expand transportation. At its core, the Plan envisions a future in which safety and efficiently transportation choices provide access to jobs, education and healthcare.

PROGRESS SINCE 2014

With each adopted Regional Transportation Plan, the Council of Governments in collaboration with its partner agencies, aims at planning and delivering a system that provides for consideration of all transportation modes and ultimately meets the growing needs of the region. Since the previously adopted 2035 Regional Transportation Plan, the San Benito region has made notable progress. Particularly in the realm of funding, project delivery and context sensitive planning.



TRANSPORTATION FUNDING

In 2017, the State of California passed the Road Repair and Accountability Act, Senate Bill (SB) 1, provides the first significant, stable, and on-going increase in state transportation funding in more than two decades. A vast majority of the new revenues for local jurisdictions will come out of the newly created Road Maintenance and Rehabilitation Account (RMRA), where agencies would have to prioritize fixing their existing infrastructure. The State Transportation Improvement Program (STIP) was also reinstated – allowing funding to move forward for the State Highway 156 and other critical highway projects in the San Benito region. The Council of Governments advocates for funding across all levels so that transportation needs can be met.



HIGHWAYS

The expansion of highways has slowed considerably over the last decade due to federal, state and local financial constraints. Still, several strides have been made since 2014 to improve access and close critical gaps and congestion chokepoints in the regional network. This includes the Council of Governments' completion of the Highway 25 Widening Design Alternatives Analysis. The study identifies a more feasible State Route 25 Corridor Improvements Project. Significant progress was also made on the State Route 156 Widening Project in order for construction to begin in the Fall of 2019.

LOCAL STREETS AND ROADS

The County of San Benito and the Cities of Hollister and San Juan Bautista adopted and implemented the updated Regional Transportation Impact Mitigation Fee Program in 2016. The purpose of the Program is to finance improvements to the regional network of local roads and bicycle improvements that are needed to mitigate the impact of increased traffic that will result from new development. The County of San Benito and City of Hollister also completed a Pavement Management Plan update, which purpose is to track work history and furnish budget estimates to optimize funding to improve the County's pavement system.

As noted in the funding section, Road Repair and Accountability Act (SB 1) will provide much needed funding for local street and road maintenance.

ACTIVE TRANSPORTATION

The region is making steady progress in encouraging more people to embrace active transportation methods of moving. The City of Hollister in collaboration with the Council of Governments was successful in acquiring over a million dollars in Active Transportation Program funds for the construction of the West Gateway Project. The Project provides a Complete Streets approach to better reflect the multimodal needs that are relevant to individuals using the system. In the San Benito region planning, designing and constructing complete streets are being tailored to the local context and the particular needs and opportunities of each project.



PUBLIC TRANSIT

Transit services in the San Benito region continue to provide essential services to the community. Significant progress has been made toward completing capital projects for transit, including the purchase of new vehicles and upgrading the dispatch software. Several transit planning studies have also been completed since 2014, including the Short and Long Range Transit Plan, Bus Stop Improvements Plan and the Intelligent Transportation Systems Plan.

AVIATION

The City of Hollister Municipal Airport underwent reconstruction of its largest runway, 13-31.

2040 SAN BENITO REGIONAL TRANSPORTATION PLAN HIGHLIGHTS

As part of the 2040 Regional Transportation Plan update, the Council of San Benito County Governments performed a careful analysis of the transportation system, the future growth of the region, and potential new sources of revenue, and embarked on an outreach undertaking to hear what the region had to say about the transportation system. The result of this multi-year effort is the 2018 through 2040 Regional Transportation Plan, a shared vision for the region's sustainable future. A highlight of the 2040 San Benito Regional Transportation Plan is summarized in the following section.

POLICY FRAMEWORK

The 2040 San Benito Regional Transportation Plan is guided by several key principles.

1. **Accessibility & Mobility** – Provide convenient, accessible, and reliable travel options for local residents and visitors alike;
2. **System Preservation and Safety** – Preserve the existing system with ongoing maintenance and rehabilitation;
3. **Economic Vitality** – Support investments in transportation that have a direct impact on retail spending and job growth;
4. **Social Equity** – Provide an equitable level of transportation services to all segments of the population;
5. **Healthy Communities** – Encourage active transportation projects and programs; and
6. **Environment**- Promote environmental sustainability and protect the natural environment of the region.



In meeting the region's goals, it is vital to consider the factors that influence the patterns of where, how much, and how we travel. The amount and distribution of traffic on highways and local roads can fluctuate based on population, housing, location of jobs and services, the economy, travel choices, goods movement and other factors.

REGIONAL SETTINGS AND TRAVEL PATTERNS

The Regional Transportation Plan looks at population, housing and employment projections, and provides a comprehensive plan for investments needed to support the planned growth of the area.

Looking into the future, the Regional Growth Forecast shows that the population for the San Benito region is projected to grow from 56,445 in the year 2015 to 74,668 in 2040, Figure 1.

Employment projections also show steady increase over the next 25 years. Between the years 2015 and 2040, employment will grow by 22 percent or 3,913 jobs. Employment opportunities are a factor influencing travel patterns within the region. San Benito is located within a one-hour of higher employment Counties of Santa Clara, Monterey, and Santa Cruz. This has resulted in a high percentage, 48.9 percent, of the workforce traveling outside the County for employment. Locating job opportunities within the San Benito region continues to be a priority for local agencies.

The housing market will also continue to increase to accommodate future growth. The San Benito region as a whole is projected to have a 31 percent or 5,693 increase in housing units between 2015 and the year 2040.

The above-mentioned projections are critical in planning for the future. Knowing how people travel is a necessary element in determining what transportation investment strategies are needed to meet the challenges and opportunities that will face the San Benito region through the year 2040.

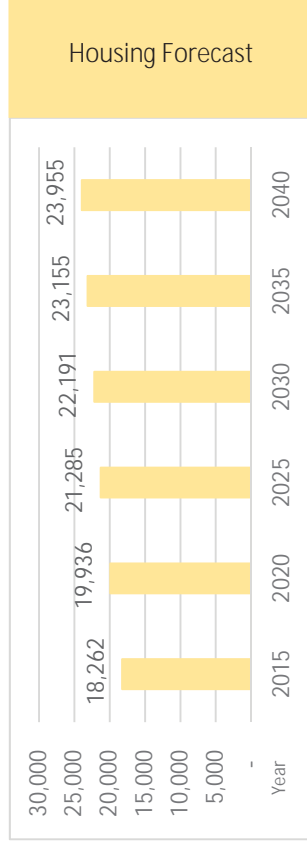
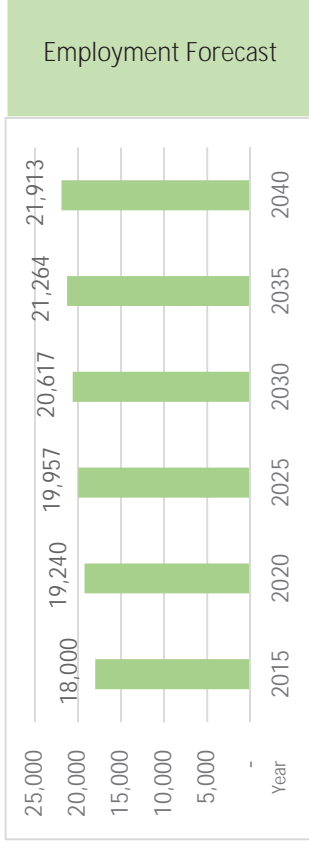
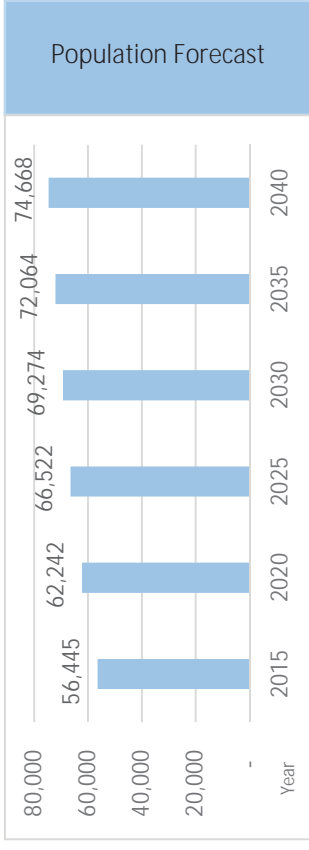


Figure 1: Population, Employment and Housing Projections

Source: Association of Monterey Bay Area Governments Regional Growth Forecast

Increased traffic has adverse impacts on San Benito County’s regional transportation system, causing a strain on the existing infrastructure and available funding resources.

ADDRESSING MOBILITY NEEDS

Over the next 22-years, the Regional Transportation Plan identifies a system shortfall of over \$1.8 billion in projects across all modes, as illustrated in Figure 2.

The greatest financial need (90%) is identified for local roads and the regional highway system. Local roads account for 32 percent or \$583,827 of the overall need, while the regional highway system accounts for 58 percent or over one billion of the total need.

A summary of San Benito region’s existing transportation system needs, by mode, is identified in Chapter 4: Snapshot of the Existing Transportation Network and System Needs. A list of the region’s investment needs is included as part of Appendix A.

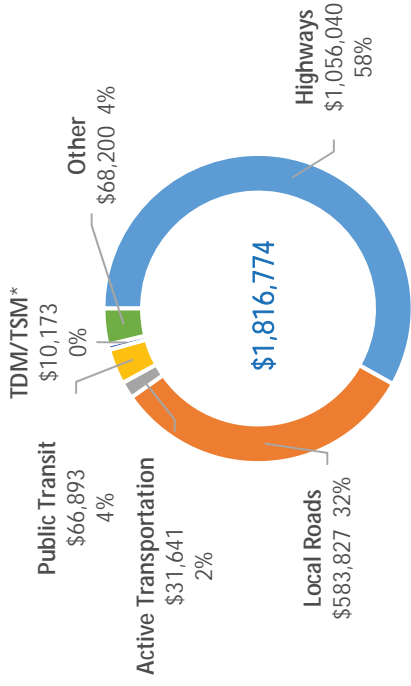


Figure 2. 22-Year Transportation Need (000's)
 Source: Council of San Benito County Governments
 *TDM/TSM: Transportation Demand Management/Transportation System Management

FUNDING TRANSPORTATION

Transportation projects in the San Benito region are funded through a variety of federal, state, regional, local funding and other sources, Figure 3. A summary of the revenue assumptions anticipated for the San Benito region over the next 22 years is included as Appendix B.

Less than half of the revenue projected for the San Benito region is provided by Federal and State sources. Local funding provides nearly 40 percent of the anticipated revenue for transportation projects and programs. Particularly, the Regional Transportation Impact Mitigation Fee Program provides a significant portion of the revenue allocated for local projects. The fees are collected from commercial, industrial and residential developers as a requirement for a building permit. The primary objective of the program is to ensure that new development pays its fair share of the transportation costs associated with growth and the increased demand on the transportation network.

The shortfall of available transportation funding is the biggest challenge facing the San Benito region in its ability to implement transportation projects and programs, which improve mobility options for all.

Based on projected revenues, \$1.2 billion is reasonably anticipated to be available to finance \$1.8 billion in transportation projects between the years 2018 and 2040, Figure 4. There is a \$550 million shortfall in funding needed to meet the entire needs of the San Benito region over the next 22-years. Funding forecasts show that project costs exceed the projected revenues – affecting the number of identified projects that may be delivered over the next 22 years.

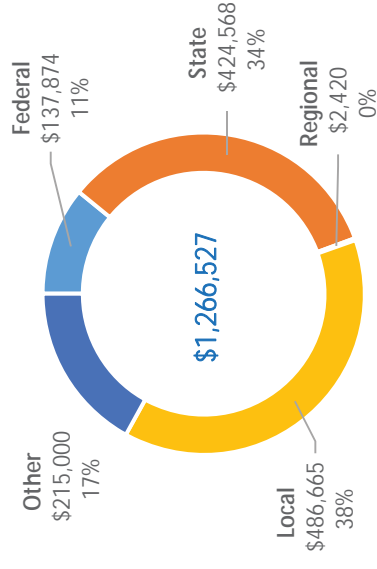


Figure 3 San Benito 22-year Projected Revenues (000's)
Source: Council of San Benito County Governments

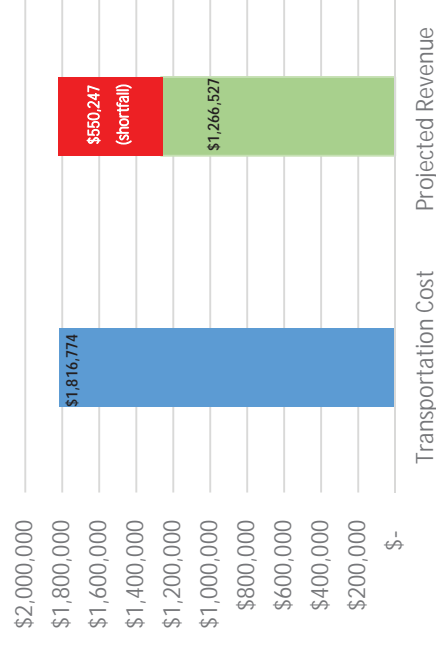


Figure 4 Project Need vs. Available Funding and Shortfall (000's)
Source: Council of San Benito County Governments

TRANSPORTATION INVESTMENTS

The San Benito Regional Transportation Plan identifies a list of financially constrained transportation projects and programs that are expected to be funded with the projected revenues of \$1.2 billion. These projects are aimed at meeting the San Benito region’s mobility needs.

The list of investments identified in the Regional Transportation are shown in Figure 5 and broken out by mode of transportation. This illustration shows how much funding is projected to be available for the following:

- 1) Regional Highways;
- 2) Local Roads;
- 3) Public Transit;
- 4) Active Transportation (e.g. bikeways and pedestrian paths);
- 5) TDM/TSM Transportation Demand Management and Transportation System Management (e.g. ridesharing and technology projects);
and
- 6) Other (e.g. Projects funded by the Santa Clara Valley Transportation Authority).

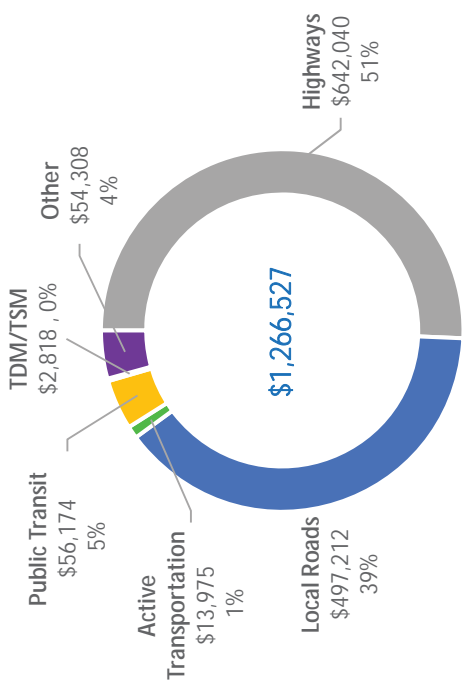


Figure 5 List of Financially Constrained Projects (000's)

Source: Council of San Benito County Governments

*TDM/TSM: Transportation Demand Management/Transportation System Management

TRANSPORTATION PLANNING

PUBLIC PARTICIPATION

Public outreach for the San Benito Regional Transportation Plan was conducted to identify projects with the recognized transportation needs of the public. The investments proposed are reflective of the Council of Governments' policy goals as well as the suggestions expressed by interested community groups, policy makers, partner agencies, stakeholders and the public. The Council of Governments conducted ongoing public outreach between 2017 and 2018. Interested parties expressed support for local roadway maintenance and improvements to State Route 25, as well as a desire for healthier, more walkable and bike-friendly community. Community members also emphasized the importance of transportation to support the economic vitality of the region.



Figure 6 Regional Transportation Plan Presented to the San Benito Business Council
Source: San Benito Business Council

SUSTAINABLE COMMUNITIES STRATEGY

As the San Benito region transforms, locating employment opportunities where there is an increased potential for transit usage, as well as walking and biking opportunities, will become critical. Land use planning and transportation options will dictate how people travel within the San Benito region. Integrating the two will have a key role in shaping the area and in delivering social, economic, and environmental sustainability.

Senate Bill 375 set forth a requirement for the Association of Monterey Bay Area Governments (AMBAG) as the region's Metropolitan Planning Organization to develop a Sustainable Communities Strategy as part of their Metropolitan Transportation Plan. The Sustainable Communities Strategy identifies transportation and land use strategies to reduce greenhouse gas emissions from cars and light trucks. The Plans also provide local jurisdictions with forecasted development patterns, that when paired with the appropriate transportation investments are intended to reduce greenhouse gas emissions from vehicles.

As the San Benito region changes, innovative methods of planning and delivering projects will also play a critical role moving into the future.

THE FUTURE OF TRANSPORTATION

Signs of change to the transportation landscape are rolling across the United States. Technology is evolving how transportation systems are built and maintained, affecting how people travel and goods are transported. Generally rural communities, such as San Benito, experience these changes at a slower pace than more urbanized areas.

ELECTRIFICATION OF VEHICLES

In California, the transportation system mobility relies primarily on petroleum-based fuels, this is projected to change dramatically by 2040. As discussed in the California Transportation Plan, State policies to encourage cleaner fuels and vehicles will continue as part of the 2040 outlook. On a per capita basis, consumption of gasoline has been steadily falling since 1990, which is attributed to increased vehicle efficiency.

Gasoline consumption is likely to continue to decline and the demand for alternative fuels and methods, such as electrification, are expected to increase.¹ California currently has the largest alternative fuel network of any state.² The success of long-term transportation electrification will depend in part on the near-term deployment of charging infrastructure. In the San Benito region, there are several public electric vehicle charging stations and residential chargers, Figure 6.

The Council of Governments is a partner of the Monterey Bay Electric Vehicle Alliance (MBEVA), a public-private partnership comprised of diverse stakeholders in the tri-county region of Monterey, San Benito, and Santa Cruz Counties. MBEVA's overall mission is to promote rapid adoption of plug-in electric vehicles.



Figure 6 San Benito Electric Vehicle Charging Stations
Source: PlugShare



Figure 7 The Future of the Way We Move: Electric Vehicles, Emceed by the Council of Governments
Source: Women in Transportation

¹ 2040 California Transportation Plan

² Over 3,000 electric vehicle (EV) charging and twenty hydrogen fueling stations, and an increasing number of natural gas stations

SHARED MOBILITY

Shared mobility is growing interest in the transportation sector as a solution to put fewer vehicles on the roads. Advances in technologies and mobile applications have the ability to provide real-time information to users. A multitude of these transportation services include bikesharing, carsharing or ridesharing, transit, delivery services (e.g. *Uber*, *Lyft*, etc.) are referred to as Transportation Network Companies (TNC).

Companies such as *Uber* and *Lyft* are transforming the transportation landscape by connecting people via mobile apps, pairing passengers with drivers who provide passengers with transportation on the driver's non-commercial vehicle. Public transit agencies in more urbanized areas are beginning to partner with TNCs or even provide similar types of services, referred to as microtransit. Microtransit operators, such as *Uber* or *Lyft*, have high levels of flexibility in terms of operational decisions since they do not have regulatory constraints that commonly affect public transit agencies.

AUTONOMOUS VEHICLES

Another concept currently being tested are autonomous vehicles—that can wirelessly communicate with surrounding cars, transportation infrastructure and personal mobile devices. It is anticipated that by 2040, a significant number of vehicles will be autonomous. This technology change will be taken into consideration in the future transportation network of the San Benito region as new information and policies are updated. Most recently, in October of 2017, the California Department of Motor Vehicles published revised regulations that cover driverless testing and deployment of autonomous vehicles on public roads.

As the demand for economically and environmentally efficient vehicles grows, new technologies enter into the marketplace. As noted in the 2040 California Transportation Plan, the State will continue to demonstrate its environmental stewardship and leadership, priming the market for new technologies with its own vehicle choices and through incentives and integration into existing and future transportation systems.



CONCLUSION

Overall, the Regional Transportation Plan accomplishes the goals set forth and provides a menu of transportation options for a growing community with various mobility needs. The projects and programs make the best use of limited Federal, State, and local transportation dollars. The continuing gap in available transportation funding and needs is an issue in San Benito County and throughout the region and State. The Council of Governments continues to advocate for more transportation funding, alternative and innovative strategies to deliver projects in the San Benito Region.

An electronic copy of the Draft 2040 San Benito Regional Transportation Plan is available at: <http://www.sanbenitocog.org/planning.php>

