



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

**DATE:** Thursday, June 21, 2018  
3:00 p.m.

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

**DIRECTORS:** Chair Jaime De La Cruz, Vice Chair Tony Boch  
Directors Anthony Botelho, Jim Gillio, and Ignacio Velazquez  
Alternates: San Benito County: Jerry Muenzer;  
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 – Rosales/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 May 17, 2018 – Gomez
2. **APPROVE** Council of Governments Draft Special Meeting Minutes Dated June 7, 2018 – Postigo
3. **RECEIVE** Construction Projects Report – Caltrans District 5

**REGULAR AGENDA:**

4. **APPROVE** Letters of Support for the City of Hollister's Application of Cycle 4 Active Transportation Program to fund *the Safe Routes to School on a Multi-Use Corridor Project* and *San Benito River Trail – the First Link! Project* – Lezama
5. **2040 San Benito Regional Transportation Plan** – Lezama
  - a. **CONSIDER** the Final Environmental Impact Report (EIR) for the 2040 San Benito Regional Transportation Plan (Attachment 1, EIR is Enclosed Separately for the Board and Available on the USB Flash Drive or COG website at [www.sanbenitocog.org](http://www.sanbenitocog.org) or); and
  - b. **ADOPT** Resolution 2018-07 (Attachment 2), Adopting the CEQA Findings of Fact, Statement of Overriding Considerations (Attachment 2, Exhibit A) and Mitigation Monitoring and Reporting Program (Attachment 2, Exhibit B) Related to the Environmental Impact Report certified by the Association of Monterey Bay Area Governments for the 2040 San Benito Regional Transportation Plan, as lead agency under CEQA; and
  - c. **ADOPT** Resolution 2018-08 (Attachment 3) Adopting the Final 2040 San Benito Regional Transportation Plan (Attachment 3, Exhibit A).
6. **APPROVE** FY 2018/19 Council of Governments Final Budget – Postigo
7. **Transportation Sales Tax** – Gilbert
  - a. **INTRODUCE** a proposed ordinance (Ordinance 2018-01) for the adoption of the Council of San Benito County Governments Road, Transportation Safety & Investment Plan and Retail Transactions & Use Tax;
  - b. **WAIVE** the reading of the proposed ordinance;
  - c. **SET** July 19, 2018 at 3:00 p.m. as the date and time to consider adoption of the proposed ordinance;
  - d. **DIRECT** County Counsel to prepare a summary of the proposed ordinance to be published no less than five days prior to the July 19, 2018 COG Board meeting and within 15 days of adoption in a newspaper of general circulation

Adjourn to COG Meeting on July 19, 2018. Agenda Deadline is Tuesday, July 3, 2018 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.*



**MAJOR FLOOD & MUDSLIDE Jan. 9, 2018**  
Us 101/Olive Mill Road over-crossing in Montecito, Santa Barbara County

SPRING 2018

# Caltrans District 5



**Acting District Director**

**Richard Rosales**

*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*



### Storm Damage Recovery Ongoing

*Catastrophic winter spurs travel options*

Caltrans continues recovery work from major storm damages in January that buried portions of US 101 in Santa Barbara and Ventura counties while also rendering Highways 192, 33 and 150 impassable. Major work includes rebuilding four bridges and repairing two others, and removing heavy boulders and debris from creek beds and culverts. Completion for most bridge construction, estimated at \$30 million, is expected in spring 2019. Some highway segments remain closed. Caltrans is accelerating work where possible on all impacted highways.

During the two-week closure of US 101, various transportation options became available for the traveling public. Amtrak's Pacific Surfliner added rail cars from Northern and Southern California to meet high travel demands. Santa Barbara Airbus featured daily LAX shuttle trips (five-hours duration) via Interstate 5 and Highway 166. Condor Express also offered daily round-trip

emergency ferry services between the Santa Barbara and Ventura harbors. The deadly Montecito mudslide—which took the lives of at least 21 people—followed the December 2017 Thomas Fire that destroyed many structures and burned 300,000 nearby acres.



### SB 1 Investment Supports Central Coast

The California Transportation Commission (CTC) is recommending \$183.8 million for Santa Barbara County Association of Governments' (SBCAG) US 101 Multimodal Corridor project, which will improve the highway for nearly 16 miles from Ventura County to Santa Barbara. Major work includes completing a High Occupancy Vehicle Lane, filling gaps along the California Coastal Trail, providing peak-hour rail service from Ventura County, enhancing transit services, adding Transportation Demand Management and Intelligent Transportation Systems, and installing new, 40-year highway pavement. The CTC recently adopted both the 2018 State Highway Operation and Protection Program (\$18 billion) and the State Transportation Improvement Program (\$3.28 billion) for projects covering the next five

years. This includes \$197 million for improving Highway 46 East, a major east/west trade corridor, in San Luis Obispo County. SB 1, the Road Repair and Accountability Act of 2017, invests \$54 billion over the next decade to rebuild streets, freeways and bridges in local communities statewide while funding transit and congested trade/commute corridors. More information: <http://rebuildingca.ca.gov/>

### New Acting District Director

Richard Rosales is now acting District 5 Director. He has 31 years of Caltrans civil engineering experience, including two years as Deputy District Director of Program Project Management; 15 years as a project manager in four of the District's five counties; and capital delivery, including encroachment permits, construction, design and hydraulics. He holds a Bachelor's degree in civil engineering from California State University-Cal Poly, Pomona.

Rosales will serve as District Director until Timothy Gubbins returns from San Diego where he is now interim District 11 Director while recruitment is under way to fill that position—formerly held by the new Caltrans Director Laurie Berman before her appointment to Chief Deputy last fall. Rochelle Vierra, PLS, PMP is acting Deputy District 5 Director of Program Project Management. She has 31 years of Caltrans experience, including Project Management Support Unit and Project Resources Chief and Schedule Management (PRSM) Manager, project manager and land surveyor.

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



## Freight Mobility Plan

Caltrans seeks early public input on the 2019 *California Freight Mobility Plan*. The statewide long-range plan will provide a framework for safe, sustainable, reliable and efficient movement of freight, people and services over the next 20 years. The freight system contributes about \$2.2 trillion annually to the economy and growth is expected. Major challenges include addressing congestion and making the network more environmentally and economically sustainable.

Caltrans is developing the plan in partnership with the California State Transportation Agency, California Freight Advisory Committee and multiple stakeholders. Focus group sessions are scheduled statewide April through June 2018 in the South/North Central Valleys, Sacramento, San Diego, Los Angeles, and San Bernardino and the Inland Empire. The plan's completion is scheduled in December 2019. More information:

<http://www.dot.ca.gov/hq/tpp/offices/ogm/>

## Truck Parking Survey

The Caltrans is implementing the 2016 *California Sustainable Freight Action Plan*.

The plan cites truck parking shortages and related issues as top priorities. As such, Caltrans is asking local government agencies and industry representatives to provide input on a 7-question survey now being distributed statewide.

Caltrans will incorporate the survey results, compiled by each District, into its upcoming *Statewide Truck Parking Study*. The scheduled release date is not yet determined.

More information:

[http://dot.ca.gov/hq/tpp/offices/ogm/cs\\_freight\\_action\\_plan/theplan.html](http://dot.ca.gov/hq/tpp/offices/ogm/cs_freight_action_plan/theplan.html)



## May is Bike Month

Caltrans will host a commuter station from 7 to 9 a.m. on Friday, May 18, at the District Office in San Luis Obispo. Refreshments will be provided on a first-come, first-serve basis and free giveaways are subject to availability. The event, one of a dozen planned throughout San Luis Obispo County, supports bicycling and greenhouse gas emission reduction for cleaner air, healthier lifestyles and more sustainable transportation. More information: <https://rideshare.org/program/btwd/>



## User-Oriented Transit Travel Planning Project

Santa Cruz County Regional Transportation Commission (SCRTC) recently completed its joint transit planning grant project with Santa Cruz Metropolitan Transit District. The \$150,000 project developed an individualized marketing toolkit to increase transit ridership and decrease solo-driving. The federally funded (FTA 5304) grant project targeted high-activity employment centers and neighborhoods near major transit stops. The successful plan is applicable in Santa Cruz County and statewide. More information:

<https://scrtc.org/>



## Halcyon Road Complete Streets Plan

The City of Arroyo Grande recently completed its *Halcyon Road Complete Streets Plan*. The \$150,000 Caltrans Sustainable Transportation Planning grant project developed a Complete Streets blueprint for the Halcyon Road corridor located within the city limits and San Luis Obispo County. The plan focuses on improving safety, mobility and accessibility for all users. It also included extensive public outreach to help identify and prioritize both deficiencies and needed improvements. More information:

<http://halcyoncompletestreets.com/>



## Call for Projects Coming

Caltrans expects a call for projects for the 2019 Active Transportation Program (ATP) Cycle 4 in May 2018. An estimated \$440 million in federal and SB 1 funding is anticipated for this grant round. In 2013, California created the ATP to encourage more walking and bicycling throughout the state. The program supports both infrastructure and education projects to further these goals. The California Transportation Commission is scheduled to adopt the ATP Guidelines and Fund Estimate on May 16, 2018. Applications are due to Caltrans **July 31, 2018**. More information:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-4.html>

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

**May 17, 2018, 3:00 P.M.**

**DRAFT MINUTES**

**MEMBERS PRESENT:**

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

**STAFF PRESENT:**

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

**OTHERS PRESENT:**

Clifford Moss, Laura Crotty; SBC Resource Management Agency, John Guertin; San Juan Bautista Public Works, Michael LaForge; Association of Monterey Bay Area Governments, Heather Adamson

**CALL TO ORDER:**

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 Velazquez, the Directors acknowledged the Certificate of Posting. Vote: 5/0 motion passes.*

**C. PUBLIC COMMENT:**

Chair De La Cruz stated for the record that the COG Board received Joe Thompson's public comment correspondence dated April 28, 2018 through May 16, 2018. The correspondence was entered into the public record.

**D. EXECUTIVE DIRECTOR'S REPORT: Gilbert**

Ms. Gilbert reported that last week was Bike Week in San Benito County. COG staff managed another successful Bike to School Day last week, with several schools participating in this year's event.

Ms. Gilbert announced that San Benito County Express is partnering up with the San Benito County Library and will be providing free bus rides to the library for children participating in the summer reading program. Lastly, Ms. Gilbert mentioned that COG staff will be bringing the Regional Transportation Plan to the Board next month for adoption.

**E. CALTRANS DISTRICT 5 REPORT: Aileen Loe**

Aileen Loe reported that Caltrans will perform a series of pavement repairs on a 4 mile section of Highway 25 from the San Benito/Santa Clara County line to Shore Road beginning Monday, May 21

through Thursday May 24. Motorists will encounter one-way reversing traffic control from 9 am until 3 pm. Motorists can expect traffic delays not to exceed 25 minutes. In addition, Ms. Loe reported an emergency project to remove and replace new bridge joint seals on the San Benito River Bridge on southbound Us Highway 101 will begin on Sunday evening, May 20 with alternating lane closures from 10 pm until 7 am the following morning. Motorists will also encounter alternating lane closures Monday night through Friday morning during the overnight hours from 9 pm until 7 am. Detour signs and electronic message boards will be posted to assist motorists. Ms. Loe stated that we will be seeing a lot more of these types of projects on highways thanks to the passage of SB 1 and she reminded motorists to slow for the cone zone.

Ms. Gilbert noted that staff had already posted both Caltrans News Releases on COG's social media page.

Director Gillio stated that City maintenance staff was out doing restriping work at night on Highway 25 and Sunset and they noticed quite a bit of pedestrian traffic in the area. He inquired if it was possible to get reflective paint at the crosswalk going across Highway 25 east/west at Sunset.

Ms. Loe stated that she would look into it and report back.

#### **F. BOARD OF DIRECTORS REPORTS:**

Director Gillio stated that he had contacted Aileen Loe regarding weed maintenance along Highway 25 and asked if she could provide an update at the next meeting.

Director Botelho thanked Caltrans maintenance team for taking care of his request from last month regarding mowing that was needed behind the Alameda and Monterey Street in San Juan Bautista.

#### **CONSENT AGENDA:**

1. **APPROVE** Council of Governments Draft Meeting Minutes Dated April 19, 2018 – Gomez
2. **RECEIVE** Construction Projects Report – Caltrans District 5
3. **ADOPT** Resolution No. 2018-03 **ADOPTING** the Fiscal Year 2018/2019 Overall Work Program, **APPROVE** the Overall Work Program Agreement and Authorize Executive Director to Sign – Lezama
4. **ADOPT** Resolution No. 2018-04 **ADOPTING** the 2018 Title VI Program and Language Assistance Plan (LAP) for Limited English Proficiency (LEP) Individuals – Lezama
5. **RECEIVE** Council of Governments FY 2017/18 Third Quarter Budget Report – Postigo
6. **2018/19 Unmet Transit Needs Report** – Lezama
  - a. **ACCEPT** 2018/19 Unmet Transit Needs Report.
  - b. **ADOPT** Resolution 2018-05 Making Findings and Recommendations Regarding Unmet Transit Needs That are Reasonable to Meet as Required by the Transportation Development Act (TDA) for Fiscal Year 2018/19.

There was no public comment on the Consent Agenda.

*Upon a motion duly by made by Director Boch, and seconded by Director Gillio, the Directors approved Items 1- 6 from the Consent agenda. Vote: 5/0 motion passes.*

#### **REGULAR AGENDA**

##### **TRANSPORTATION ITEMS:**

7. **RECEIVE** Presentation on FY 2018/19 Council of Governments Draft Budget – Postigo

Ms. Postigo presented the FY 2018/19 Council of Governments Draft Budget to the Board. She mentioned that she would present the Council of Governments final budget to the Board at the June meeting for approval.

There was no further discussion or public comment on this item.

**8. RECEIVE** Update on Regional Surface Transportation Program and Transportation Development Act Funding for Local Street and Roadway Projects – Gilbert

Ms. Gilbert provided an update on the Regional Surface Transportation Program and Transportation Development Act funding for Local Street and Roadway Projects.

Director Botelho commented on how he was pleased to see the RMA Director and San Juan Bautista City Manager at the meeting and that he looks forward to getting some of these funds out of the bank and onto our roadways.

There was no further discussion or public comment on this item.

**9. ADOPT** Resolution 2018-06, Supporting Proposition 69, the June 2018 Constitutional Amendment to Prevent New Transportation Funds From Being Diverted for Non-Transportation Purposes Opposing the Proposed November Ballot Proposition (Attorney General #17-0033) that Would Repeal SB 1 – Gilbert

Ms. Gilbert provided an update on the current legislation relating to transportation funding. Staff recommended that the Board adopt a resolution in support of Proposition 69 on the June 2018 ballot and in opposition to efforts to repeal Senate Bill 1 in November 2018.

Director Botelho stated that it was very important to get behind this and support it because if it is repealed it will be devastating to the state and we would have to get use to having pot holes on our roads. He stated that while the Board campaigns for the sales tax they should also campaign for the protection of SB 1. He recommended that the City's and County adopt a similar resolution.

Director Gillio stated that people are concerned about the amount that we are being allocated. However, he stated that the Board needs to educate the public about the formula being used and how funds will be allocated for our region.

Chair De La Cruz stated that CSAC also opposed the repeal of SB 1, but added that there are some counties that have reservations because they are not pleased with the allocations they'll receive.

Director Botelho stated that the RCRC also recognized the importance of this revenue stream and voted in opposition of the repeal of SB 1.

Director Boch asked if people are aware what will happen with the allocations if SB 1 is repealed.

Ms. Loe stated that Caltrans is identifying projects that will be funded through SB 1. Currently, Caltrans is advancing projects that were already programmed in outer years. She stated the discretionary projects that are being funded through SB 1, would not be funded if SB 1 is repealed.

There was no public comment on the item.

*Upon a motion duly by made by Director Botelho, and seconded by Director Boch, the Directors approved Item 9 as noted above. Vote: 5/0 motion passes.*

**10. RECEIVE** Update on the San Benito Route 25 Widening Project and Operational Improvements on State Route 25 in Santa Clara County – Gilbert

Ms. Gilbert provided an update on the San Benito Route 25 project and Operational Improvements on State Route 25 in Santa Clara County.

Ms. Gilbert reported that she had consulted with Caltrans District 4 on potential operational improvements in Santa Clara County. They have made some progress towards eliminating left turns from Bolsa Road onto southbound Highway 25. Santa Clara County has done a speed survey and traffic counts to look at what the impact would be to eliminate those left turns. They agreed that extra enforcement by the CHP would be needed and COG has funds through the Service Authority for Freeways and Expressways program that could be used for that. COG staff has committed to this and they would look at anticipated enforcement by this summer.

Director Gillio stated that as soon as we are notified that it will be implemented we need to work with our private mapping services to ensure that we keep traffic diverted onto other routes.

Ms. Gilbert stated that staff would be following up with mapping services.

There was no public comment on this item.

**11. Transportation Funding Strategy – Gilbert**

- a. **RECEIVE** Update on the Draft Transportation Safety and Investment Plan (TSIP)
- b. **DIRECT** Staff Regarding Draft Investment Plan Elements
- c. **SET** Special Meeting Date for June 7, 2018 at 5:00 p.m.

Ms. Gilbert introduced Laura Crotty with Clifford Moss who provided a presentation to the Board. Ms. Gilbert provided an update and presentation to the Board on the draft Transportation Safety and Investment Plan.

**PUBLIC COMMENT:**

**Stephen Rosati**

Mr. Rosati provided comments on the TSIP. He recommended an edit to page 3 of the TSIP under Accomplishments: Highway 25 Bypass (complete) is listed twice. He recommended adding street repair examples for Aromas, Paicines, and Pinnacles on Page 10 under San Benito County projects. He mentioned the crossing on Hospital Road may be a project that should be listed, as well as some Bicycle and Bridge projects. On page 13, 1c. he recommended adding “5 members” of the Expenditure Plan Oversight Committee. On page 13, 1d. he recommended changing the Oversight Committee should meet at least “two times minimum”. Mr. Rosati also recommended for record purposes, that the Board make a motion to have the sales tax measure have the following items as the basis for developing the measure 1) the RTP 2) the Transportation Safety and Investment Plan (TSIP), and 3) input from the public and from the surveys. He also asked the Board to consider making a motion on the split of the sales tax for local jurisdictions to be changed from 48% Hollister, 48% San Benito, 4% San Juan Bautista to 47% Hollister, 47% San Benito, 6% San Juan Bautista. Lastly, regarding the Highway cost he recommended adding the following wording: \$242 million will be provided by San Benito County, San Benito County will work with the CTC based on \$170 million share from San Benito County and the CTC will fund the balance along with cost overruns. Should the CTC choose not to fund their share, or SB 1 fails, the COG Board has the option to redirect the allocated funding to local roads and needs or provide the extra funding to ensure its completion if financially possible, and then you would name the sources (sales tax, SB 1 funding, impact fees, and other local sources). He stated that this would help avoid any confusion for the voters. Mr. Rosati also recommended that the COG Board designate Director Botelho to speak to policy makers in Sacramento about the ITSP.

There followed some discussion among the Board and Caltrans regarding including the project on the Interregional Transportation Strategic Plan (ITSP).

The Board discussed the breakdown of funding for local streets and roads and other elements of the projects in the TSIP.

There was direction to split the share of local funds 47.5% to the City of Hollister, 47.5% to San Benito County, and 5% to the City of San Juan Bautista.

Chair De La Cruz acknowledged that Director Botelho and Director Gillio may speak to policy makers in Sacramento about the ITSP.

*Upon a motion duly by made by Director Boch, and seconded by Director Botelho, the Directors set Special COG meeting date for June 7, 2018 at 5:00 p.m. Vote: 5/0 motion passes.*

*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 4:57 p.m. Vote: 5/0 motion passes.*

**ADJOURN TO COG SPECIAL MEETING JUNE 7, 2018 at 5:00 P.M.**

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

**June 7, 2018, 5:00 P.M.**

**DRAFT MINUTES**

**MEMBERS PRESENT:**

Chair De La Cruz, Director Botelho, and Director Velazquez

**STAFF PRESENT:**

County Counsel, Shirley Murphy; Executive Director, Mary Gilbert; Administrative Services Specialist, Kathy Postigo; Transportation Planner, Veronica Lezama; Transportation Planner, Regina Valentine;

**OTHERS PRESENT:**

Clifford Moss, Laura Crotty; and KNN Public Finance, Melissa Schick

**CALL TO ORDER:**

Chair De La Cruz called the meeting to order at 5:02 P.M.

**A. PLEDGE OF ALLEGIANCE**

**B. CERTIFICATE OF POSTING**

*Upon a motion duly made by Director Botelho, and seconded by Director Velazquez, the Directors acknowledged the Certificate of Posting. Vote: 3/0 motion passes.*

**REGULAR AGENDA**

**TRANSPORTATION ITEMS:**

**1. Transportation Safety and Investment Plan - Gilbert**

- a. RECEIVE** Presentation from KNN Public Finance Regarding Cash Flow Model for Sales Tax Funds
- b. RECEIVE AND COMMENT** On DRAFT of Ordinance 2018-01, the San Benito County Transportation Sales and Use Tax Ordinance
- c. APPROVE** Final Transportation Safety and Investment Plan
- d. DIRECT STAFF** to Forward the Final Transportation Safety and Investment Plan to Cities and County for Approval

Ms. Gilbert when over the presentations that would be before the Board and referred the Board to additional handouts that were provided. There would be a presentation from Melissa Schick of KNN Public Finance to go over the cash flow and financial analyses, Laura Crotty of CliffordMoss on engaging the community and Ms. Gilbert would be doing a presentation on the Transportation Safety and Investment Plan. Ms. Gilbert also referred to item b., Draft Ordinance 2018-01, the San Benito County Transportation Sales and Use Tax Ordinance for discussion.

**a. RECEIVE** Presentation from KNN Public Finance Regarding Cash Flow Model for Sales Tax Funds

Melissa Schick of KNN gave a presentation regarding cash flow models for sales tax funds (for hand out refer to the agenda packet). Ms. Schick concluded that the conclusion of this analyses is that Regional Highway 25 project will need outside funding sources in addition to sales tax measure funding for project delivery.

Discussion with the Board regarding the models for sales tax funds and changes in other available revenues in the 30 years.

**Public Comment:**

**Stephen Rosati**

Mr. Rosati asked if the Regional Project the same as Highway 25 widening. Answered yes. He questioned the Administration fee of 1% felt that with the Board of Equalization it would be closer to 3%. Mr. Rosati read that 40% of the Traffic Impact Fees was going to Highway 25, it was explained that it was a portion of the Impact Fees of 40%, about 88 million over 30 years. Mr. Rosati asked what it would cost for the bonding, and it was answered that the bond amount plus interest. Mr. Rosati feels we should continue to go to the CTC for help with the Highway 25 widening to get more voter support.

**Kevin Stopper**

Mr. Stopper asked will the public see local streets and roads repairs before Highway 25 Widening gets shovel ready. Answered yes

Ms. Gilbert requested to move item C and D before item B.

**c. APPROVE** Final Transportation Safety and Investment Plan

Laura Crotty of CliffordMoss gave a presentation on Community Engagement regarding the Sales Tax Measure. Power Point presentation available in agenda packet.

Ms. Gilbert gave a presentation on the Transportation Safety and Investment Plan. Power Point presentation available in agenda packet. Ms. Gilbert stated that the Expenditure Plan becomes part of the Ordinance which includes funding to in Tiers. Tier 1. Highway 25 widening, Tier 2. Local Street and Road Repair to each local jurisdiction for specific priority roadway segments as provided by the county and cities. Tier 3. Mobility, Transit, and Paratransit. Along with the Expenditure Plan funding there are also Administrative Provisions and Taxpayer Safeguards that are included in the Expenditure Plan.

Ms. Gilbert stated that also included on this agenda is a Draft Ordinance for the Board's approval will bring a final Ordinance back at the June 21<sup>st</sup> meeting with adoption at the July meeting.

Discussion with the Board regarding adding two projects Buena Vista Road with the City of Hollister and San Benito County and Frazier Lake Road with San Benito County.

**Public Comment:**

**Wayne Norton**

Mr. Norton thanked staff and the Board for the process. He stated that if we are going to move the local projects up the list that the city staff and county staff need to get the projects shovel ready and as soon as we get the money start working on the local projects. He feels that this is critical for the public to gain confidence with the measure.

**Stephen Rosati**

Mr. Rosati provided the Board with a Checklist of items and Questions to be answered by the transportation sales tax ordinance and expenditure plan for vote in November. He said that the final draft of the Transportation and Investment Plan was a very good and hoped that it will be used as an education component. Mr. Rosati stated that he was not sure what the verbiage in the Ordinance would be but to get the voter confidence including answers to some of these questions would be helpful to use this checklist to use the full story. He stated that he hoped that County Counsel and Staff could amend it two or three times before the deadline. Mr. Rosati stated that the title of the Measure including the word transportation and the voters don't seem to understand what the tax is for. He stated maybe get the words "road repair" in the name. He stated the RTP is going to be the driving force in the plan or measure and he thinks it is going to have a lot of answers for people.

*Upon a motion duly made by Director Velazquez, and seconded by Director Botelho, the Directors Unanimously approved the Final Transportation Safety and Investment Plan as amended with the addition of Buena Vista Road for both the City and County and the addition of Frazier Lake Road for the County COG meeting. Vote 3/0 motion passes.*

- d. DIRECT STAFF** to Forward the Final Transportation Safety and Investment Plan to Cities and County for Approval

The Board directed Ms. Gilbert to forward the Final Transportation Safety and Investment Plan with amendments to the Cities and County for approval.

- b. RECEIVE AND COMMENT** On DRAFT of Ordinance 2018-01, the San Benito County Transportation Sales and Use Tax Ordinance

Ms. Gilbert presented the Draft of Ordinance 2018-01 which is required by law for a sales tax measure to be placed on the ballot and contains provisions required by the Revenue and Taxation Code. Ms. Gilbert thanked Mr. Rosati for the checklist as it will be helpful in drafting of the ordinance. Asked the Board if there was anything that they wanted to be added.

Ms. Murphy stated the process of the ordinance; would be to introduce it at the June 21<sup>st</sup> meeting then the Board has to review it for approved at the July meeting. Both of these meetings the introduction and the adoption have to be regular scheduled meetings. There can be no changes at the introduction or COG would need to bring it back again for introduction at a regular schedule meeting.

Chair De La Cruz noted the 2% for Administration and in the Cash Flow Model it was 1%. Board concluded to stay with the 1%.

After Discussion of the ordinance, Ms. Gilbert would add a preamble to cover sales tax not going to the general fund.

**Stephen Rosati**

Mr. Rosati asked if all the State Board of Equalization requirements going to be included in the Ordinance? He stated he felt there was more on the previous Ordinance.

Ms. Murphy and Ms. Gilbert both stated that all the legal requirements by the State Board of Equalization and included in the current Ordinance.

*Upon a motion duly made by Director Botelho, and seconded by Director Velazquez, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 6:40 p.m. Vote: 3/0 motion passes.*

**ADJOURN TO COG REGULAR MEETING JUNE 21, 2018 at 3:00 P.M.**



# PROJECT UPDATE - SAN BENITO COUNTY

PREPARED FOR THE JUNE 21, 2018 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 101 Striping Project (1J720)	From Monterey to SBt County (PM 101.3-7.55)	Monterey and San Benito striping project	Spring 2018—Fall 2018	\$4.4 million	SB1	Pat Dussell	Safety Striping Service, Inc. Goshen, CA	Project began mid-April with overnight work. Project completion is scheduled for mid-August 2018.
2. Highway 101 Pavement Rehab (1J200)	In San Benito County from SR 129 to Betabel Road (PM 4.6 to 6.9)	Pavement rehabilitation	Summer 2018—Fall 2018	\$1.4 million	SB1	Kelly McClain	Telfer Pavement Technologies, McClellan, CA	Roadwork scheduled to begin in July 2018.

## PROJECTS IN DEVELOPMENT

Project	Location/Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
2. Highway 25 Curve Restoration Project (1H810)	Near Hollister, just north of San Benito Lateral to south of SR 146 (PM 18.8/19.1)	Curve restoration	Scheduled to start in Fall 2020	\$4.3 million	SHOPP	Brandy Rider	PA&ED	Project design and environmental review are ongoing.
3. Highway 25 Super Elevation Adjustment and Culvert Extension (1C260)	Slightly north of La Gloria Road (PM 25.9/R26.2)	Curve correction	Scheduled to start in Fall 2018	\$2.1 million	SHOPP	Brandy Rider	PS&E/ROW	Project design continues with anticipated final design and award/bid in July 2018.



# PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE JUNE 21, 2018 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 Roadway Safety Improvements (1F430 )	In Hollister from Sunnyslope/Tres Pinos Road to San Felipe Road (PM R49.9/R52.2)	Route deficiency corrections	Scheduled to start in Winter 2019	\$6.9 million	SHOPP	Brandy Rider	PS&E/ROW	Project design continues with anticipated final design and award/bid in July 2018.
5. Highway 25 Widening Project and Route Adoption Hollister to Gilroy (48540)	Near Hollister and Gilroy on SR 25 in San Benito & Santa Clara Counties (PM SBt 51.5 to SCL 2.6)	Route adoption	N/A	N/A	Local	Brandy Rider	PA&ED	Coordinating required adoption into SBI/SCL Counties & City General Plans. Local agencies are currently working with Caltrans on the Controlled Access Highway Agreements.
6. Highway 156 Improvement Project (34490)	In and near San Juan Bautista, from The Alameda to slightly east of Fourth Street near Hollister (PM 3.0/R8.2)	Construct four-lane expressway	Summer 2020 – Summer 2022	\$57.4 million	STIP/Local	Brandy Rider	PS&E	Project design continues with 95% completion. ROW appraisals in progress. Utility relocation, design coordination under way.

### 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
- SR State Route
- SCL Santa Clara
- SHOPP Statewide Highway Operation and Protection Program
- STIP State Transportation Improvement Program

**Staff Report**

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To: Council of San Benito County Governments  
From: Veronica Lezama, Transportation Planner Telephone: (831) 637-7665  
Date: June 21, 2018  
Subject: **Cycle 4 Active Transportation Program Letters of Support**

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**Recommendation:**

**APPROVE** Letters of Support for the City of Hollister's Application of Cycle 4 Active Transportation Program to fund the *Safe Routes to School on a Multi-Use Corridor Project* and *San Benito River Trail – the First Link! Project*.

**Summary:**

The California Department of Transportation (Caltrans) released a Call for Projects for its Active Transportation Program (ATP). The grant program is designed to fund projects that encourage increased use of active modes of transportation, including biking and walking as well as safe routes to schools projects. The City of Hollister is requesting two letters of support from the Council of Governments for the application of the *Safe Routes to School on a Multi-Use Corridor Project* and *San Benito River Trail – the First Link! Project*.

**Financial Impact:**

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Chapter 2031, statutes of 2017) stipulates that \$100 million of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP.

The City of Hollister will be submitting two grant applications for Caltrans' Active Transportation Program. The City is in the process of developing the engineer's estimate to determine the application request amounts.

**Background:**

Pursuant to statute, the purpose of the ATP is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).

- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

**Discussion:**

The City of Hollister is requesting two letters of support (Attachment 1) from the Council of Governments for the following projects:

1. *Safe Routes to School on a Multi-Use Corridor Project*

The Project consists of the implementation of Complete Street infrastructure along the Tres Pinos /Nash/Sunnyslope Road corridor as the area lacks adequate pedestrian crossings and bicycle facilities. Students ride bicycles through parking lots and on sidewalks as there is no safe place for them on the road. This project will calm traffic and improve mobility for persons of all ages, incomes and abilities.

2. *San Benito River Trail – the First Link! Project*

The project concept consists of a 0.9 mile multi-modal trail segment in the City of Hollister.

The trail will integrate with the vision developed in the San Benito County Parks Facility Master for a San Benito River Parkway linking the two communities in San Benito County and eventually connecting to the San Benito County Fairgrounds south of Hollister.



As required by the Active Transportation Program, projects must be identified in the locally adopted Regional Transportation Plan. The above-mentioned projects are consistent with the adopted San Benito Regional Transportation Plan.

The City of Hollister is seeking the Council of Governments support of its Active Transportation Program grant applications for the two above-mentioned projects. Grant applications are due to Caltrans on July 31, 2018 and the California Transportation Commission is scheduled to select projects in June of 2019.

Executive Director Review: \_\_\_\_\_

Counsel Review: No

Attachments: Letters of Support



June 21, 2018

Mr. Ray Zhang  
California Department of Transportation, Division of Local Assistance  
P.O. Box 942874, M-S 1  
Sacramento, CA 94274-0001

**RE: Letter of Support for the City of Hollister's Safe Routes to School on a Multi-Use Corridor Project, ATP Cycle 4**

Dear Mr. Zhang:

As the Regional Transportation Planning Agency (RTPA) for San Benito County, the Council of Governments (SBtCOG) extends its support to the City of Hollister's **Safe Routes to School on a Multi-Use Corridor** Project.

The project has the potential to significantly increase active transportation amongst school age children, as it provides safer routes to schools. This increase is critical as ***one-third of San Benito County residents are under the age of eighteen***. In particular, the proposed project is located along the following schools: San Benito High School; the only high school campus in the City, Rancho San Justo Middle School; one of two middle schools in the City, Ladd Lane and Sunnyslope Elementary Schools.

Furthermore, the project implements the Complete Streets Plan that was developed for Nash-Tres Pinos/Sunnyslope Road through a Caltrans Environmental Justice Transportation Planning Grant in partnership with SBtCOG. The project will facilitate the achievement of ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking
- Increasing safety and mobility for non-motorized users
- Advancing the ATP efforts of the region to achieve greenhouse gas reduction goals
- Enhancing public health and ensuring that disadvantaged communities fully share in the benefits of the program

Should you have any questions regarding this letter of support, please contact me at (831) 637-7665 or by email at [mary@sanbenitocog.org](mailto:mary@sanbenitocog.org).

Sincerely,

Mary Gilbert  
Executive Director



June 21, 2018

Mr. Ray Zhang  
California Department of Transportation, Division of Local Assistance  
P.O. Box 942874, M-S 1  
Sacramento, CA 94274-0001

**RE: Letter of Support for the City of Hollister's *San Benito River Trail – the First Link! Project*, ATP Cycle 4**

Dear Mr. Zhang:

As the Regional Transportation Planning Agency (RTPA) for San Benito County, the Council of Governments (SBtCOG) extends its support to the City of Hollister's **San Benito River Trail – the First Link!** Project.

**The San Benito River Trail – the First Link!** Project will provide the first multi-modal trail in the City of Hollister. The 0.9 mile segment integrates with the vision developed in the San Benito County Parks Facility Master for a San Benito River Parkway. The benefits of the trail will extend beyond benefiting City residents, as it will provide the entire San Benito region and visitors with several advantages including: public health opportunities, economic and environmental sustainability, and even the effect on community pride and identity.

The Project will also provide safe and convenient access between parks, natural areas, and recreation facilities and connect them with residential areas, civic institutions, and businesses. Implementing trails are an integral part of the park and recreation system. They are used by people of all ages and abilities and incomes to exercise, relax, socialize, view wildlife, and travel to various destinations. The Project will deliver equity-related benefits as it will directly link to a traditionally disadvantage community within the City of Hollister.

The Council of Governments is in full support of this important project. Should you have any questions regarding this letter of support, please contact me at (831) 637-7665 or by email at [mary@sanbenitocog.org](mailto:mary@sanbenitocog.org).

Sincerely,

Mary Gilbert  
Executive Director

**Staff Report**

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To: Council of San Benito County Governments  
From: Veronica Lezama, Transportation Planner  
Date: June 21, 2018  
Subject: **2040 San Benito Regional Transportation Plan**

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**Recommendation:**

- a. **CONSIDER** the Final Environmental Impact Report (EIR) for the 2040 San Benito Regional Transportation Plan (Attachment 1, EIR is Enclosed Separately for the Board and Available on the USB Flash Drive or COG website at [www.sanbenitocog.org](http://www.sanbenitocog.org) or); and
- b. **ADOPT** Resolution 2018-07 (Attachment 2), Adopting the CEQA Findings of Fact, Statement of Overriding Considerations (Attachment 2, Exhibit A) and Mitigation Monitoring and Reporting Program (Attachment 2, Exhibit B) Related to the Environmental Impact Report certified by the Association of Monterey Bay Area Governments for the 2040 San Benito Regional Transportation Plan, as lead agency under CEQA; and
- c. **ADOPT** Resolution 2018-08 (Attachment 3) Adopting the Final 2040 San Benito Regional Transportation Plan (Attachment 3, Exhibit A).

**Summary:**

As the Regional Transportation Planning Agency (RTPA) for the San Benito region, the Council of Governments (COG) is responsible for developing a state-mandated Regional Transportation Plan (RTP) every four years. The RTP is the blueprint for the regional transportation system, including addressing needs associated with highways, local streets and roads, bicycle facilities, walkways, public transit, aviation and other programs which support mobility for people and goods.

**Financial Impact:**

As a core function, COG is required to prepare a Regional Transportation Plan in order for local jurisdictions to be eligible for most state and federal transportation dollars. 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 2040 Regional Transportation Plan identifies a system need of over \$1.8 billion in projects across all modes. Transportation projects in the San Benito region are funded through a variety of federal, state, regional, and local funding sources. 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 \$553 million funding shortfall needed to meet the entire transportation needs of the San Benito region.

The Regional Transportation Plan's EIR was prepared by the Association of Monterey Bay Area Governments (AMBAG) as a part of a cost sharing agreement. The EIR covers the Regional

*Council of San Benito County Governments* ■ Measure A Authority

*Airport Land Use Commission* ■ Service Authority for Freeways and Expressways

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330 Tres Pinos Road, Suite C7 ■ Hollister, CA 95023 ■ Phone: 831-637-7665 ■ Fax: 831-636-4160

[www.SanBenitoCOG.org](http://www.SanBenitoCOG.org)

Transportation Plans of San Benito, Monterey and Santa Cruz Counties as well as the AMBAG 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy.

**Background:**

COG has been working on updating the Regional Transportation Plan (RTP) and Environmental Impact Report (EIR) for completion in June 2018. The release of the final documents, represents a two-year effort on the part of COG staff in collaboration with the COG Board, Caltrans, Association of Monterey Bay Area Governments, City of San Juan Bautista, City of Hollister, County of San Benito, Technical Advisory Committee, Social Services Transportation Advisory Committee, and the general public. The RTP and EIR have undergone required public review periods (RTP Chapter 7).

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

Date	Schedule/Milestone	Status
March 2016	COG staff initiates RTP data collection, local and regional jurisdictional coordination, and preliminary document updates.	x
September 1, 2016	Technical Advisory Committee (TAC) comments on goals and project list for the Draft RTP.	x
October 20, 2016	Board approves the Draft Goals and Draft Transportation Project List for inclusion in the Draft RTP.	x
March 16, 2017	Board comments on <i>Revenue Constrained Transportation Project List</i> for inclusion in the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).	x
April 20, 2017	Board approves draft Revenue Constrained Transportation Project List and Financial Assumptions for inclusion in the Draft RTP and MTP/SCS.	x
September 7, 2017	TAC receives update on the Draft RTP.	x
September 21, 2017	Special COG meeting and Board retreat on RTP development.	x
September 29, 2017	Social Services Transportation Advisory Council (SSTAC) receives presentation on the RTP development.	x
October 5, 2017	TAC presentation on the RTP development.	x
November 16, 2017	COG Board schedules Draft RTP release, effective December 4.	x
December 4, 2017	Draft RTP release and public comment period opens.	x
December 4 – Feb. 5	Public comment period and public outreach.	x
January 18, 2018	Public hearing on Draft RTP.	x
February 5, 2018	Public comment period closes.	x
February 6- May 31	COG staff incorporates all final changes.	x
June 21, 2018	COG Board considers adopting RTP and accepts EIR.	
June 30, 2018	COG Submits adopted RTP to Caltrans and CTC	

**Staff Analysis:**

The San Benito Regional Transportation Plan is a blueprint for the transportation system with goals to enhance quality of life, promote sustainability, through a balanced mobility option. The plan includes the following seven chapters.



### Executive Summary

The Executive Summary provides a concise summary 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.



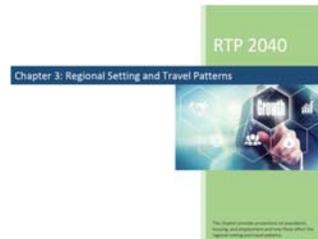
### Chapter 2: Overall Policy Approach and Framework

This chapter sets the Regional Transportation Plan's goals, policies, policy framework and performance measures, reflecting changing priorities and practices at the local, regional, state, and federal levels.



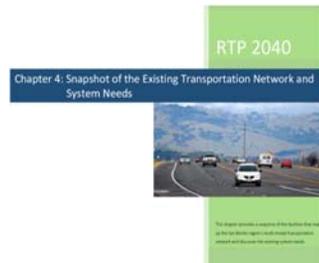
### Chapter 1: Introducing *On the Move*

Chapter 1 introduces the backdrop and context for the chapters to follow. The Regional Transportation Plan was developed with the understanding of the regional setting, recent economic events, long term trends, and constraints and opportunities.



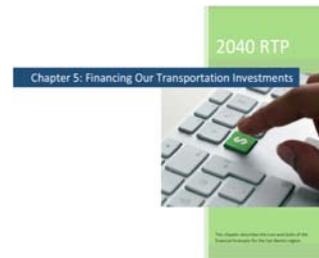
### Chapter 3: Regional Setting and Travel Patterns

This chapter provides the current and examines the influences of growth and emerging new trends in commute and travel patterns.



#### **Chapter 4: Snapshot of the Existing Transportation Network and System Needs**

This chapter provides a snapshot of the facilities that make up the San Benito region's multi-modal transportation network and discusses the existing system needs.



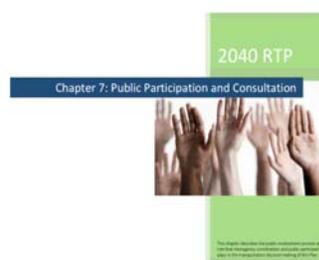
#### **Chapter 5: Financing Our Transportation Investments**

This chapter describes the fiscal setting underlying the development of the RTP, the fund sources and flow of federal, state, regional, local and "other" revenues projected for the San Benito region over the next 22 years.



#### **Chapter 6: Investments in Our Transportation Future**

This chapter describes the transportation investments proposed for the San Benito region that support the goals and objectives of the Regional Transportation Plan.



#### **Chapter 7: Public Participation and Coordination**

This chapter describes the public involvement process and role that interagency coordination and public participation plays in the transportation decision-making of this Plan.

### **Environmental Impact Report**

The Environmental Impact Report (EIR) for the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (and its included 2040 San Benito Regional Transportation Plan) was certified by the Association of Monterey Bay Area Governments at their June 13, 2018 meeting. The EIR covers the Final 2040 San Benito Regional Transportation Plan and Final AMBAG 2040 MTP/SCS.

The Final EIR incorporates changes made to the Draft EIR as a result of comments received during the public review period. Changes made to the Draft EIR did not result in any new significant impacts not addressed in the Draft EIR, or increase the severity of significant impacts.

The COG as an EIR responsible agency is being asked to adopt the CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program prepared by AMBAG as the EIR lead agency. Even after adoption of all feasible mitigation measures, the 2040 MTP/SCS and Final 2040 San Benito Regional Transportation Plan will have significant impacts that cannot be mitigated to less than significant. AMBAG has prepared a Statement of Overriding Considerations in compliance with Public Resources Code §21081 and

CEQA Guidelines §15093, which concludes that specific economic, legal, social, technological, and other benefits of the 2040 MTP/SCS (and its included 2040 San Benito Regional Transportation Plan) outweigh the significant and unavoidable impacts identified in the EIR. The Statement of Overriding Considerations is set forth in Exhibit A to the CEQA Resolution (Attachment 2 to this Board Report).

Additionally, a Mitigation Monitoring and Reporting Program in compliance with Public Resources Code §21081.6 and CEQA Guidelines §15097 is included to ensure compliance with the mitigation measures identified in the EIR during project implementation. The Mitigation Monitoring and Reporting Program is set forth in Exhibit B to the CEQA Resolution (Attachment 2 to this Board Report).

Upon Board approval, the final 2040 San Benito Regional Transportation Plan will be submitted to California Department of Transportation and the California Transportation Commission.

Executive Director Review: \_\_\_\_\_ Counsel Review: Yes

Supporting Attachment(s):

- Attachment 1:     **Attachment 1:** Final Environmental Impact Report (Enclosed USB flash drive or COG website at [www.sanbenitocog.org](http://www.sanbenitocog.org)).
- Attachment 2:** Resolution 18-07
- Exhibit A:** CEQA Findings of Fact, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program.
- Exhibit B:** Mitigation Monitoring and Reporting Program Related to the Environmental Impact Report.
- Attachment 3:** Resolution 18-08
- Exhibit A:** 2040 San Benito Regional Transportation Plan

The 2040 Metropolitan Transportation Plan/ Sustainable Communities and San Benito Regional Transportation Plan Environmental Impact Report is located at the following link.

Final Environmental Impact Report (Enclosed SB flash drive)

[http://www.ambag.org/programs/met\\_transp\\_plann/documents/Final\\_2040\\_MTP\\_SCS\\_EIR/AMBAG\\_2040MTP-SCS\\_FinalEIR\\_withAppendices.pdf](http://www.ambag.org/programs/met_transp_plann/documents/Final_2040_MTP_SCS_EIR/AMBAG_2040MTP-SCS_FinalEIR_withAppendices.pdf)

## BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE COUNCIL OF SAN BENITO COUNTY ) Resolution No. 2018-07  
 GOVERNMENTS BOARD OF DIRECTORS TO ADOPT CEQA )  
 FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS )  
 AND A MITIGATION MONITORING AND REPORTING )  
 PROGRAM RELATED TO THE ENVIRONMENTAL IMPACT )  
 REPORT CERTIFIED BY THE ASSOCIATION OF MONTEREY BAY )  
 AREA GOVERNMENTS FOR THE 2040 SAN BENITO COUNTY )  
REGIONAL TRANSPORTATION PLAN )

WHEREAS, the Council of San Benito County Governments (COG) is the state-designated Regional Transportation Planning Agency (RTPA) for San Benito County; and

WHEREAS, California Government Code Section 65080(d) requires that each RTPA that does not contain an urbanized area must adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission and the Department of Transportation no later than every five years; and

WHEREAS, COG has prepared a Regional Transportation Plan in accordance with California Transportation Commission (CTC) 2010 Regional Transportation Plan Guidelines, prepared pursuant to Government Code Section 14522; and

WHEREAS, pursuant to the California Environmental Quality Act ("CEQA") (Public Res. Code, §21000 et seq.) and the State CEQA Guidelines (14 Cal. Code Regs. §15000 et seq.), the Association of Monterey Bay Area Governments (AMBAG) is the lead agency for the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), which incorporates the 2040 San Benito County RTP prepared by COG; and

WHEREAS, AMBAG has overseen, in coordination with the Santa Cruz County Regional Transportation Commission, the Transportation Agency for Monterey County and San Benito County Council of Governments, the preparation of the Environmental Impact Report ("EIR") for each County's RTP; and

WHEREAS, COG designated AMBAG as the lead agency for preparation of the 2040 San Benito County RTP EIR, with COG designated as the Responsible Agency for the 2040 San Benito County RTP EIR; and

WHEREAS, AMBAG has prepared and certified the Final EIR (SCH#2015121080) for the 2040 MTP/SCS, which incorporates the 2040 San Benito County RTP, in compliance with CEQA; and

WHEREAS, the Final EIR consists of: (1) the Final EIR volume, which is a complete revision of the Draft EIR; and (2) all appendices to the Final EIR, including Appendix F, which consists of

comments received on the Draft EIR, a list of persons, organizations and public agencies commenting on the Draft EIR, responses to significant environmental issues raised in the review and consultation process and other information; and

WHEREAS, CEQA Findings have been prepared in compliance with Public Resources Code §§21081 and 21081.5, and CEQA Guidelines Section §15091 and 15096(h), for every significant impact of the 2040 San Benito County RTP identified in the EIR and for each alternative evaluated in the EIR, including an explanation of the rationale for each finding, which are attached hereto and fully incorporated herein by reference as Exhibit A; and

WHEREAS, the 2040 San Benito County RTP will have significant unavoidable impacts that cannot be avoided or substantially lessened, and a Statement of Overriding Considerations has been prepared in compliance with Public Resources Code §21081, and CEQA Guidelines §15093 and 15096(h), which are attached hereto and fully incorporated herein by reference as Exhibit A, which concludes that specific economic, legal, social, technological and other benefits of the 2040 San Benito County RTP outweigh the significant and unavoidable impacts identified in the EIR; and

WHEREAS, a Mitigation Monitoring and Reporting Program has been prepared in compliance with Public Resources Code §21081.6 and CEQA Guidelines §15097, attached hereto and fully incorporated by reference as Exhibit B, to ensure implementation of the mitigation measures identified in the Final EIR; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, prior to taking action on the Project, COG's Board of Directors has considered all of the information in the EIR administrative record pertaining to the Council of San Benito County Governments RTP, including the Final EIR, and all oral and written evidence presented to it during all meetings and hearings.

NOW THEREFORE, BE IT RESOLVED by the Council of San Benito County Governments Board of Directors that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED that, as Responsible Agency for the 2040 San Benito County Regional Transportation Plan, the Council of San Benito County Governments Board of Directors hereby finds that the Final EIR consists of: (1) the Final EIR; and (2) all appendices to the Final EIR (Appendices A-F), including Appendix F, which consists of comments and recommendations received on the Draft EIR, a list of persons, organizations and public agencies commenting on the Draft EIR, responses to significant environmental impacts raised in the review and consultation process, and all other information provided and made available to the Council of San Benito County Governments; and

BE IT FURTHER RESOLVED that, as Responsible Agency for the 2040 San Benito County Regional Transportation Plan, the Council of San Benito County Governments Board of Directors hereby makes and adopts the Findings required by Public Resources Code §§21081 and 21081.5. and CEQA Guidelines §15091 and 15096(h), which are attached hereto and fully incorporated herein by this reference; and

BE IT FURTHER RESOLVED that, as Responsible Agency for the 2040 San Benito County Regional Transportation Plan, the Council of San Benito County Governments Board of Directors hereby adopts the Statement of Overriding Considerations as required by Public Resources Code §21081, and CEQA Guidelines §15093 and 15096(h), which is attached hereto and fully incorporated herein by this reference; and

BE IT FURTHER RESOLVED that, as Responsible Agency for the 2040 San Benito County Regional Transportation Plan, the Council of San Benito County Governments Board of Directors hereby adopts the Mitigation Monitoring and Reporting Program as required by Public Resources Code §21081.6 and CEQA Guidelines §15097, which is attached hereto and fully incorporated herein by this reference.

PASSED AND ADOPTED by the Council of San Benito County Governments, on this 21<sup>st</sup> day of June, 2018.

AYES:  
NOES:  
ABSTAINING:  
ABSENT:

\_\_\_\_\_  
Jaime de la Cruz, Chair

ATTEST:

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

*Shirley L. Murphy*

\_\_\_\_\_  
Mary Gilbert, Executive Director

Shirley L. Murphy, Deputy County Counsel

Dated:

Dated: *June 14, 2018*

## **CEQA FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS AND MITIGATION MONITORING AND REPORTING PROGRAM**

### **I. INTRODUCTION TO CEQA FINDINGS**

These Findings of Fact are made pursuant to the California Environmental Quality Act (Pub. Res. Code §21000 et seq., “CEQA”) and the CEQA Guidelines (Cal. Code Regs. title 14, §15000 et seq.) by the Board of Directors of Association of Monterey Bay Area Governments (AMBAG), as the lead agency for the 2040 Metropolitan Transportation Plan and Sustainable Communities Strategy (“2040 MTP/SCS,” or the “Project”). These Findings of Fact pertain to the Final Environmental Impact Report (“EIR”) SCH #2015121080.

#### **A. PROJECT DESCRIPTION SUMMARY**

The proposed Project by the Association of Monterey Bay Area Governments (AMBAG) is the Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS), which is a long-range planning document required by both State and Federal law and is an update of the 2035 AMBAG MTP/SCS. It contains a compilation of Regional Transportation Plans (RTPs) for Monterey, San Benito and Santa Cruz Counties and is used to achieve a coordinated and balanced regional transportation system. The plan is organized into seven chapters, plus an executive summary, as follows: Chapter 1-Vision, Chapter 2 – Transportation Investments, Chapter 3 – Financial Plan, Chapter 4 – Sustainable Communities Strategy, Chapter 5 – Performance Measures, Chapter 6 – Public Participation, Chapter 7 – Glossary. Of the seven chapters of the 2040 MTP/SCS, Chapters 1, 2, 3 and 4 are those with the potential to create physical changes to the environment.

AMBAG has prepared the Sustainable Communities Strategy (SCS) as part of the MTP, pursuant to the requirements of California Senate Bill 375 as adopted in 2008. The SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, reduces greenhouse gas (GHG) emissions from passenger vehicles and light duty trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB).

The 2040 MTP/SCS is based on a preferred land use scenario that consists of an intensified land use distribution approach that concentrates the forecasted population and employment growth in urban areas. The transportation network includes additional highway, local street improvements, active transportation and transit investments to serve a more concentrated urban growth pattern. Transportation system improvement projects identified in the 2040 MTP/SCS include: highway/roadway projects; bus rapid transit and rail projects; active transportation (bicycle and pedestrian projects); transportation demand management, transportation system management and intelligent transportation system (ITS) projects; and aviation projects.

The 2040 MTP/SCS would be implemented with several other existing AMBAG programs designed to reduce adverse impacts to transportation resources, air quality, greenhouse gas (GHG) emissions and energy. These are described in Section 2.6 of the Final EIR, and include the Regional Vanpool Program, the AMBAG Energy Watch Program, Electric Vehicle Infrastructure Master Plan for the Monterey Bay Area, Complete Streets Planning and Design Guidelines, Rideshare, Bike to School Day and Bike to Work Day Program, Safe Route to Schools Program, Regional Ecological Framework Project, Zero Emission Electric Motorcycle Pilot Project, Freeway Service Patrol and Motorist Assistance Program and Seniors and Accessible Transportation Services.

## **B. TYPE OF EIR**

The 2040 MTP/SCS EIR is a Program EIR. A Program EIR is prepared for a series of actions that can be characterized as one project. An advantage of a Program EIR is that it allows the lead agency to consider broad policy alternatives and “program wide mitigation measures” at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts. (CEQA Guidelines §15168(b)(4).) The Program EIR can serve as a first-tier document for later CEQA review of individual projects included in the program. These project-specific CEQA reviews can focus on project-specific impacts and mitigation measures, and need not repeat the broad analyses contained in the Program EIR. As discussed by the California Supreme Court, “it is proper for a lead agency to use its discretion to focus a first-tier EIR on only the...program, leaving project-specific details to subsequent EIRs when specific projects are considered.” (*In re Bay Delta* (2008) 43 Cal. 4th 1143, 1174).

## **C. PROCEDURAL COMPLIANCE WITH CEQA**

AMBAG published a Draft EIR on December 4, 2017, and a Final EIR on May 23, 2018, in compliance with CEQA requirements. AMBAG prepared the Draft and Final EIRs in accordance with CEQA and the CEQA Guidelines. As allowed for in CEQA Guidelines §15084(d)(2), AMBAG retained a consultant to assist with the preparation of the environmental documents. AMBAG, acting as lead agency, has directed, reviewed and edited as necessary all material prepared by the consultant, and such material reflects AMBAG’s independent judgment. In general, the preparation of the EIR included the following key steps and public notification efforts:

A 40-day scoping process began with AMBAG’s issuance of the Notice of Preparation (NOP) of an EIR on December 21, 2015. The NOP was filed with the State Clearinghouse on December 21, 2015, which started a 40-day comment period that ended January 29, 2016. AMBAG noticed and held three EIR scoping meetings during the 40-day comment period to receive perspective and input from agencies, organizations and individuals on the scope and content of the environmental information to be addressed in the EIR. EIR scoping meetings was held on January 11, 2016 in Hollister, January 27, 2016 in Aptos and January 28, 2016, in Salinas.

AMBAG issued the Draft EIR on December 4, 2017. The Notice of Availability for the Draft EIR was published in local newspapers (listed below) and distributed to a variety of government agencies, organizations and interested parties, including: local jurisdictions, tribal governments, state and federal agencies, resource agencies, water districts and boards, transportation agencies, community groups and organizations, business organizations, chambers of commerce, universities and school districts, senior/aging organizations, interested parties and members of the public. The Draft EIR was also posted on AMBAG’s website and available for review at the AMBAG Office.

### **Notice of Availability Published in Local Papers**

- Hollister Free Press – December 8, 2017
- Monterey Herald – December 6, 2017
- Santa Cruz Sentinel – December 6, 2017
- San Jose Mercury News – December 6, 2017
- Merced Sun-Star – December 5, 2017
- Fresno Bee – December 5, 2017
- Hanford Sentinel – December 7, 2017
- Bakersfield Californian – December 5, 2017
- San Luis Obispo Tribune – December 7, 2017
- Benito Link – December 1, 2017

The Notice of Completion for the Draft EIR was filed with the State Clearinghouse on December 4, 2017. The Draft EIR was available for a 64-day public review period starting December 4, 2017. AMBAG hosted open houses and public hearings on the Draft EIR and Draft 2040 MTP/SCS on January 11, 2018 in Hollister, January 22, 2018 in Gonzales, January 24, 2018 in Seaside and January 30, 2018 in Santa Cruz.

Following close of the public review period, AMBAG revised the Draft EIR in response to comments received during the public review period and provided written responses addressing all significant environmental issues raised. Revisions made to the Draft EIR are shown throughout the Final EIR in strikethrough and underline text.

AMBAG published the Final EIR on May 23, 2018. AMBAG provided written responses to all public agencies that commented on the Draft EIR on May 24, 2018, which is at least 10 days prior to certifying the EIR. The AMBAG Board of Directors held a public hearing on June 13, 2018, to consider certification of the Final EIR and approval of the Project.

#### **D. INCORPORATION OF FINAL EIR BY REFERENCE**

The Final EIR is hereby incorporated by reference into these Findings of Fact. The Final EIR consists of: (1) the Final EIR volume, which is a complete revision of the Draft EIR; and (2) all appendices to the Final EIR, including Appendix F which contains comments on the Draft EIR; a list of persons, organizations and public agencies commenting of the Draft EIR; and AMBAG's responses to significant environmental issues raised in Draft EIR comments.

#### **E. REQUIREMENTS FOR CEQA FINDINGS**

Pursuant to Public Resources Code §21081 and CEQA Guidelines §15091, no public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless the public agency makes one or more of the following findings with respect to each significant impact:

1. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report. (The concept of infeasibility also encompasses whether a particular alternative or mitigation measure promotes the Project's underlying goals and objectives, and whether an alternative or mitigation measure is impractical or undesirable from a policy standpoint. (See *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.))

AMBAG has made one or more of these specific written findings regarding each significant impact associated with the 2040 MTP/SCS. Those findings are presented below, along with a presentation of facts in support of the findings. The AMBAG Board of Directors certifies these findings are based on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the

environmental issues identified and discussed. These findings are based on evidence contained in the totality of the administrative record before the AMBAG Board of Directors, including but not limited to the Final EIR “supporting evidence” cited herein.

## II. LOCATION AND CUSTODIAN OF THE RECORD

The documents and other materials that constitute the record of proceedings on which AMBAG's Findings of Fact are based are located at 24580 Silver Cloud Court, Monterey, California. The custodian of these documents is Heather Adamson. This information is provided in compliance with Public Resources Code § 21081.6(a)(2) and 14 Cal. Code Regs. § 15091(e).

For purposes of CEQA and these Findings of Fact, the Record of Proceedings for the Project consists of the following documents, at a minimum:

- The Notice of Preparation and all other public notices issued by AMBAG and in conjunction with the Project.
- The Draft and Final EIRs, including appendices and technical studies included or referenced in the Draft and Final EIRs.
- All comments submitted by agencies or members of the public during the public comment period on the Draft EIR.
- All comments and correspondence submitted to AMBAG with respect to the Project.
- The Mitigation Monitoring and Reporting Program (MMRP) for the Project.
- All Findings and resolutions adopted by AMBAG decision makers in connection with the Project and all documents cited or referred to therein.
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by Rincon and Mintier Harnish, consultants to AMBAG.
- All reports, memoranda, documentation, data output files relating to the land use and transportation modeling for the Project.
- All documents and information submitted to AMBAG by responsible, trustee, or other public agencies, or by individuals or organizations, in connection with the Project, up through the date the AMBAG Board of Directors approved the Project.
- Minutes and/or verbatim transcripts of all information sessions, public meetings and public hearings held by AMBAG, in connection with the Project.
- Any documentary or other evidence submitted to AMBAG at such information sessions, public meetings and public hearings.
- Matters of common knowledge to AMBAG, including, but not limited to federal, state and local laws and regulations.
- Any documents expressly cited in these Findings of Fact, in addition to those cited above.
- Any other materials required to be in the Record of Proceedings by Public Resources Code § 21167.6(e).

### III. FINDINGS FOR IMPACTS IDENTIFIED AS INSIGNIFICANT

Public Resources Code § 21081 and CEQA Guidelines § 15091 do not require findings of fact for impacts that are less than significant. Nevertheless, for the sake of completeness, the AMBAG Board of Directors hereby finds that the following environmental impacts of the 2040 MTP/SCS either have no impact or are less than significant. Under CEQA, no mitigation measures are required for impacts that are less than significant (CEQA Guidelines § 15126.4(a)(3)).

Section 4.16 of the EIR explains why certain impacts were not found to be significant and therefore were not discussed in detail in the EIR, pursuant to CEQA Guidelines Section 15128. In addition, ***the findings below are for impacts that were considered in detail in the EIR, but are less than significant. These findings are based on the detailed discussions of impacts in Chapter 4 of the EIR.***

#### A. AIR QUALITY AND HEALTH IMPACTS/RISKS

1. **Impact AQ-1.** Since the 2040 MTP/SCS would not conflict with the regional population forecast, and would reduce emissions of ozone precursors below 2015 baseline levels, it would not conflict with or obstruct implementation of the AQMP. Therefore, impacts would be less than significant.
  - a. **Mitigation** – No mitigation is required.
  - b. **Findings and Rationale** – The 2040 MTP/SCS would not conflict with or obstruct implementation of the Monterey Bay Air Resources District’s (MBARD) AQMD and impacts would be less than significant.
  - c. **Supportive Evidence** - Please refer to page 150 of the Final EIR.
  
2. **Impact AQ-5.** Re-entrained dust has the potential to increase airborne PM<sub>10</sub> and PM<sub>2.5</sub> levels in Monterey, San Benito and Santa Cruz Counties. The increase in growth expected through the 2040 MTP/SCS planning horizon would result in additional vehicle miles traveled compared to baseline conditions, which would add to the particulate emissions levels in the area. However, total re-entrained dust levels would be lower with implementation of the 2040 MTP/SCS than 2015 existing conditions. Implementation of MBARD control measures would further reduce such emissions. Therefore, impacts would be less than significant.
  - a. **Mitigation** – No mitigation is required.
  - b. **Findings and Rationale** – With implementation of planned MBARD control measures to reduce emissions of PM<sub>10</sub> and PM<sub>2.5</sub>, impacts would be less than significant.
  - c. **Supportive Evidence** - Please refer to pages 160 through 162 of the Final EIR.

#### B. BIOLOGICAL RESOURCES

1. **Impact B-4.** Implementation of transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy. This impact would be less than significant.
  - a. **Mitigation** – No mitigation is required.

**b. Findings and Rationale** – Projects included in the 2040 MTP/SCS would impact biological resources but must comply with city and county development requirements, including compliance with local policies, ordinances and applicable permitting procedures related to protection biological resources. Impacts would be less than significant.

**c. Supportive Evidence** - Please refer to page 206 of the Final EIR.

### C. CULTURAL RESOURCES

**1. Impact CR-4.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS could result in damage to or destruction of human burials. Impacts to human burials would be less than significant.

**a. Mitigation** – No mitigation is required.

**b. Findings and Rationale** – Impacts would be less than significant with mandatory compliance with existing State regulations and laws pertaining to human burials and remains.

**c. Supportive Evidence** – Please refer to page 229 of the Final EIR.

### D. ENERGY

**1. Impact E-1.** Future transportation improvement projects and implementation of the land use scenario envisioned by the 2040 MTP/SCS would increase demand for energy beyond existing conditions. However, the 2040 MTP/SCS would not result in inefficient, unnecessary, or wasteful direct or indirect consumption of energy and implementation, and would be consistent with applicable federal, state and local energy conservation policies. As such, this impact would be less than significant.

**a. Mitigation** – No mitigation is required.

**b. Findings and Rationale** – The 2040 MTP/SCS would be generally consistent with plans and policies pertaining to energy conservation, and impacts would be less than significant.

**c. Supportive Evidence** – Please refer to pages 245 through 248 of the Final EIR.

### E. GEOLOGY AND SOILS

**1. Impact GEO-2.** Grading associated with transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS could cause soil erosion and loss of top soil. However, compliance with applicable regulations would ensure that impacts would remain less than significant.

**a. Mitigation** – No mitigation is required.

**b. Findings and Rationale** – Compliance with existing regulations and programs would prevent substantial erosion, and impacts would be less than significant.

**c. Supportive Evidence** - Please refer to pages 262 through 263 of the Final EIR.

## F. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE

1. **Impact GHG-2.** Implementation of the 2040 MTP/SCS would not result in a significant increase in total GHG emissions from mobile and land use sources compared to 2015 baseline conditions. Impacts would be less than significant.
  - a. **Mitigation** – No mitigation is required.
  - b. **Findings and Rationale** – The 2040 MTP/SCS would result in decreased operational regional greenhouse gas (GHG) emissions compared to 2015 baseline conditions in 2040. Therefore, impacts would be less than significant.
  - c. **Supporting Evidence** – Please refer to page 284 of the Final EIR.
2. **Impact GHG-3.** Implementation of the 2040 MTP/SCS would not conflict with regional SB 375 per capita passenger vehicle CO<sub>2</sub> emission reduction targets. Impacts would be less than significant.
  - a. **Mitigation** – No mitigation is required.
  - b. **Findings and Rationale** – Implementation of the 2040 MTP/SCS would achieve the region’s Senate Bill (SB) 375 emissions reduction targets. Therefore, impacts would be less than significant.
  - c. **Supporting Evidence** – Please refer to pages 285 through 286 of the Final EIR.

## G. HAZARDS AND HAZARDOUS MATERIALS

1. **Impact HAZ-1.** Proposed transportation improvement projects and land use projects included in the 2040 MTP/SCS would facilitate the routine transport, use, or disposal of hazardous material, and may result in reasonably foreseeable upset and accident conditions. Mandatory compliance with existing regulations and programs would minimize the risk associated with these activities or accident conditions. Thus, hazards to the public or environment would be less than significant.
  - a. **Mitigation** – No mitigation is required.
  - b. **Findings and Rationale** – Mandatory compliance with existing regulations and programs would minimize the risk associated with these the routine transport, use and disposal of hazardous materials, as well as accident conditions related to these materials. Impacts would be less than significant.
  - c. **Supporting Evidence** – Please refer to pages 306 through 309 of the Final EIR.
2. **Impact HAZ-2.** Proposed transportation improvement projects and land use projects included in the 2040 MTP/SCS would facilitate hazardous emissions or handling of acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school. Existing regulations and programs would reduce the risk to schools to acceptable levels. Impacts would be less than significant.
  - a. **Mitigation** – No mitigation is required.

- b. **Findings and Rationale** – Mandatory compliance with existing regulations and laws would minimize the potential impacts associated with hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or potential future school. Impacts would be less than significant.
    - c. **Supporting Evidence** – Please refer to pages 309 through 310 of the Final EIR.
- 3. **Impact HAZ-4.** Transportation improvement projects and land use development included in the proposed 2040 MTP/SCS may be located near a public use airport or private airstrip. Existing regulations and regulatory oversight would reduce the inherent hazard of development near airports to safe levels, and impacts would be less than significant.
  - a. **Mitigation** – No mitigation is required.
  - b. **Findings and Rationale** – Compliance with existing federal, state and local regulations and oversight in place that would effectively reduce the inherent hazard associated with development near airports to an acceptable and safe level. Impacts would be less than significant.
  - c. **Supporting Evidence** – Please refer to page 312 of the Final EIR.
- 4. **Impact HAZ-5.** Land use development and transportation projects included in the 2040 MTP/SCS could interfere with existing emergency and evacuation. However, required regular updates to emergency response and evacuation plans would account for development and projects. Impacts related to interference or impairment of an adopted emergency response plan or emergency evacuation plan would be less than significant.
  - a. **Mitigation** – No mitigation is required.
  - b. **Findings and Rationale** – Required regular updates to emergency response and evacuation plans would account for development and projects included in the 2040 MTP/SCS, and transportation projects have the potential to improve circulation, including during emergency response. Impacts would be less than significant.
  - c. **Supporting Evidence** – Please refer to pages 312 through 313 of the Final EIR.

## H. HYDROLOGY AND WATER QUALITY

- 1. **Impact W-1.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS could result in substantial eroded sediments and contaminants in runoff, as well as changes in drainage patterns and increased wastewater effluent discharges that could degrade surface and ground water quality. However, compliance with federal, state and local regulations would prevent violations of permit requirements, substantial erosion and siltation and substantial degradation of water quality. Impacts would be less than significant.
  - a. **Mitigation** – No mitigation is required.
  - b. **Findings and Rationale** – Construction of projects included in the 2040 MTP/SCS would be required to comply with the federal Clean Water Act, which requires that coverage under a

National Pollutant Discharge Elimination System (NPDES) stormwater permit be obtained for construction. Mandatory implementation of the SWPPP would prevent substantial erosion or pollutants from degrading water quality or violating wastewater discharge requirements during project construction. Mandatory compliance with existing stormwater regulations and permit programs would prevent discharge of pollutants from operation of projects. Impacts would be less than significant.

- c. Supporting Evidence** – Please refer to pages 338 through 340 of the Final EIR.
- 2. Impact W-3.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS would incrementally increase stormwater flows in the AMBAG region. Impacts would be less than significant.
- a. Mitigation** – No mitigation is required.
  - b. Findings and Rationale** – The transportation and land use projects included in the 2040 MTP/SCS would be designed to comply with existing State and local jurisdiction requirements, included applicable municipal code sections related to stormwater runoff and drainages, such as curb and gutter design, and would build drainage infrastructure to control and accommodate the increase in stormwater flows. Land use projects under the 2040 MTP/SCS would require drainage control post-construction measures required under the NPDES MS4 permit and would include implementation of low-impact development drainage control features. Thus, existing regulations provide adequate preventative measures to limit or avoid substantial runoff during project construction and operation. Based on compliance with these existing regulations, impacts would be less than significant.
  - c. Supporting Evidence** – Please refer to page 343 of the Final EIR.
- 3. Impact W-4.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS could be subject to flood hazards, dam failure, or tsunamis. However, compliance with existing regulations, the 2040 MTP/SCS would not expose people or structures to a significant risk of loss, injury, or death associated with these hazards. Impacts would be less than significant.
- a. Mitigation** – No mitigation is required.
  - b. Findings and Rationale** – Compliance with existing regulations and programs would prevent placement of structures within 100-year floodplain that could redirect flood flows, would prevent development in 100-year floodplains and would prevent significant risks of loss, injury or death resulting from flooding or inundation. Impacts would be less than significant.
  - c. Supporting Evidence** – Please refer to pages 344 through 346 of the Final EIR.

## I. LAND USE

- 1. Impact LU-1.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS would not physically divide an established community. This impact would be less than significant.
- a. Mitigation** – No mitigation is required.

- b. Findings and Rationale** – The transportation projects included in the 2040 MTP/SCS generally include improvements to existing roads and transportation facilities, rather than new roads or rail lines through existing or established communities. The land use scenario envisioned in the 2040 MTP/SCS encourages infill development in existing communities, rather than new communities in rural areas where new roads would be required. Therefore, the 2040 MTP/SCS would not physically divide established communities, and impacts would be less than significant.
- c. Supportive Evidence** – Please refer to pages 357 through 358 of the Final EIR.

## J. POPULATION AND HOUSING

- 1. Impact PH-2.** Land use development included in the 2040 MTP/SCS would temporarily displace existing housing and people as individual housing development sites are redeveloped. However, this displacement would be temporary and would be offset by a significant net increase in housing units by 2040. Impacts would be less than significant.
  - a. Mitigation** – No mitigation is required.
  - b. Findings and Rationale** – Land use development included in the 2040 MTP/SCS would temporarily displace existing housing and people as individual housing development sites are redeveloped. However, in the long term, the 2040 MTP/SCS would result in a net increase in housing units in the AMBAG region. Impacts would be less than significant.
  - c. Supportive Evidence** – Please refer to pages 394 through 395 of the Final EIR.

## K. TRANSPORTATION AND CIRCULATION

- 1. Impact T-3.** The 2040 MTP/SCS includes transit projects that would improve and expand transit services in the region. The 2040 MTP/SCS would increase the percentage of jobs within proximity to transit stops and the percent of transit trips less than 30 minutes during peak period. Thus, the 2040 MTP/SCS would not substantially disrupt transit service and impacts would be less than significant.
  - a. Mitigation** – No mitigation is required.
  - b. Findings and Rationale** – The 2040 MTP/SCS would result in performance improvements in the transit system. Thus, impacts would be less than significant.
  - c. Supporting Evidence** – Please refer to pages 419 through 420 of the Final EIR
- 2. Impact T-4.** The 2040 MTP/SCS would improve conditions for bicycle and pedestrian travel in the AMBAG region, and bicycle and pedestrian facilities would not be substantially disrupted. Impacts would be less than significant.
  - a. Mitigation** – No mitigation is required.
  - b. Findings and Rationale** – The 2040 MTP/SCS would result in additional and improved facilities to accommodate pedestrian and bicycle travel modes, and would not substantially disrupt bicycle and pedestrian facilities. Impacts would be less than significant.

**c. Supporting Evidence** – Please refer to page 421 of the Final EIR.

#### IV. FINDINGS FOR IMPACTS IDENTIFIED AS SIGNIFICANT BUT MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

The AMBAG Board of Directors hereby finds that the following mitigation measures identified in the EIR which will avoid or substantially lessen the following environmental impacts reducing them to a less than significant level, have been required in or incorporated into the Project. These findings are based on the discussion of impacts in the detailed impact analyses in Chapter 4 of the EIR, as well as relevant responses to comments in the Final EIR. *The findings below are for impacts where implementation of the Project may result in the following significant environmental impacts that will be reduced to less-than-significant levels following mitigation:*

##### A. AESTHETICS

1. **Impact AES-3.** Transportation projects envisioned in the 2040 MTP/SCS would result in increased lighting from security lighting, landscape and structure lighting and lights on vehicles. Land use projects envisioned in the 2040 MTP/SCS would also introduce new or intensified sources of lighting. Lighting and glare may adversely affect daytime and nighttime views in the area and this would be a significant but mitigable impact.
  - a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for transportation projects that would result in light and glare impacts. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**AES-3(a) Roadway Lighting.** Roadway lighting shall be minimized to the extent possible, consistent with safety and security objectives and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project.

**AES-3(b) Lighting Design Measures.** As part of planning, design and engineering for projects, implementing agencies shall ensure that projects proposed near light-sensitive uses avoid substantial spillover lighting. Potential design measures include, but are not limited to, the following:

- Lighting shall consist of cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used.
- Lighting shall be directed away from habitat and open space areas adjacent to the project site.
- Light mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and

undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes.

- Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.

**AES-3(c)**

**Glare Reduction Measures.** Implementing agencies shall minimize and control glare from transportation and infill development projects near glare-sensitive uses through the adoption of project design features such as:

- Planting trees along transportation corridors to reduce glare from the sun;
- Creating tree wells in existing sidewalks;
- Adding trees in new curb extensions and traffic circles;
- Adding trees to public parks and greenways;
- Landscaping off-street parking areas, loading areas and service areas;
- Limiting the use of reflective materials, such as metal;
- Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry;
- Screening parking areas by using vegetation or trees;
- Using low-reflective glass; and
- Complying with applicable general plan policies or local controls related to glare
- Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.

**b. Findings and Rationale** – Mitigation Measures AES-3(a)-(c) would minimize roadway lighting, limit the use of reflective building materials and the potential spillage of light both upward and onto adjacent properties from exterior lighting fixtures and minimize light and glare. As a result, in areas lacking existing dark sky ordinances or similar lighting regulations, or where such regulations are insufficient, the implementation of the identified mitigation measures would reduce impacts related to light and glare to a less-than-significant level. The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them.

**c. Supportive Evidence** – Please refer to pages 101 through 103 of the Final EIR.

## **B. GEOLOGY AND SOILS**

- 1. Impact GEO-1.** Implementation of proposed transportation improvements and future projects facilitated by the land use scenario envisioned in the 2040 MTP/SCS could be subject to seismic hazards, including fault rupture, ground-shaking, liquefaction and landslides that could expose people or structures to substantial adverse effects. Impacts would be significant but mitigable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for applicable transportation projects that could expose people or structures to substantial adverse effects due to seismic hazards. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**GEO-1**                    **Geotechnical Design.** If a 2040 MTP/SCS project is located in a zone of high potential ground-shaking intensity, implementing agencies can and should complete a site specific geotechnical report conducted by a qualified geotechnical expert. Any investigations shall comply with the California Geological Survey’s Guidelines for Evaluating and Mitigating Seismic Hazards in California and projects shall comply with the recommendations stated in the geotechnical analysis (California Geological Survey 2008). Recommendations may include, but are not limited to, the following: fill placement and compaction, isolated and continuous footing, site specific pipe bedding and site specific seismic design criteria.

- b. **Findings and Rationale** –Mitigation Measure GEO-1 would reduce impacts to a less than significant level because site-specific geotechnical engineering would be required consistent with existing regulations to ensure that proposed facilities and structures would be designed in such a way that seismic hazards, including fault rupture, ground-shaking, liquefaction and landslides, would not expose people or structures to substantial adverse effects. The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them.

- c. **Supportive Evidence** – Please refer to pages 261 through 262 of the Final EIR.

2. **Impact GEO-3.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS could be located on potentially unstable or expansive soils or in areas of lateral spreading, subsidence, or high liquefaction potential. Impacts would be significant but mitigable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that could be located on unstable soils or in areas of high liquefaction potential. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**GEO-3(a)**                    **Geotechnical Analysis.** If a 2040 MTP/SCS project is located in an area of moderate to high liquefaction, lateral spreading and/or subsidence potential or in underground areas located in an area of high groundwater potential,

the RTPAs shall ensure and sponsor agencies can and should ensure that these structures are designed based upon site specific geology, soils and earthquake engineering studies conducted by a qualified geotechnical expert. Projects shall follow the recommendations of these studies. Possible design measures include, but would not be limited to: deep foundations, removal of liquefiable materials and dewatering.

**GEO-3(b) Hillside Stability Evaluation.** If a 2040 MTP/SCS project requires cut slopes over 20 feet in height or is located in areas of bedded or jointed bedrock, the implementing agency shall ensure that hillside stability evaluations and/or specific slope stabilization studies are conducted by a qualified geotechnical expert. Projects shall follow the recommendations of these studies. Possible stabilization methods include buttresses, retaining walls and soldier piles. In addition, to sustain a functional long-term transportation system along the coast, the strategies identified in Caltrans' 2004 *Big Sur Coast Highway Management Plan* shall be implemented where appropriate and when feasible. Applicable *Big Sur Coast Highway Management Plan* measures may include, but are not limited to: adaptation to the fluid landform; separation of the highway from the moving landform; and, temporary or permanent rockfall catchments.

**GEO-3(c) Site Specific Geotechnical Evaluation.** If a 2040 MTP/SCS project is located in an area of highly expansive soils, the RTPAs shall and sponsors agencies can and should ensure that a site-specific geotechnical investigation is conducted. The investigation shall identify hazardous conditions and recommend appropriate design factors to minimize hazards. Such measures could include concrete slabs on grade with increased steel reinforcement, removal of highly expansive material and replacement with non-expansive import fill material, or chemical treatment with hydrated lime to reduce the expansion characteristics of the soils.

**b. Findings and Rationale** –Mitigation Measures GEO-3(a)-(c) would reduce impacts to a less than significant level because individual projects would require geotechnical analysis when located on potentially unstable or expansive soils or in areas of geologic hazards. Site specific geotechnical evaluations and hillside stability evaluations would identify feasible measures to address site specific issues related to unstable soils and geologic hazards and reduce soils and geologic hazards impacts to less than significant levels. The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them.

**c. Supportive Evidence** – Please refer to pages 263 through 265 of the Final EIR.

## **C. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE**

- 1. Impact GHG-1.** Construction of the transportation improvement projects and development within future land use projects envisioned by the 2040 MTP/SCS would generate temporary short-term GHG emissions that may have a significant effect. Impacts would be significant but mitigable.

- a. **Mitigation** – For all transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects generating construction GHG emissions. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**GHG-1 Construction GHG Reduction Measures.** The implementing agency shall incorporate the most recent GHG reduction measures and/or technologies for reducing diesel particulate and NOX emissions measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections. Current GHG-reducing measures include the following:

- Use of diesel construction equipment meeting CARB's Tier 4 certified engines wherever feasible for off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation. Where the use of Tier 4 engines is not feasible, Tier 3 certified engines shall be used; where Tier 3 engines are not feasible, Tier 2 certified engines shall be used;
- Use of on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;
- Use of electric powered equipment in place of diesel powered equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- Use of alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel powered equipment for 15 percent of the fleet; and Use of materials sources from local suppliers; and
- Recycling of at least 50 percent of construction waste materials.

- b. **Findings and Rationale** – Mitigation Measure GHG-1 would reduce construction GHG emissions from individual projects to the maximum extent feasible. Because construction activities generally result in annual GHGs emissions that represent a small proportion of total annual GHG emissions, and implementation of the 2040 MTP/SCS would result in a net reduction in GHG emissions in 2040 when compared to as compared to the 2015 baseline, GHG impacts associated with construction activity would be less than significant following mitigation. The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it.

- c. **Supportive Evidence** – Please refer to pages 282 through 283 of the Final EIR.

## D. HAZARDS AND HAZARDOUS MATERIALS

1. **Impact HAZ-3.** The 2040 MTP/SCS includes land use projects and transportation projects that could occur on previously unknown hazardous material sites or sites on the list compiled by Government Code Section 65962.5. Thus, construction of these projects could create a significant hazard to the public or environment. Impacts would be significant but mitigable.
  - a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that result in hazardous materials impacts. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**HAZ-3**                      **Site Remediation.** If an individual project included in the 2040 MTP/SCS is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, or has the potential for residual hazardous materials and/or waste as a result of location and/or prior uses, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers.

- b. **Findings and Rationale** – Mitigation Measure HAZ-3 would reduce impacts to less than significant because project sites with hazardous material contamination that are previously unknown or that are included on the list compiled by the Government Code Section 65962.5 would be identified prior to commencement of project construction. Additionally, prior to commencement of construction, measures to remediate contamination, such as containment and disposal of contaminated soil pursuant to federal and state regulations would be required. These measures would prevent significant hazards to the public or the environment. The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it.
  - c. **Supportive Evidence** – Please refer to pages 310 through 312 of the Final EIR.

## E. TRIBAL CULTURAL RESOURCES

1. **Impact TCR-1.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS have the potential to cause substantial adverse changes in the significance of tribal cultural resources. Impacts would be significant but mitigable.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts to tribal cultural resources. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

### TCR-1

**Tribal Cultural Resources Impact Minimization.** Implementing agencies shall comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall implement the following measures where feasible to avoid or minimize the project-specific significant adverse impacts:

- Avoidance and preservation of the resources in place, including, but not limited to: planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
- Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
  - Protecting the cultural character and integrity of the resource
  - Protecting the traditional use of the resource
  - Protecting the confidentiality of the resource
- Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
- Native American monitoring by the appropriate tribe for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources.
- If potential tribal cultural resources are encountered during ground-disturbing activities; work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) must be contacted immediately to evaluate the find and determine the proper course of action.

- b. Findings and Rationale** – Mitigation Measure TCR-1 would require AB 52 compliance and would result in necessary mitigation cause substantial adverse changes in the significance of tribal cultural resources. These measures would protect the resource’s character, traditional use and confidentiality. Impacts to tribal cultural resources would be reduced to a less than significant level. The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it.
  
- c. Supportive Evidence** – Please refer to pages 428 through 429 of the Final EIR.

## V. FINDINGS FOR IMPACTS THAT ARE SIGNIFICANT AND UNAVOIDABLE

The AMBAG Board of Directors hereby finds that the following mitigation measures identified in the EIR that will lessen the following significant environmental impacts, but not to a less than significant level, have been required in or incorporated into the Project. These findings are based on the discussion of impacts in the detailed impact analyses in Chapter 4 of the EIR as well as relevant responses to comments in the Final EIR. *The findings below are for impacts where implementation of the Project may result in the following significant, unavoidable environmental impacts:*

### A. AESTHETICS

1. **Impact AES-1.** Proposed transportation improvement projects and land use projects envisioned by the 2040 MTP/SCS may affect public views of scenic vistas or substantially damage scenic resources along designated scenic corridors, including state scenic highways. This would be a significant and unavoidable impact.
  - a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that would potentially degrade scenic vistas or scenic resources within a state scenic highway. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**AES-1(a) Discouragement of Architectural Features that Block Scenic Views.** Implementing agencies shall design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for potential noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents and landscaping to prevent monotony. In addition, sound walls shall be complementary in color and texture to surrounding natural features.

**AES-1(b) Tree Protection and Replacement.** New roadways and extensions and widenings of existing roadways shall avoid the removal of existing mature trees to the extent possible. The implementing agency of a particular 2040 MTP/SCS project shall replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway when feasible. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.

- b. **Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible

agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them. Although Mitigation Measure AES-1(a) and (b) would lessen impacts related to scenic vistas and state-designated scenic highway corridors and scenic resources, individual transportation infrastructure projects as well as land use development included in the 2040 MTP/SCS could still result in obstructions to panoramic views and views of important landscape features or landforms (mountains, oceans, rivers, bas, or important man-made structures) as seen from public viewing areas. Given the extent of planned land use development and the potential for site-specific visual obstructions from future land use and transportation projects, impacts related to the obstruction of scenic vistas from public viewing areas and impacts to state-designated scenic highway corridors and scenic resources would be significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or Project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 97 through 99 of the Final EIR.

2. **Impact AES-2.** Proposed transportation improvement projects and land use projects envisioned by the 2040 MTP/SCS may substantially degrade existing visual character in the AMBAG region. This would be a significant and unavoidable impact.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2040 MTP/SCS program where applicable for transportation projects that would substantially degrade visual character. Cities and counties in the AMBAG region can and should implement this measure, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**AES-2**

**Design Measures for Visual Compatibility.** The implementing agency shall require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Strategies to achieve this include:

- Siting or designing projects to minimize their intrusion into important viewsheds;
- Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted;
- Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade;
- Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements);
- Protecting or replacing trees in the project area;
- Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural

features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. The implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation to ensure compliance with landscaping plans; and

- Designing new structures to be compatible in scale, mass, character and architecture with existing structures.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure AES-2 would reduce project-specific impacts to the extent feasible, but the incremental alteration of current rural or semi-rural character to a more suburban environment is considered a significant and unavoidable impact. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 99 through 101 of the Final EIR.

## **B. AGRICULTURE AND FORESTRY RESOURCES**

**1. Impact AG-1.** Proposed transportation improvements and land use projects envisioned by the 2040 MTP/SCS could directly or indirectly result in the conversion of Important Farmland to nonagricultural use, or conflict with existing zoning for agriculture, or a Williamson Act contract. This would be a significant and unavoidable impact.

**a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that would result in impacts to Important Farmland. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

### **AG-1**

**Impact Avoidance and Minimization.** Implementing agencies shall implement measures, where feasible based on project-and site-specific considerations that include, but are not limited to those identified below.

- Require project relocation or corridor realignment, where feasible, to avoid Important Farmland, agriculturally-zoned land and/or land under Williamson Act contract;
- Compensatory mitigation at a minimum 1:1 (impacted: replaced) acreage ratio with Important Farmland of equivalent or better quality;

- Require acquisition of conservation easements on land at least equal in quality and size as mitigation for the loss of Important Farmland; and/or
- Institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).

**b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure AG-1 would require avoidance or compensation for Important Farmland impacted by specific projects included in the 2040 MTP/SCS, thereby reducing the impact of conversion of Important Farmland to non-agriculture use and conflicts with agricultural zoning and Williamson Act contracts. However, it is unlikely that all Important Farmland could be avoided, or that compensation would completely prevent the loss of Important Farmland. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 122 through 124 of the Final EIR.

### C. AIR QUALITY AND HEALTH IMPACTS/RISKS

**1. Impact AQ-2.** Construction activities associated with transportation projects under the 2040 MTP/SCS, as well as the land use projects envisioned by the 2040 MTP/SCS, would create fugitive dust and ozone precursor emissions and could violate air quality standards, contribute substantially to existing or projected air quality violations, or result in a cumulatively considerable net increases in PM<sub>10</sub> or ozone precursor emissions. This impact would be significant and unavoidable.

**a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that result in fugitive dust and ozone precursor emissions. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**AQ-2(a) Application of MBARD Feasible Mitigation Measures.** For all projects, the implementing agency shall incorporate the most recent MBARD feasible mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Current MBARD feasible mitigation measures include the following. Additional and/or modified measures may be adopted by MBARD prior to

implementation of individual projects under the 2040 MTP/SCS. The most current list of feasible mitigation measures at the time of project implementation shall be used.

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil and wind exposure.
- Prohibit all grading activities during periods of high wind (over 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Pave all roads on construction sites.
- Sweep streets if visible soil material is carried out from the construction site.
- Limit the area under construction at any one time.
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance).

**AQ-2(b) Diesel Equipment Emissions Standards.** The implementing agency shall ensure, to the maximum extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used. These measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections.

**AQ-2(c) Electric Construction Equipment.** The implementing agency shall ensure that to the extent possible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them. Implementation of Mitigation Measures AQ-2(a)-(c) would reduce emissions related to short-term construction emissions from individual projects and thus reduce the severity of

impacts. However, because individual project circumstances will vary and these measures may not be feasible for individual projects, implementation of these measures would not guarantee that the impact would be reduced to less than significant. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 151 through 153 of the Final EIR.

2. **Impact AQ-3.** Implementation of the 2040 MTP/SCS would reduce ozone precursors compared to 2015 existing conditions. However, implementation of the 2040 MTP/SCS would increase PM<sub>10</sub> emissions compared to 2015 existing conditions, which could contribute substantially to a projected air quality violation. Long-term operational impacts related to PM<sub>10</sub> emissions would be significant and unavoidable.

a. **Mitigation** – For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement the following measures to reduce PM<sub>10</sub> emissions, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**AQ-3**

**Project-Level PM<sub>10</sub> Emissions Reduction.** Implementing agencies shall evaluate PM<sub>10</sub> emissions as part of project-specific CEQA review and discretionary approval decisions for land use projects in the NCCAB. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce PM<sub>10</sub> emissions below MBARD standards to the extent feasible. PM<sub>10</sub> emissions reduction measures may include:

- Require new residential and commercial construction to apply dust suppressants, including water and non-toxic surfactants, and to comply with the maximum feasible dust and emissions control measures recommended by MBARD, to reduce particulate matter emissions from construction areas.
- Require new construction projects to use the newest available (Tier 3 or better) construction equipment, which generate lower emissions of diesel particulate matter when operating.
- Require new development to contribute mitigation fees to the MBARD Carl Moyer grant incentive programs that provide funding for regional PM<sub>10</sub>-reduction measures, including replacement of diesel engines in buses and other vehicles that reduce emissions of diesel particulate matter in the District.

b. **Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation

project sponsors and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure AQ-3 would reduce PM<sub>10</sub> emissions related to land use projects and thus reduce the severity of impacts. However, implementation of project-level daily PM<sub>10</sub>-reducing measures may not be feasible and cannot be guaranteed on a project-by-project basis. Additionally, it is unlikely that an increase in daily PM<sub>10</sub> emissions above existing conditions could be fully avoided in 2040, due to factors unrelated to discretionary approvals, such as population growth in the region. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 153 through 156 of the Final EIR.

**3. Impact AQ-4.** Implementation of the 2040 MTP/SCS would not result in a significant regional increase in toxic air emissions or odorous compounds when compared to 2015 existing conditions. However, future growth and development facilitated by the 2040 MTP/SCS land use scenario could expose sensitive receptors to substantial hazardous air pollutant concentrations and objectionable odors. Impacts would be significant and unavoidable.

**a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**AQ-4**

**Health Risk Reduction Measures.** Transportation implementing agencies shall implement the following measures:

- During project-specific design and CEQA review, the potential localized particulate (PM<sub>10</sub> and PM<sub>2.5</sub>) impacts and their health risks of shall be evaluated for the project using procedures and guidelines consistent with U.S. EPA 2015's Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas. If required based on the project-level hotspot analysis, project-specific mitigation shall be added to the project design concept or scope to ensure that local particulate (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions would not reach a concentration at any location that would cause estimated cancer risk to exceed the 2015 Office of Environmental Health Hazard Assessment (OEHHA) threshold of 10 in one million. Per the U.S. EPA guidance (2015), potential mitigation measures to be considered may include but shall not be limited to: providing a retrofit program for older higher emitting vehicles, anti-idling requirements or policies, controlling fugitive dust, routing traffic away from populated zones, and replacing older buses with cleaner buses. These measures can and

should be implemented to reduce localized particulate impacts as needed.

- Retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with CARB and OEHHA requirements to determine the exposure of nearby residents to TAC concentrations.
- If impacts result in increased risks to sensitive receptors above significance thresholds, Plant trees and/or vegetation suited to trapping TACs and/or sound walls between sensitive receptors and the pollution source. This measure would trap TACs emitted from pollution sources such as highways, reducing the amount of TACs to which residents and other sensitive populations would be exposed.

In addition, consistent with the general guidance contained in CARB's Air Quality and Land Use Handbook (April 2005) and Technical Advisory on Strategies to Reduce Air pollution Exposure Near High-Volume Roadways (April 2017), for land use projects, appropriate and feasible measures shall be incorporated into project building design for residential, school and other sensitive uses located within 500 feet, or other distance as determined by the lead agency, of freeways, heavily travelled arterials, railways and other sources of diesel particulate matter, including roadways experiencing significant vehicle delays (CARB 2005). The appropriate measures shall include one or more of the following methods, as determined by a qualified professional, as applicable. The implementing agency shall incorporate health risk reduction measures based on analysis of individual sites and project circumstances. These measures may include:

- Avoid siting new sensitive land uses within 500 feet of a freeway or railway.
- Require development projects for new sensitive land uses to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers.
- Do not locate sensitive receptors near the entry and exit points of a distribution center.
- Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas and air intake vents primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long life span between the pollution source and the project.
- Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
- Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system should include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from

entering the building. Either HEPA filters or ASHRAE 85% supply filters should be used. Ongoing maintenance should occur.

- Retain a qualified HV consultant or Home Energy Rating Systems (HERS) rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
- Maintain positive pressure within the building.
- Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
- Achieve a performance standard of at least 4 air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.
- Require project owners to provide a disclosure statement to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions.
- Implement feasible attenuation measures needed to reduce potential air quality impacts to sensitive receptors such as air filtration systems.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. Although implementation of Mitigation Measure AQ-4 would reduce health risks, individual receptors may still be exposed to substantial hazardous air pollutant concentrations that would have significant health risk effects. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 156 through 160 of the Final EIR.

#### **D. BIOLOGICAL RESOURCES**

**1. Impact B-1.** Implementation of transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS may have substantial adverse impacts on special status plant and animal species, either directly or through habitat modifications. Impacts would be significant and unavoidable.

**a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

- B-1(a) Biological Resources Screening and Assessment.** On a project-by-project basis, a preliminary biological resource screening shall be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, a qualified biologist shall conduct a biological resources assessment to document the existing biological resources within the project footprint plus a buffer and to determine the potential impacts to those resources. The biological resources assessment shall evaluate the potential for impacts to all biological resources including, but not limited to: special status species, nesting birds, wildlife movement, sensitive plant communities, critical habitat, Essential Fish Habitat, and other resources judged to be sensitive by local, state and/or federal agencies. Depending on the results of the biological resources assessment, design alterations, further technical studies (i.e. protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state and federal agencies may be required. The following mitigation measures [B-1(b) through B-1(j)] shall be incorporated only as applicable into the biological resources assessment for projects where specific resources are present or may be present and impacted by the project. Note that specific surveys described in the mitigation measures below may be completed as part of the biological resources assessment where suitable habitat is present. The results of the biological resources screening and assessment shall be provided to the implementing agency for review and approval.
- B-1(b) Special Status Plant Species Surveys.** If completion of the project-specific biological resources assessment determines that special status plant species have potential to occur on-site, surveys for special status plants shall be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally-timed to coincide with the target species identified in the project-specific biological resources assessment. All plant surveys shall be conducted by a qualified biologist approved by the implementing agency no more than one year prior to project implementation (annual grassland habitats may require yearly surveys). All special status plant species identified on-site shall be mapped onto a site-specific aerial photograph or topographic map. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special status plant species are identified, mitigation measure B-1(c) shall apply.
- B-1(c) Special Status Plant Species Avoidance, Minimization and Mitigation.** If state- or federally listed and/or CRPR 1 and 2 species are found during special status plant surveys [pursuant to mitigation measure B-1(b)], then the project shall be re-designed to avoid impacting these plant species to the maximum extent feasible. If CRPR 3 and 4 species are found, the biologist

shall evaluate to determine if they meet criteria to be considered special status, and if so, the same process as identified for CRPR 1 and 2 species shall apply.

If special status plants species cannot be avoided and would be impacted by a project implemented under the 2040 MTP/SCS, all impacts shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to implementing agency overseeing the project for approval.

**B-1(d) Endangered/Threatened Animal Species Habitat Assessment and Protocol Surveys.** Specific habitat assessment and survey protocol surveys are established for several federally and/or state endangered or threatened animal species. If the results of the biological resources assessment determine that suitable habitat may be present for any such species, protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals.

Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation and permitting, as applicable.

If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence assumed based on suitable habitat, mitigation measure B-1(e) shall apply.

**B-1(e) Endangered/Threatened Animal Species Avoidance and Compensatory Mitigation.** If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall re-design the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the maximum extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or establish conservation easements or funds for acquisition of conservation easements as compensatory mitigation to offset impacts to federal and/or state listed species habitat.

Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions.

If on and/or off site mitigation sites are identified the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The HMMP shall be submitted to the agency overseeing the project for approval.

**B-1(f)**

**Endangered/Threatened Species Avoidance and Minimization During Construction.**

The following measures shall be applied to aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence and the results of the biological resources screening and assessment (measure B-1[a]).

- Pre-construction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the appropriate measures in the BO or Habitat Conservation Plan (HCP)/Incidental Take Permit (ITP) issued by the USFWS/NMFS (relevant to federal listed species) and/or the ITP issued by the CDFW (relevant to state listed species) shall be implemented; or if such guidance is not in place for the activity, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and approval prior to start of construction.
- Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern within or adjacent to the limits of disturbance shall have highly visible orange construction Environmental Sensitive Area fencing installed between said area and the limits of disturbance.
- All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed during the dry season, typically between April 1 and October 31, to avoid impacts to sensitive aquatic species.
- All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of

the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are begin fully implemented.

- No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS/NMFS.
- If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system.
- If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point, a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. Alternatively, the appropriate measures shall be implemented in accordance with the BO or HCP/ITP issued by the USFWS (relevant to federal listed species) and/or the ITP issued by the CDFW (relevant to state listed species) and work can then continue as guided by those documents and the agencies as appropriate.
- All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills. A minimum of one spill kit shall be available at each work location near riparian habitat or water bodies.
- No equipment shall be permitted to enter wetted portions of any affected drainage channel other than equipment necessary to conduct approved dewatering activities required for project construction.
- All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access.
- At the end of each work day, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment.
- All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.

**B-1(g)**

**Non-Listed Special Status Animal Species Avoidance and Minimization.**

Depending on the species identified in the BRA, the following measures shall be selected from among the following to reduce the potential for impacts to non-listed special status animal species:

- Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 100-foot buffer and shall identify all special status animal species that may occur on-site. All non-listed special status species shall be relocated from the site either through

direct capture or through passive exclusion. A report of the pre-construction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction.

- A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special status animal species unearthed by construction activities.
- Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results. The report shall be submitted within 30 days of completion of the project.
- If special status bat species may be present and impacted by the project, within 30 days of the start of construction a qualified biologist shall conduct presence/absence surveys for special status bats, in consultation with the CDFW, where suitable roosting habitat is present. Surveys shall be conducted using acoustic detectors and by searching tree cavities, crevices and other areas where bats may roost. If active bat roosts or colonies are present, the biologist shall evaluate the type of roost to determine the next step.
  - If a maternity colony is present, all construction activities shall be postponed within a 250-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed or as recommended by CDFW through consultation. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately.
  - If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), alternative roosts, such as bat boxes if appropriate for the species, shall be designed and installed near the project site. The number and size of alternative roosts installed will depend on the size of the hibernaculum and shall be determined through consultations with the CDFW.
  - If other active roosts are located, exclusion devices such as valves, sheeting or flap-style one-way devices that allow bats to exit but not re-enter roosts discourage bats from occupying the site.

**B-1(h)**

**Preconstruction Surveys for Nesting Birds.** For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist no more than 30 days prior to vegetation removal activities.

A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles, shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively.

If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 50 to 300 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest. The objective of the buffer shall be to reduce disturbance of nesting birds. All buffers shall be marked using high-visibility flagging or fencing, and, unless approved by the qualified biologist, no construction activities shall be allowed within the buffers until the young have fledged from the nest or the nest fails.

For bald or golden eagle nests identified during the preconstruction surveys, an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing and duration of the expected disturbance. The buffer shall be established between February 1 and August 31; however, buffers may be relaxed earlier than August 31 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged and the nest is no longer in use.

A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction.

**B-1(i) Worker Environmental Awareness Program (WEAP).** Prior to initiation of construction activities (including staging and mobilization), all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers and other personnel involved with construction of the project. All employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them.

- b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them. Compliance with Mitigation Measure B-1(a)-(i) would reduce impacts to special status species and their habitat to less than significant levels because the mitigation measures require pre-project surveys and biological monitoring, focused biological surveys, avoidance or minimization of project-related disturbance or loss of special-status species, compensation for disturbed or loss of special status species habitat and coordination with permitting agencies, as required prior to project implementation. Although compliance with federal and state statutes

would be sufficient to prevent significant impacts to certain special status species and their habitats, these statutes would not protect other sensitive plant and wildlife species such as federal ESA candidate species, plant species determined to be rare by the CNPS or wildlife species classified as California Species of Special Concern. Also, these mitigation measures may not be feasible for individual projects to implement. Therefore, it cannot be guaranteed that all future project-level impacts to special status species can be mitigated to a less than significant level for all species, and impacts would remain significant. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or Project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 191 through 199 of the Final EIR.

**2. Impact B-2.** Implementation of transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS may result in substantial adverse impacts on natural communities and federally protected wetlands. This impact would be significant and unavoidable.

**a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**B-2(a) Jurisdictional Delineation and Impact Avoidance.** If the results of measure B-1(a) indicates projects implemented under the 2040 MTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or CCC, a qualified biologist shall complete a jurisdictional delineation. The jurisdictional delineation shall determine the extent of the jurisdiction for each of these agencies and shall be conducted in accordance with the requirement set forth by each agency. The result shall be a jurisdictional delineation report that shall be submitted to the implementing agency, USACE, RWQCB, CDFW and/or CCC, as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the maximum extent feasible. The delineation shall serve as the basis to identify jurisdictional areas to be protected during construction, through implementation of the avoidance and minimization identified in measure B-2(f).

**B-2(b) Wetlands, Drainages and Riparian Habitat Restoration.** Impacts to jurisdictional drainages, wetlands and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist, and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist and submittal to the agency overseeing the project for

approval. Alternatively, mitigation shall be accomplished through purchase of credits from an approved wetlands mitigation bank.

**B-2(c) Landscaping Plan.** If landscaping is proposed for a specific project, a qualified biologist/landscape architect shall prepare a landscape plan for that project. This plan shall indicate the locations and species of plants to be installed. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types.

**B-2(d) Sensitive Vegetation Community Avoidance and Mitigation.** If the results of measure B-1(a) indicates projects implemented under the 2040 MTP/SCS would impact sensitive vegetation communities, impacts to sensitive communities shall be avoided through final project design modifications.

If the implementing agency determines that sensitive communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist. Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the agency overseeing the project for approval.

**B-2(e) Invasive Weed Prevention and Management Program.** Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication.

The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species:

- During construction, the project shall make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species.
- To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall: stockpile topsoil and redeposit the stockpiled soil after construction, or transport the topsoil to a permitted landfill for disposal.
- The erosion control/ restoration plans for the project must emphasize the use of sensitive species that are expected to occur in the area and that are considered suitable for use at the project site.

- All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive species seed.
- Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project
- All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas. In areas where construction is ongoing, hydroseeding shall occur where no construction activities have occurred within six (6) weeks since ground disturbing activities ceased. If exotic species invade these areas prior to hydroseeding, weed removal shall occur in consultation with a qualified biologist and in accordance with the restoration plan.

**B-2(f)**

**Wetlands, Drainages and Riparian Habitat Best Management Practices**

**During Construction.** The following best management practices shall be required for development within or adjacent to wetlands, drainages, or riparian habitat:

- Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas.
- To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project.
- Project activities within the jurisdictional areas should occur during the dry season (typically between June 1 and November 1) in any given year, or as otherwise directed by the regulatory agencies.
- During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at an appropriate site.
- All project-generated debris, building materials and rubbish shall be removed from jurisdictional areas and from areas where such materials could be washed into them.
- Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project-related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages or riparian habitat.
- All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should an accidental spill occur.

- b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them. Mitigation Measures B-2(a)-(f) would reduce impacts to sensitive communities and wetlands because the mitigation requires focused biological surveys, best management practices for avoidance or minimization of impacts, compensation for disturbed or loss of sensitive communities and wetlands and coordination with permitting agencies, as required prior to project implementation. However, not all sensitive habitats are protected by federal or state statutes. Also, these mitigation measures may not be feasible for individual projects to implement. Therefore, it cannot be guaranteed that all future project-level impacts can be mitigated to a less than significant level for all sensitive habitats and impacts would remain significant. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.
- c. Supportive Evidence** – Please refer to pages 199 through 203 of the Final EIR.
- 3. Impact B-3.** Implementation of transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS may substantially interfere with wildlife movement, including fish migration and/or impede the use of a native wildlife nursery. This impact would be significant and unavoidable.
- a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

- B-3(a) Project Design for Wildlife Connectivity.** All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Fencing or other project components shall not block wildlife movement through riparian or other natural habitat. Where fencing or other project components that may disrupt wildlife movement is required for public safety concerns, they shall be designed to permit wildlife movement by incorporating design features such as:
- A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;
  - A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled; and
  - If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement, or the

fence may be installed with the bottom at least 16 inches above the ground level.

- If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate.
- Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements).

**B-3(b)**

**Maintain Connectivity in Drainages.** No permanent structures shall be placed within any drainage or river that would impede wildlife movement (i.e., no hardened caps or other structures in the stream channel perpendicular to stream flow be left exposed or at depth with moderate to high risk for exposure as a result of natural bed scour during high flow events and thereby potentially create impediments to passage).

In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded passage through the area once the work has been complete.

If water is to be diverted around work sites, a diversion plan shall be submitted to AMBAG, RTPA and/or local jurisdiction for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place.

**B-3(c)**

**Construction Best Management Practices to Minimize Disruption to Wildlife.** The following construction Best Management Practices (BMPs) shall be incorporated into all grading and construction plans in order to minimize temporary disruption of wildlife, which could hinder wildlife movement:

- Designation of a 20 mile per hour speed limit in all construction areas.
- Whenever feasible, construction work schedules shall be limited to daylight hours only.
- Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.
- All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week.
- No pets are permitted on project site during construction.

- b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them. Mitigation Measures B-3(a)-(c) would reduce impacts to wildlife movement by requiring projects to be designed in a way that maintains connectivity. In addition, projects located within habitat for fish species would be required to design and ensure projects do not impede passage

by these species as part of conditions of issuance of a Streambed Alteration Agreement or take authorization. However, it cannot be guaranteed that movement of terrestrial species will not be impeded at the regional scale due to the large scale of the 2040 MTP/SCS and these mitigation measures may not be feasible for individual projects to implement. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. Therefore, impacts would remain significant. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 203 through 205 of the Final EIR.

## E. CULTURAL RESOURCES

1. **Impact CR-1.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS could cause a substantial adverse change in or disturb known and unknown historical resources as defined in CEQA Guidelines Section 15064.5. Impacts to historical resources would be significant and unavoidable.
  - a. **Mitigation** – For transportation projects under their jurisdiction, TAMC SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts to historic resources. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

- CR-1**                      **Historical Resources Impact Minimization.** Prior to individual project permit issuance, the implementing agency of a 2040 MTP/SCS project involving earth disturbance or construction of permanent above ground structures or roadways shall prepare a map defining the Area of Potential Effects (APE). This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a structure greater than 45 years in age is within the identified APE, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation shall comply with CEQA Guidelines section 15064.5(b). Study recommendations shall be implemented, which may include, but would not be limited to, the following:
- Realign or redesign projects to avoid impacts on known historic resources where possible.
  - If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for

alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring and Reconstructing Historic Buildings.

- Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. While implementation of Mitigation Measure CR-1 would reduce impacts to the extent feasible, specific mitigation measures may not be feasible for some projects, and some project-specific impacts may be unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 223 through 225 of the Final EIR.

**2. Impact CR-2.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS could cause a substantial adverse change in or disturb known and unknown significant archaeological resources as defined in CEQA Guidelines Section 15064.5. Impacts to archaeological resources would be significant and unavoidable.

**a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts to archaeological resources. Cities and counties in the AMBAG region can and should implement this measure where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**CR-2**

**Archaeological Resources Impact Minimization.** Before construction activities, implementing agencies shall retain a qualified archaeologist to conduct a record search at the Northwest Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and

preservation in place. Recommended mitigation measures will be consistent with CEQA Guidelines Section 15126.4(b)(3) recommendations.

In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If the find is a prehistoric archaeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area.

Implementing agencies shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. While implementation of Mitigation Measure CR-2 would reduce impacts to the extent feasible, specific mitigation measures may not be feasible for some projects, and some project-specific impacts may be unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 225 through 227 of the Final EIR.

**2. Impact CR-3.** Implementation of proposed transportation improvements and the land use scenario envisioned by the 2040 MTP/SCS could cause a substantial adverse change in or disturb known and unknown paleontological resources as defined in CEQA Guidelines Section 15064.5. Impacts to paleontological resources would be significant and unavoidable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts to paleontological resources. Cities and counties in the AMBAG region can and should implement this measure where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**CR-3**

**Paleontological Resources Impact Minimization.** The implementing agency of a 2040 MTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources, the following measures shall apply:

- **Paleontological Mitigation and Monitoring Program.** A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report and paleontological staff qualifications.
- **Paleontological Worker Environmental Awareness Program (WEAP).** Prior to the start of ground disturbance activity greater than two feet below existing grade, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
- **Paleontological Monitoring.** Ground disturbing activity with the potential to disturb geologic units with high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced to weekly spot-checking under the discretion of the qualified paleontologist. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources.
- **Salvage of Fossils.** If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or

paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.

- **Preparation and Curation of Recovered Fossils.** Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data and maps.
- **Final Paleontological Mitigation and Monitoring Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure CR-3 would reduce impacts to paleontological resources by requiring a Paleontological Resources Assessment for projects under the 2040 MTP/SCS that may impact sensitive paleontological resources. While implementation of Mitigation Measure CR-3 would reduce impacts to the extent feasible, specific mitigation measures may not be feasible for some projects, and some project-specific impacts may be unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 227 through 229 of the Final EIR.

## F. ENERGY

**1. Impact E-2.** Implementation of the 2040 MTP/SCS would generate energy demand that may require construction of new energy facilities or the expansion of such facilities, the construction of which could cause significant environmental effects. Impacts would be significant and unavoidable.

**a. Mitigation** – Pacific Gas & Electric and local jurisdictions involved in Monterey Bay Community Power with responsibility for the construction or approval of new energy facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should

implement Mitigation Measure E-2(a). In addition, cities and counties should implement Mitigation Measure E-2(b). Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**E-2(a) Mitigate Impacts of New or Expanded Energy Facilities.** During the planning, design and project-level CEQA review process, apply necessary mitigation measures to avoid or reduce significant environmental impacts associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion shall be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions shall include those necessary to avoid or reduce environmental impacts associated with, but not limited to: air quality, noise, traffic, biological resources, cultural resources, GHG emissions, hydrology and water quality and others that apply to specific construction or expansion of natural gas and electric facilities projects.

**E-2(b) Develop Energy Demand Calculations and Reduce Energy Demand.** During the planning, design and project-level CEQA review process for individual development projects, develop electricity and natural gas demand calculations for any project anticipated to require substantial energy consumption. Implementing agencies shall implement design and mitigation measures that reduce energy consumption and promote the use of on-site renewable energy. This may include, but would not be limited to: installing energy-reducing shading mechanisms for windows, porches, patios, etc.; installing energy-reducing day lighting systems (e.g., skylights); use of low-energy interior and street lighting; and/or installation of solar photovoltaic (PV) panels or other on-site renewable energy that generates a minimum of 30 percent of the project's total energy demand.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the Pacific Gas & Electric and local jurisdictions involved in Monterey Bay Community Power with responsibility for the construction or approval of new energy facilities or the expansion of existing facilities to adequately meet projected capacity, which can and should adopt Mitigation Measure E-2(a). In addition, cities and counties can and should implement Mitigation Measure E-2(b). Implementation of Mitigation Measures E-2(a) and (b) would reduce impacts associated with the construction of natural gas and electricity facilities by mitigating the impacts of new or expanded energy facilities and reducing energy demand. However, specific mitigation measures may not be feasible for some projects, and it cannot be guaranteed that all future project-level impacts can be mitigated to a less than significant level. The AMBAG Board of Directors finds that no other mitigation measures are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 248 through 250 of the Final EIR.

## G. GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE

1. **Impact GHG-4.** Implementation of the 2040 MTP/SCS would conflict with the state’s ability to achieve the AB 32, SB 32 and EO-S-3-05 GHG emission reduction goals. Impacts would be significant and unavoidable.

a. **Mitigation** – Cities and counties in the AMBAG region can and should implement Mitigation Measure E-2(b) and the following measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

### GHG-4

**Project-Level Energy Consumption and Water Use Reduction.** Implementing agencies shall evaluate energy consumption and water use as part of project-specific CEQA review and discretionary approval decisions for land use projects. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce energy consumption and water use below local standards, or, in the absence of local standards, below MBARD-recommended standards. Examples of energy- and water-saving measures include:

- Require new residential and commercial construction to install solar energy systems or be solar-ready
- Require new residential and commercial development to install low-flow water fixtures
- Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch
- Require new development to exceed the applicable Title 24 energy-efficiency requirements

b. **Findings and Rationale** – The AMBAG Board of Directors finds this mitigation measure is within the responsibility and jurisdiction of cities and counties, which can and should adopt it. Implementation of Mitigation Measures E-2(b) and GHG-4 would reduce GHG emissions from land use projects by reducing energy and water demand. However, implementation of project-level GHG-reducing measures may not be feasible and cannot be guaranteed on a project-by-project basis. Additionally, it is unlikely that an increase in annual GHG emissions above existing conditions could be avoided in 2040, due to factors unrelated to discretionary approvals, such as population growth in the region. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 286 through 289 of the Final EIR.

2. **Impact GHG-5.** Implementation of proposed transportation improvements and future projects facilitated by the land use scenario envisioned in the 2040 MTP/SCS could be subject to coastal flooding and sea level rise. Impacts would be significant and unavoidable.

- a. **Mitigation** – For all transportation projects under their jurisdiction, TAMC and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects located within a potential sea level rise inundation area. Coastal cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**GHG-5**

**Sea Level Rise Adaptation.** For projects located within a potential sea level rise inundation area, the implementing agency shall incorporate appropriate adaptation strategies to minimize hazards associated with sea level rise, such that project structures and other critical facilities would be located outside of an identified sea level rise inundation area. Appropriate adaptation strategies will depend on project- and site-specific considerations, including proximity to the coastline, elevation and type of structure or facility proposed. Adaptation strategies may include, but would not be limited to:

- Project redesign to place structures and critical facilities outside of the potential sea level rise inundation area;
- Structural measures including drainage improvements, raising road surfaces or first floor elevations above the expected sea level rise inundation level, or strengthening structures to improve resiliency;
- Designing facilities to withstand periodic inundation and continue to function (i.e., waterproofing);
- Building a new levee or raising the elevation of an existing levee to protect the proposed building or structure, or construct engineered shoreline protection structures such as revetment and bulkheads; and/or
- Replenishment of sand from off-site locations to preserve beaches that are subject to erosion and land loss from rising sea levels (beach nourishment).

- b. **Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure GHG-5 would reduce the impacts of sea level rise for some projects requiring appropriate adaptation strategies to minimize hazards associated with sea level rise, such that project structures and other critical facilities would be located outside of an identified sea level rise inundation area. However, specific mitigation measures may not be feasible to implement for all projects. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 289 through 290 of the Final EIR.

## H. HAZARDS AND HAZARDOUS MATERIALS

1. **Impact HAZ-6.** The 2040 MTP/SCS includes land development and transportation projects within areas of moderate, high and very high fire hazard. Infill development emphasized in the 2040 MTP/SCS and existing regulations and programs would reduce the vulnerability of people and structures to wildland fire. However, not all projects and development included in the 2040 MTP/SCS would be infill projects in urbanized areas, and some projects would inevitably be located in areas at risk of wildland fires. Loss, injury or death from wildland fire would be possible given the fire hazard across much of the AMBAG region. Impacts would be significant and unavoidable.
  - a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts related to wildland fire. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

- HAZ-6**      **Wildland Fire Risk Reduction.** If an individual project included in the 2040 MTP/SCS is located within the wildland-urban interface or areas favorable for wildland fires such that project-specific CEQA analysis finds a significant risk of loss, injury or death from fire, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to:
- Avoid introducing new or expanded development such as residential subdivisions, schools and hospitals into fire-prone, fire-controlled ecologies (e.g., indigenous Monterey pine forest, Santa Cruz sand hills/knobcone pine forest, coastal maritime chaparral).
  - Require adherence to the local hazards mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, public outreach and service standards for fire departments.
  - Encourage the use of fire-resistant vegetation native to the AMBAG region and/or the local microclimate of the project site, and discourage the use of fire-prone species especially non-native, invasive species such as pampas grass or giant reed.
  - Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.
  - Prohibit certain project construction activities with potential to ignite wildland fires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that

should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings.

- Require fire extinguishers to be onsite during construction of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. Implementation of Mitigation Measure HAZ-6 would reduce the risk of loss of structures and transportation infrastructure and the risk of injury or death due to wildland fire. This measure would avoid introducing development into fire-prone areas and make structures more fire resistant and less vulnerable to loss in the event of a wildland fire. This measure would also reduce the potential for construction of the 2040 MTP/SCS projects to inadvertently ignite a wildland fire. However, it is not possible to entirely prevent wildland fires or fully protect people and structures from the risks of wildland fires, despite implementation of mitigation. The AMBAG Board of Directors finds that no other mitigation measures are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 313 through 315 of the Final EIR.

## I. HYDROLOGY AND WATER QUALITY

**1. Impact W-2.** Implementation of proposed transportation improvements and future projects included in the land use scenario envisioned in the 2040 MTP/SCS would increase water demand in the AMBAG region. This demand may require new or expanded water supplies, entitlements, or facilities. Impacts would be significant and unavoidable.

**a. Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that have water supply impacts. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**W-2(a) Construction Dust Suppression Water Supply.** The RTPAs shall and sponsor agencies can and should ensure that all 2040 MTP/SCS projects, where feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall be noted on construction plans and shall be spot checked by the local jurisdiction.

**W-2(b) Landscape Watering.** In jurisdictions that do not already have an appropriate local regulatory program related to landscape watering, 2040 MTP/SCS

projects that would include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition, landscaping associated with proposed improvements shall be maintained using reclaimed and/or desalinated water when feasible.

**W-2(c) Porous Pavement.** In jurisdictions that do not already have an appropriate local regulatory program related to porous pavement, the sponsor of a 2040 MTP/SCS project that involves streetscaping, parking, transit and land use improvements shall ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation.

**W-2(d) Water Infrastructure Improvements.** The sponsor of 2040 MTP/SCS projects that would require potable water service shall coordinate with water supply system operators to ensure that the existing water supply systems have the capacity to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility should be provided by the implementing agency.

**W-2(e) Bioswale Installation.** The sponsor of a 2040 MTP/SCS project, such as new roads or roadway extensions, that would substantially increase impervious surfaces shall ensure that bioswales are installed, where feasible, to facilitate groundwater recharge using stormwater runoff from the project site while improving water quality if not already required by the appropriate jurisdictions local regulatory programs.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them. These mitigation measures would reduce project water demand and facilitate construction of water supply improvements when necessary to meet future demand. The land use scenario envisioned by the 2040 MTP/SCS along with 2040 MTP/SCS projects are water intensive and may result in the need for additional water supply, even with the implementation of mitigation measures listed above, some of which may not be feasible for some projects to implement. Given this, and the overdraft conditions of area groundwater basins and other regional water supply concerns, impacts would remain significant and unavoidable. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 340 through 342 of the Final EIR.

## **J. LAND USE**

**1. Impact LU-2.** Because the 2040 MTP/SCS would result in significant and unavoidable impacts to several environmental issue areas, the 2040 MTP/SCS may not be consistent with every applicable

adopted State and local land use policy or regulation adopted for the purpose of avoiding or mitigating environmental effects. This impact would be significant and unavoidable.

- a. **Mitigation** – Mitigation measures are provided for applicable resources throughout Chapter 4 of the EIR to reduce impacts. No other mitigation measures are feasible that would reduce this impact to less than significant levels.
- b. **Findings and Rationale** – Mitigation measures are provided for applicable resources throughout Chapter 4 of the EIR to reduce impacts. Because project circumstances vary, these mitigation measures may not be feasible for individual projects to implement. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.
- c. **Supportive Evidence** – Please refer to pages 358 through 360 of the Final EIR.

## K. NOISE

- 1. **Impact N-1.** Construction activities associated with transportation projects and land use projects under the 2040 MTP/SCS would create temporary substantial noise and vibration level increases in discrete locations throughout the AMBAG region. Noise levels could exceed standards in local General Plans or noise ordinances. Impacts would be significant and unavoidable.
  - a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that result in construction noise impacts. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**N-1(a) Measures to Ensure Compliance with Local Construction Noise and Vibration Regulations.** Implementing agencies of 2040 MTP/SCS projects shall ensure that, where residences or other noise sensitive uses are located within 800 feet of construction sites, appropriate measures shall be implemented to ensure compliance with local ordinance requirements relating to construction noise and vibration. Specific techniques may include, but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.

**N-1(b) Pile Driving.** For any project within 800 feet of sensitive receptors that requires pilings, the implementing agencies shall require caisson drilling or sonic pile driving as opposed to impact pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review.

- N-1(c) Construction Equipment Noise and Vibration Control.** Implementing agencies of 2040 MTP/SCS projects shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds.
- N-1(d) Impact Equipment Noise Control.** Implementing agencies of 2040 MTP/SCS projects shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.
- N-1(e) Construction Activity Timing Restrictions.** The following timing restrictions shall apply to MTP/SCS project construction activities located within 2,500 feet of a dwelling unit, except where timing restrictions are already established in local codes or policies. Construction activities shall be limited to:
- Monday through Friday: 7 a.m. to 6 p.m.
  - Saturday: 9 a.m. to 5 p.m.
- N-1(f) Placement of Stationary Noise and Vibration Sources.** Implementing agencies of 2040 MTP/SCS projects shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled.
- N-1(g) Physical Impacts Due to Vibration.** Implementing agencies of 2040 MTP/SCS projects utilizing heavy construction equipment shall estimate vibration levels generated by construction activities and use the Caltrans vibration damage potential threshold criteria to screen for potential damage to buildings located on or off-site. If construction equipment would generate vibration levels exceeding the threshold criteria, a structural engineer or other appropriate professional shall be retained to ensure vibration levels do not exceed the thresholds during project construction. The structural engineer shall perform the following tasks, at minimum:
- Review the project’s demolition and construction plans
  - Survey the project site and vulnerable buildings, including geological testing, if necessary
  - Prepare and submit a report to the lead agency or other appropriate party containing the following, at minimum:
    - Any information obtained from the surveys identified above
    - Any modifications to the estimated vibration thresholds based on building conditions, soil conditions and planned demolition and

construction methods to ensure that vibration levels would remain below levels potentially damaging to vulnerable buildings

- Specific mitigation measures to be applied during construction to ensure vibration thresholds (or Caltrans guidelines, in lieu of specific limits) are not exceeded, including modeling to demonstrate the ability of mitigation measures to reduce vibration levels below set limits
- A monitoring plan to be implemented during demolition and construction that includes post-demolition and post-construction surveys of the vulnerable building(s) and documentation demonstrating that the mitigation measures identified in the report have been applied

Examples of mitigation that may be applied during demolition or construction include:

- Prohibiting of certain types of construction equipment
- Specifying lower-impact methods for demolition and construction, such as sawing concrete during demolition
- Phasing operations to avoid simultaneous vibration sources
- Installing vibration measure devices to guide decision-making

The implementing agency shall be responsible for implementing all the mitigation measures recommended in the report as detailed in the report's monitoring plan.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that these mitigation measures are partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt them, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt them. Implementation of Mitigation Measures N-1(a)-(g) would reduce impacts from construction noise, through promoting compliance with local regulations, controlling specific noise and vibration sources, restricting construction activity timing, and requiring vibration studies and mitigation measures. However, because project circumstances vary, specific mitigation measures may not be feasible for some projects and construction noise may not be reduced below applicable thresholds for all projects included in the 2040 MTP/SCS. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 373 through 378 of the Final EIR.

**2. Impact N-2.** Implementation of the 2040 MTP/SCS would potentially expose existing and future sensitive receptors to significant mobile source noise levels. Noise levels could exceed standards in local General Plans or noise ordinances. Impacts would be significant and unavoidable.

- a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2040 MTP/SCS program where applicable for transportation projects that result in significant mobile source noise levels. Project-specific environmental documents may adjust this mitigation measure as necessary to respond to site-specific conditions.

**N-2 Noise Assessment and Control for Mobile and Point Sources.** Sponsor agencies of 2040 MTP/SCS projects shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol) for roadway projects that may impact noise sensitive receptors. The implementing agency shall ensure that a noise survey is conducted that, at minimum:

- Determines existing and projected noise levels
- Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards
- Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas
- If warranted, recommends methods for mitigating noise impacts, including:
  - Appropriate setbacks
  - Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials
  - Use of sound barriers (earthen berms, sound walls, or some combination of the two)

Where new or expanded roadways, rail, or transit projects are found to expose receptors to noise exceeding normally acceptable levels, the implementing agency shall implement techniques as recommended in the project-specific noise assessment. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls and landscaped berms.

- b. **Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors, which can and should adopt it. This mitigation measure would reduce mobile source noise impacts through requiring detailed noise assessments and mitigation measures for transportation projects consistent with applicable agency guidelines. Because project circumstances vary, specific mitigation measures may not be feasible for some projects, and mobile source noise from buildout of the 2040 MTP/SCS could continue to impact nearby noise sensitive receptors and exceed acceptable standards even with implementation of Mitigation Measure N-2. The AMBAG Board of Directors finds that no other

mitigation measures are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 378 through 382 of the Final EIR.

**3. Impact N-3.** The proposed 2040 MTP/SCS land use scenario would encourage infill development near transit and other transportation facilities, which may place sensitive receptors in areas with unacceptable noise levels. Noise levels could exceed standards in local General Plans or noise ordinances. Impacts would be significant and unavoidable.

**a. Mitigation** – Cities and counties in the AMBAG region can and should implement the following measures, where relevant to land use projects implementing the 2040 MTP/SCS. The mitigation measure outlined below does not apply to transportation projects. Project-specific environmental documents may adjust this mitigation measure as necessary to respond to site-specific conditions.

**N-3 Noise Mitigation for Land Uses.** If a 2040 MTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, the implementing agency shall ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set in applicable State and/or local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project's individual environmental review.

**b. Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is within the responsibility and jurisdiction of the cities and counties in the AMBAG region, which can and should adopt it. This measure would reduce noise impacts through requiring noise studies and feasible mitigation measures for land use projects. Because project circumstances vary, specific mitigation measures may not be feasible for some projects, and transportation noise from buildout of the 2040 MTP/SCS could continue to impact nearby noise sensitive receptors and exceed acceptable standards even with implementation of Mitigation Measure N-3. The AMBAG Board of Directors finds that other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

**c. Supportive Evidence** – Please refer to pages 382 through 383 of the Final EIR.

4. **Impact N-4.** The proposed 2040 MTP/SCS would result in new truck, bus and train traffic that could expose sensitive receptors and fragile buildings to excessive vibration levels. Impacts would be significant and unavoidable.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that could generate excessive vibration impacts. These measures can and should also be implemented for future infill projects near transit pursuant to the 2040 MTP/SCS that would result in vibration impacts. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**N-4**

**Vibration Mitigation for Transportation Projects.** Implementing agencies of 2040 MTP/SCS projects shall comply with all applicable local vibration and groundborne noise standards, or in the absence of such local standards, comply with guidance provided by the FTA in Transit Noise and Vibration Impact Assessment (FTA 2006) to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA recommended thresholds shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that can be implemented to reduce vibration and groundborne noise impacts include, but are not limited to:

- Rail Traffic
  - Maximizing the distance between tracks and sensitive uses
  - Conducting rail grinding on a regular basis to keep tracks smooth
  - Conducting wheel truing to re-contour wheels to provide a smooth running surface and removing wheel flats
  - Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners and ballast mats;
  - Implementing operational changes such as limiting train speed and reducing nighttime operations.
- Bus and Truck Traffic
  - Constructing of noise barriers
  - Use noise reducing tires and wheel construction on bus wheels
  - Use vehicle skirts (i.e., a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels

b. **Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of transportation project sponsors and, for land use projects, cities and counties, which can and should adopt it. This measure would reduce vibration impacts through requiring vibration impact assessments and feasible mitigation measures for transportation projects. Because project circumstances vary, specific mitigation measures may not be feasible for some projects, and transportation vibration could exceed acceptable standards even with implementation of Mitigation Measure N-4. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers,

make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

- c. **Supportive Evidence** – Please refer to pages 383 through 384 of the Final EIR.

## L. POPULATION AND HOUSING

- 1. **Impact PH-1.** The 2040 MTP/SCS would result in substantial population growth in the AMBAG region. This impact is significant and unavoidable.

- a. **Mitigation** – No mitigation measures are feasible that would reduce this impact to less than significant levels.
- b. **Findings and Rationale** – Population growth in the AMBAG region would occur regardless of the potential implementation of the 2040 MTP/SCS. The AMBAG Board of Directors finds that no mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

- c. **Supportive Evidence** – Please refer to pages 391 through 394 of the Final EIR.

## M. TRANSPORTATION AND CIRCULATION

- 1. **Impact T-1.** Daily hours of vehicle delay and total peak period CVMT in the AMBAG region would increase between baseline 2015 conditions and 2040 conditions with implementation of the 2040 MTP/SCS. The percent of commuter trips that are 30 minutes or less would decrease in single- and high occupancy vehicles, but would increase for transit trips. Impacts would be significant and unavoidable.

- a. **Mitigation** – No mitigation measures are feasible that would reduce this impact to less than significant levels.
- b. **Findings and Rationale** – The 2040 MTP/SCS already includes policies, alternative transportation projects and transportation demand management projects, which would encourage the use of transportation modes other than passenger vehicles. Nonetheless, the daily hours of vehicle delay, total peak period CVMT and the percentage of commuter work trips exceeding 30 minutes in passenger vehicles would still increase in 2040 compared to the existing 2015 conditions. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. Therefore, this impact would remain significant and unavoidable. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

c. **Supportive Evidence** – Please refer to pages 417 through 419 of the Final EIR.

2. **Impact T-5.** Daily VMT would increase between the baseline 2015 conditions and 2040 conditions. Thus, impacts from implementation of the 2040 MTP/SCS would be significant and unavoidable.

a. **Mitigation** – For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that would increase the capacity of a roadway. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement the following mitigation measure. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.

**T-5**

**Project-Level VMT Analysis and Reduction.** Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project-level increases are found to be potentially significant, implementing agencies shall identify and implement measures that reduce VMT. Examples of measures that reduce the VMT associated with increases in roadway capacity include tolling new lanes to encourage carpools and fund transit improvements; converting existing general purpose lanes to high occupancy vehicle lanes; and implementing or funding off-site travel demand management.

Implementing agencies shall evaluate VMT as part of project-specific CEQA review and discretionary approval decisions for land use projects. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples of measures that reduce VMT include infill development, mixed use and transit oriented development, complete street programs, reduced parking requirements and providing alternative transportation facilities, such as bike lanes and transit stops.

b. **Findings and Rationale** – The AMBAG Board of Directors finds that this mitigation measure is partially within the responsibility and jurisdiction of the RTPAs which as CEQA responsible agencies will adopt it, and partially within the responsibility and jurisdiction of cities and counties in the AMBAG region, which can and should adopt it. Impacts would be reduced with implementation of Mitigation Measure T-1 because less VMT would be added to the AMBAG region. However, the implementation of project-level VMT-reducing measures – such as reduced VMT from projects that increase roadway capacity, mixed uses and transit oriented development (TOD) –may not be feasible and cannot be guaranteed on a project-by-project basis. Additionally, it is highly unlikely that an increase in daily VMT above existing conditions could be avoided in 2040, due to factors unrelated to discretionary approvals, such as population growth in the region. The AMBAG Board of Directors finds that no other mitigation measures or alternatives are feasible that would reduce this impact to less than significant levels. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make certain mitigation measures or alternatives identified in the EIR infeasible. Since no feasible mitigation measures or project alternatives have been found to reduce the impact to a less than significant level, this impact remains significant and unavoidable.

- c. **Supportive Evidence** – Please refer to pages 421 through 423 of the Final EIR.

## VI. FINDINGS REGARDING ALTERNATIVES

### A. LEGAL REQUIREMENTS FOR ALTERNATIVES

Public Resources Code § 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives...which would substantially lessen the significant environmental effects of such projects.” “Feasible” means “capable of being accomplished in a reasonable period of time taking into account economic, environmental, legal, social and technological factors” (CEQA Guidelines § 15364). The concept of feasibility also encompasses whether a particular alternative promotes the Project’s underlying goals and objectives, and whether an alternative is impractical or undesirable from a policy standpoint. (See *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

The issue of alternatives feasibility arises twice in the CEQA process, once when the EIR is prepared, and again when CEQA findings are adopted. When assessing feasibility in an EIR, the EIR preparer evaluates whether an alternative is “potentially” feasible. Potentially feasible alternatives are suggestions by the EIR preparers which may or may not be adopted by lead agency decision makers. When CEQA findings are made after EIR certification, the lead agency decision making body independently evaluates whether the alternatives are actually feasible, including whether an alternative is impractical or undesirable from a policy standpoint. (See *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

If a significant impact can be substantially lessened (i.e., mitigated to a less than significant level) by adoption of mitigation measures, lead agency findings need not consider the feasibility of alternatives to reduce that impact. (See *Laurel Hills Homeowners Association v. City Council* (1978) 83 Cal.App.3d 515.) Nevertheless, Section 7.0 of the Project EIR and these Findings of Fact do consider the ability of potentially feasible alternatives to substantially reduce all of the Project’s significant impacts, even those impacts reduced to less-than-significant levels through adoption of mitigation measures.

An EIR must only evaluate reasonable alternatives to a project that could feasibly attain most of the project objectives and evaluate the comparative merits of the alternatives (CEQA Guidelines § 15126.6(a)). In all cases, the consideration of alternatives is to be judged against a rule of reason. The lead agency is not required to choose the environmentally superior alternative identified in the EIR if the alternative does not provide substantial advantages over the proposed Project; and (1) through the imposition of mitigation measures the environmental effects of a project can be reduced to an acceptable level, or (2) there are social, economic, technological, or other considerations that make the alternative infeasible. (Pub. Res. Code §§21002, 21002.1; CEQA Guidelines §15092.)

The proposed 2040 MTP/SCS alternatives were selected for review in the EIR because of their potential to avoid or substantially lessen certain Project impacts, or because they were required under CEQA Guidelines (e.g., the No Project alternative). The Project and alternatives are described in more detail in the 2040 MTP/SCS Final EIR and Appendices thereto.

The three alternatives considered for the proposed 2040 MTP/SCS are: Alternative 1, the “No Project” Alternative, which is comprised of a land use pattern that reflects existing land use trends and a transportation network comprised of transportation projects that are currently in construction or are funded in the short range Metropolitan Transportation Improvement Program (MTIP); Alternative 2: Livable Communities Alternative, which includes a land use pattern that further concentrates forecasted population and employment growth in urban areas with a focus on infill, mixed use and transit oriented development in

and around commercial corridors; and Alternative 3: Maintained Mobility Alternative, which includes a land use pattern comprised of existing land use plans and a transportation network that includes more transportation projects focused on mobility, rehabilitation and safety. Alternative 2 was determined to be environmentally superior to the proposed 2040 MTP/SCS. However, all of the alternatives are rejected for the reasons stated below in Section VI.C.

## **B. PROJECT OBJECTIVES**

An EIR must only evaluate reasonable alternatives to a project that could feasibly attain most of the project objectives and evaluate the comparative merits of the alternatives (CEQA Guidelines § 15126.6(a)). The primary objective of the 2040 MTP/SCS is to comply with applicable regulatory requirements, including California Transportation Commission Guidelines and SB 375 regional GHG reduction targets. AMBAG's specific objectives for the 2040 MTP/SCS are to additionally ensure that the transportation system planned for the AMBAG region accomplishes the following:

- Serves regional goals, objectives, policies and plans.
- Responds to community and regional transportation needs.
- Promotes energy efficient, environmentally sound modes of travel and facilities and services.
- Promotes equity and efficiency in the distribution of transportation projects and services.

## **C. FINDINGS ON ALTERNATIVES**

### **1. No Project Alternative**

- Description** – The No Project Alternative is comprised of a land use pattern that reflects existing land use trends. In other words, this alternative assumes that current sub-regional growth trends would continue, but it updates the total growth to be consistent with the updated AMBAG 2018 Regional Growth Forecast. Rather than focusing on coordinating transportation projects that serve infill and transit oriented development, the transportation network would be comprised of committed transportation projects that are currently in construction or are funded in the short range Metropolitan Transportation Improvement Program (MTIP). Please refer to page 459 of the Final EIR.
- Findings and Rationale** – The No Project Alternative would result in a less dense development pattern compared to the 2040 MTP/SCS, with this alternative continuing existing land use trends. Because of the increased land development outside of existing urbanized areas, the No Project Alternative would result in more ground disturbance than the 2040 MTP/SCS. Consequently, compared to the 2040 MTP/SCS, the No Project Alternative would have greater overall impacts to agricultural resources, biological resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use, transportation and circulation and tribal cultural resources. It would have lower impacts on air quality and health risks, and population and housing, but would not reduce these impacts to a less than significant level. Please refer to pages 459 through 465 of the Final EIR.

The AMBAG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the No Project Alternative infeasible and rejects this alternative for the following reasons. The No Project Alternative is legally infeasible because it would not meet federal and state legal requirements for RTPs, and would not meet the SB 375 requirement for preparation of an SCS. Also, it would not reduce any of the Project's significant impacts to less than

significant levels, and would not meet basic objectives of the proposed 2040 MTP/SCS listed in Section VI.B.

## 2. Livable Communities Alternative

- a. **Description** – The Liveable Communities Alternative includes a land use pattern that further concentrates forecasted population and employment growth in urban areas with a focus on mixed use and infill development along and adjacent to existing commercial corridors. Unlike the Project, under this alternative the density and intensity of infill development along commercial corridors would be increased regardless of the presence of high quality transit. The transportation network in this alternative includes additional transit investments in alternative modes intended to serve shorter, local trips given the more concentrated growth pattern. Specifically, active transportation investments such as bicycle facilities, sidewalks, traffic calming measures and intersection safety improvements would be prioritized. Under this alternative, investment would be focused on closing transit gaps by enhancing local transit bus service rather than interregional or long distance services. In addition, active transportation projects such as bicycle facilities, trails and pedestrian improvements are programmed throughout the region under this alternative. Please refer to pages 465 through 466 of the Final EIR.
- b. **Findings and Rationale** – The Liveable Communities Alternative is the environmentally superior alternative, assuming all environmental issue areas are weighted equally (please refer to pages 476 to 471 of the Final EIR). Under this alternative, land use patterns would further concentrate forecasted population and employment growth in urban areas with a focus on infill, mixed use and TOD in and around commercial corridors. This alternative is considered environmentally superior to the Project primarily because overall impacts to the following resources would be less: agricultural resources, biological resources, energy, geology and soils, GHG emissions, hazards and hazardous materials, land use and transportation and circulation. However, this alternative would not reduce any of these impacts to less than significant levels. Please refer to pages 466 through 471 of the Final EIR.

The Liveable Communities Alternative would meet the objectives of the Project, including: complying with applicable regulatory requirements; serving regional goals, objectives, policies and plans; and responding to community and regional transportation needs. In addition, because the Liveable Communities Alternative would increase investments in alternative and active transportation modes, it would promote energy efficient, environmentally sound modes of travel to a greater extent than the Project. The AMBAG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the Livable Communities Alternative infeasible and rejects this alternative for the following reasons. This alternative is legally infeasible because AMBAG does not have land use authority and cannot require local agencies to make the changes to their General Plans and land use regulations that are required for this alternative to be implemented. Also, the land use changes required to implement this alternative may not be acceptable to local jurisdictions as to their development goals and objectives, making this alternative infeasible because it is undesirable from a policy standpoint. Also, the Livable Communities Alternative would not reduce any of the Project's significant impacts to less than significant levels.

### 3. Maintained Mobility Alternative

- a. Description** – The Maintained Mobility Alternative incorporates the AMBAG 2018 Regional Growth Forecast and includes a more traditional suburban land use pattern compared to the land development envisioned in the 2040 MTP/SCS. The suburban development included under this alternative is less concentrated in urbanized areas or within proximity to transit services, but instead allows for development of open or vacant parcels or parcels with very little existing development on the site, often outside of but near urbanized areas. The Maintained Mobility Alternative also includes a transportation network that consists of more traditional roadway and transit enhancements/projects focused on mobility and safety. More emphasis is given to operations, maintenance projects and long distance transit service options to increase mobility within the region, including new rail service. This alternative also includes many operations and maintenance projects that are intended to improve safety on the region’s local streets and roads. Please refer to page 471 of the Final EIR.
- b. Findings and Rationale** – The Maintained Mobility Alternative would result in a less dense development pattern than the Project. Because of the increased land development outside of existing urbanized areas, this alternative would result in more ground disturbance than the Project, and greater overall impacts to aesthetics/visual resources, agricultural resources, air quality, biological resources, energy, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and tribal cultural resources. It would have lower impacts on population and housing, but would not reduce these impacts to a less than significant level. The total overall impact of the Maintained Mobility Alternative would be greater than the Project. Please refer to pages 472 through 476 of the Final EIR.

The Maintained Mobility Alternative would meet project objectives, but not to the extent of the 2040 MTP/SCS. It would include transportation investments and would adopt an SCS, thus meeting the fundamental objective of complying with applicable regulatory requirements. However, because development would be less focused on infill and TOD areas, and because fewer transportation improvements focused on alternative and active modes would be provided, it would not promote energy efficient, environmentally sound modes of travel, nor promote efficiency in the distribution of transportation projects and services, to the same extent as the 2040 MTP/SCS.

The AMBAG Board of Directors finds that specific economic, financial, legal, social, technological or other considerations make the Maintained Mobility Alternative infeasible and rejects this alternative for the following reasons. This alternative would result in greater overall impacts compared to the Project, including GHG and land use impacts, which are major issue areas intended to be addressed by the 2040 MTP/SCS. Also, it would not reduce any of the Project’s significant impacts to less than significant levels. Finally, this alternative would not meet the project objectives to the same extent as the project, making this alternative infeasible because it is undesirable from a policy standpoint.

## VII. FINDINGS REGARDING MITIGATION MEASURES AND ALTERNATIVES PROPOSED IN DRAFT EIR COMMENTS.

Some comments on the Draft EIR suggested additional mitigation measures and/or alternatives to the Project. In response to Draft EIR comments, some mitigation measures were revised, including Mitigation Measures GEO-3(b), GHG-1, HAZ-6 and T-5.

However, where the suggestions requested minor modifications or variations in adequate mitigation measures or alternatives or components of alternatives analyzed in the Draft EIR, or requested mitigation measures or alternatives that were too vague or speculative to be addressed, these requests were declined as unnecessary. Similarly, suggestions that were specific to individual transportation improvement projects included in the 2040 MTP/SCS were declined because the EIR is a programmatic-level analysis of the 2040 MTP/SCS in its entirety, and individual projects would undergo separate future environmental review. The AMBAG Board of Directors adopts and incorporates by reference the specific reasons for declining such measures or alternatives contained in the responses to comments in the Final EIR as one ground for rejecting these measures. The responses to comments are provided as Appendix F to the Final EIR.

Additionally, certain alternatives suggested in comments could reduce impacts, but implementation of these mitigation measures and alternatives would be infeasible. The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations make infeasible the following Project alternatives identified in the Final EIR, for the reasons explained below.

### A. SUGGESTED PROJECT ALTERNATIVES

#### 1. Campaign for Sensible Transportation: Comment 7.11

This comment states that alternatives to the Project that would conform with the State's ability to achieve the AB 32, SB 32 and EO-S-3-05 GHG reduction goals should be considered. The comment also suggests an alternative that would eliminate highway widening projects in Santa Cruz County and Monterey County

**Findings and Rationale** – The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations make infeasible the alternative(s) to the Project suggested above. It is not possible for AMBAG to develop a feasible alternative to the proposed 2040 MTP/SCS that would achieve the GHG reductions goals of AB 32, SB 32 and EO-S-3-05. See Final EIR Response 7.11 for a detailed explanation of this finding, which is summarized below.

As shown in Table 32 on page 282 of the Draft EIR, the majority of GHG emissions in the AMBAG region in 2040, regardless of the potential implementation of the 2040 MTP/SCS, would be from emissions related to land development and growth. AMBAG has no authority to adopt local land use General Plans or land use regulations, or approve local land use projects that would further reduce GHG emissions. SB 375 specifically provides that nothing in SB 375 supersedes the land use authority of cities and counties, and that cities and counties are not required to change their land use plans and policies, including general plans, to be consistent with MTP/RTP or SCS (Government Code §65080(b)(2)(K)). Local governments are the main agencies responsible for mitigation of the impacts of land use plans and projects that implement the SCS, and AMBAG has no concurrent authority to mitigate the impacts of land use plans and projects, including GHG emissions impacts, as described on page 81 of the Draft EIR.

Regarding mobile source GHG emissions created by increased VMT, it is highly unlikely that any feasible alternative could avoid an increase in VMT above existing conditions in 2040, due to factors unrelated to discretionary approvals, such as population growth in the region. See Section V.M of these Findings of Fact. Therefore, it is highly unlikely that any feasible alternative could avoid an increase in mobile source GHG emissions above existing conditions in 2040. Implementation of an MTP/SCS alternative that substantially reduces mobile source GHG emissions is also considered infeasible because such an alternative would likely require major changes in land use policies, parking policies, transit funding, road pricing, and vehicle fuels and technology that are beyond AMBAG's ability to implement. See CARB's 2017 Scoping Plan (page 76).

Regarding an alternative that would eliminate highway widening projects in Santa Cruz County and Monterey County, the GHG emissions in 2040 are a combination of land use emissions (55%), and on-road emissions (45%). Because this suggested alternative would not reduce land use emissions, and only minimally reduce on-road emissions, significant impacts related to conflicts with the State's ability to achieve GHG reductions goals of AB 32, SB 32 and EO-S-3-05 would not be avoided. In addition, the suggested alternative is not required by CEQA because it presents an alternative to individual components of the MTP/SCS, rather than to the proposed MTP/SCS as a whole. An EIR is not required to consider alternatives to individual project components, but instead should consider alternatives to the project as a whole. See *California Oak Foundation v. Regents of University of California* (2010) 188 Cal.App.4th 227, 276-277.

## **2. Brett Garrett: Comment 9.1**

This comment suggests an alternative based on Personal Rapid Transit in the region's larger cities, and where practical, connecting cities. This comment defines Personal Rapid Transit as podcars that provide on-demand service on dedicated guideways, typically elevated above traffic.

**Findings and Rationale** – The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations make infeasible the alternative to the Project suggested above. An EIR must discuss alternatives to a project in its entirety but is not required to discuss alternatives to each particular component of a project (see *California Oak Foundation v. Regents of University of California* (2010) 188 Cal.App.4th 227, 276-277). Therefore, an alternative to the 2040 MTP/SCS that would address only highway transportation with replacement of vehicle travel for Personal Rapid Transit is not required by CEQA.

Also, Personal Rapid Transit is not considered a feasible alternative to the Project due to its low capacity. Personal Rapid Transit is more suited for small geographic areas with limited ridership, such as airport and campus transportation venues where a limited amount of guideway and number of stops/stations is required. However, cities such as Santa Cruz and Monterey are substantially larger than airports and college campuses and would require substantial amounts of guideway and stops for access to all neighborhoods and areas of the cities. The amount of Personal Rapid Transit guideway that would be required for access to the various areas of the cities in the AMBAG region, especially larger cities as the comment suggests, would not be feasible to implement.

## **3. Jack Nelson: Comment 10.3**

This comment suggests an alternative transportation plan that would work to transform transportation systems and resulting land uses to a more sustainable system.

**Findings and Rationale** – The AMBAG Board of Directors finds that specific economic, legal, social, technological, or other considerations make infeasible the alternative to the Project suggested above. An alternative transportation plan that would phase out vehicle and highway transportation for more sustainable modes of transportation, such as bicycles, would not be feasible because AMBAG does not have the legal authority to restrict or prevent vehicle travel in the region. Also, see Section VII.a1 of these Findings of Fact for an explanation as to why an MTP/SCS alternative that would achieve deep regional reductions in GHG emissions consistent with State GHG reduction goals is infeasible for AMBAG to implement.

## VIII. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT EIR AND REVISIONS TO THE FINAL EIR

**Findings and Rationale** – Appendix F of the Final EIR includes the comments received on the Draft EIR and responses to those comments. The focus of the responses to comments is on the disposition of significant environmental issues as raised in the comments, as specified by CEQA Guidelines § 15088(b). The Final EIR also incorporates information obtained and produced after the Draft EIR was completed, including additions, clarifications and modifications. The AMBAG Board of Directors has reviewed and considered the Final EIR and all of this information.

The AMBAG Board of Directors finds that responses to comments made on the Draft EIR and revisions to the Final EIR merely clarify, amplify or make insignificant modifications to the analysis presented in the document and do not trigger the need to recirculate per CEQA Guidelines §15088.5(b). Revisions made to the Draft EIR are shown throughout the Final EIR in strikethrough and underline text.

## IX. FINDINGS ON CUMULATIVE IMPACTS

### A. INTRODUCTION

Chapter 4 of the EIR includes an analysis of direct, indirect and cumulative impacts of the proposed Project, as required by CEQA. Cumulative impacts are specifically addressed in the last section (d) of each resource topic analysis in Final EIR Sections 4.1 through 4.15.

The EIR is a Program EIR that analyzes the effects of cumulative buildout of the 2040 MTP/SCS and the RTPs prepared by the Monterey, San Benito and Santa Cruz RTPAs. The proposed 2040 MTP/SCS includes reasonably foreseeable probable future transportation and land use projects through 2040, and the Final EIR analyzes the cumulative impacts of these projects. The cumulative effects of reasonably foreseeable probable future transportation system improvements and land use projects in the region are included in the analysis of the proposed Project's impacts. However, the cumulative effects analysis in the Final EIR also considers the Project's impacts in combination with impacts from implementation of projected development for jurisdictions adjoining the AMBAG region.

In Chapter 4, thresholds of significance for cumulative impacts are the same as those for direct, Project-specific impacts, as authorized by CEQA case law. (See *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4<sup>th</sup> 1059.) When Project-specific impacts are judged to be significant, they also by definition are considered "cumulatively considerable" incremental contributions to significant cumulative impacts. (See CEQA Guidelines Section 15130(a).) Mitigation measures adopted for Project-specific impacts in Sections IV and V of these Findings of Fact also are feasible measures for mitigating the proposed Project's incremental contribution to significant cumulative effects. (See CEQA Guidelines Section 15130(b)(5).)

### B. FINDINGS FOR SIGNIFICANT CUMULATIVE IMPACTS FOR WHICH PROJECT'S INCREMENTAL CONTRIBUTION HAS BEEN MITIGATED TO LESS THAN SIGNIFICANT LEVELS

For the following impacts, the AMBAG Board of Directors hereby finds that in Section IV of these Findings of Fact, mitigation measures have been identified in the EIR that will avoid or substantially lessen the proposed Project's incremental contribution to the following significant cumulative impacts to a less than significant (i.e., less than cumulatively considerable) level. The significant impacts and the mitigation measures that will reduce them to a less than significant level are as follows:

- Impact AES-3; Mitigation Measures AES-3(a)-(c)
- Impact GEO-1; Mitigation Measure GEO-1
- Impact GEO-3; Mitigation Measures GEO-3(a)-(c)
- Impact GHG-1; Mitigation Measure GHG-1
- Impact HAZ-3; Mitigation Measure HAZ-3
- Impact TCR-1; Mitigation Measure TCR1

### C. FINDINGS FOR SIGNIFICANT CUMULATIVE IMPACTS FOR WHICH PROJECT'S INCREMENTAL CONTRIBUTION HAS NOT BEEN MITIGATED TO LESS THAN SIGNIFICANT LEVELS

For the following impacts, the AMBAG Board of Directors hereby finds that in Section V of these Findings of Fact, mitigation measures have been identified in the EIR that will reduce the proposed Project's incremental contribution to the following significant cumulative impacts, but not to a less than significant (i.e., less than cumulatively considerable) level. The significant impacts and the mitigation measures that will reduce them, but not to a less than significant level are as follows:

- Impact AES-1; Mitigation Measures AES-1(a)-(b)

- Impact AES-2; Mitigation Measure AES-2
- Impact AG-1; Mitigation Measure AG-1
- Impact AQ-2; Mitigation Measures AQ-2(a)-(c)
- Impact AQ-3; Mitigation Measure AQ-3
- Impact AQ-4; Mitigation Measure AQ-4
- Impact B-1; Mitigation Measures B-1(a)-(i)
- Impact B-2; Mitigation Measures B-2(a)-(f)
- Impact B-3; Mitigation Measures B-3(a)-(c)
- Impact CR-1; Mitigation Measure CR-1
- Impact CR-2; Mitigation Measure CR-2
- Impact CR-3; Mitigation Measure CR-3
- Impact E-2; Mitigation Measures E-2(a)-(b)
- Impact GHG-4; Mitigation Measure GHG-4
- Impact GHG-5; Mitigation Measure GHG-5
- Impact HAZ-6; Mitigation Measure HAZ-6
- Impact W-2; Mitigation Measures W-2(a)-(e)
- Impact LU-2; All Mitigation Measures Throughout EIR
- Impact N-1; Mitigation Measures N-1(a)-(g)
- Impact N-2; Mitigation Measure N-2
- Impact N-3; Mitigation Measure N-3
- Impact N-4; Mitigation Measure N-4
- Impact PH-1; No Feasible Mitigation Measures
- Impact T-1; No Feasible Mitigation Measures
- Impact T-5; Mitigation Measure T-5

## **X. STATEMENT OF OVERRIDING CONSIDERATIONS**

The AMBAG Board adopts and makes this statement of overriding considerations concerning the Project's unavoidable significant impacts to explain why the Project's benefits override and outweigh its unavoidable impacts.

The Environmental Impact Report (EIR) has identified and discussed significant effects that may occur as a result of the Project. As set forth in these CEQA Findings, AMBAG has made a reasonable and good faith effort to eliminate or substantially mitigate the impacts resulting from the Project and has made specific findings on each of the Project's significant impacts and on mitigation measures and alternatives. With implementation of the mitigation measures discussed in the EIR, many of the Project's effects can be mitigated to a level of less than significant. However, even with implementation of all feasible mitigation, the Project will result in significant and unavoidable impacts as follows:

1. Implementation of the 2040 MTP/SCS would alter views of scenic vistas or substantially damage scenic resources along designated scenic corridors, including state scenic highways. (Impact AES-1)
2. Implementation of the 2040 MTP/SCS substantially degrade existing visual character in the AMBAG region. (Impact AES-2)
3. Implementation of the 2040 MTP/SCS could directly or indirectly convert Important Farmland to non-agricultural uses or conflict with agricultural zoning or Williamson Act contracts. (Impact AG-1)
4. Implementation of the 2040 MTP/SCS would create dust and ozone precursor emissions and violate air quality standards, contribute substantially to existing or projected air quality violations, or result in a cumulatively considerable net increases in PM<sub>10</sub> or ozone precursor emissions. (Impact AQ-2)
5. Implementation of the 2040 MTP/SCS would increase PM<sub>10</sub> emissions in the region, which could contribute substantially to a projected air quality violation. (Impact AQ-3)
6. Implementation of the 2040 MTP/SCS land use scenario could expose sensitive receptors to substantial hazardous air pollutant concentrations and objectionable odors. (Impact AQ-4)
7. Implementation of the 2040 MTP/SCS could adversely impact special-status plant and animal species, either directly or through habitat modifications. (Impact B-1)
8. Implementation of the 2040 MTP/SCS could adversely impact natural communities and federally protected wetlands. (Impact B-2)
9. Implementation of the 2040 MTP/SCS could impede wildlife movement, including fish migration and/or impede the use of a native wildlife nursery. (Impact B-3)
10. Implementation of the 2040 MTP/SCS would cause a substantial adverse change in or disturb known and unknown historical resources. (Impact CR-1)
11. Implementation of the 2040 MTP/SCS would cause a substantial adverse change in or disturb known and unknown archaeological resources. (Impact CR-2)
12. Implementation of the 2040 MTP/SCS would cause a substantial adverse change in or disturb known and unknown paleontological resources. (Impact CR-3)
13. Implementation of the 2040 MTP/SCS would generate energy demand that may require construction of new energy facilities or the expansion of such facilities, the construction of which could cause significant environmental effects. (Impact E-2)
14. Implementation of the 2040 MTP/SCS would conflict with the State's ability to achieve the AB 32, SB 32 and EO-S-3-05 GHG emission reduction goals. (Impact GHG-4)
15. Implementation of the 2040 MTP/SCS could subject transportation improvements or the land use scenario envisioned in the 2040 MTP/SCS to coastal flooding and sea level rise. (Impact GHG-5)
16. Implementation of the 2040 MTP/SCS would locate transportation improvements and projects within

- areas at risk of wildland fire. (Impact HAZ-6)
17. Implementation of the 2040 MTP/SCS would increase water demand, which may require new or expanded water supplies, entitlements, or facilities. (Impact W-2)
  18. Because the 2040 MTP/SCS would result in significant and unavoidable impacts to several environmental issue areas, implementation of the 2040 MTP/SCS would not be consistent with every applicable adopted State and local land use policy or regulation adopted for the purpose of avoiding or mitigating environmental effects. (Impact LU-2)
  19. Implementation of the 2040 MTP/SCS would create temporary substantial noise and vibration level increases in discrete locations throughout the AMBAG region. Noise levels could exceed standards in local General Plans or noise ordinances. (Impact N-1)
  20. Implementation of the 2040 MTP/SCS would potentially expose existing and future sensitive receptors to significant mobile source noise levels. Noise levels could exceed standards in local General Plans or noise ordinances. (Impact N-2)
  21. Implementation of the 2040 MTP/SCS could place sensitive receptors in areas near transit and transportation facilities where noise levels may be unacceptable. Noise levels could exceed standards in local General Plans or noise ordinances. (Impact N-3)
  22. Implementation of the 2040 MTP/SCS could expose sensitive receptors and fragile buildings to excessive vibration levels. (Impact N-4)
  23. Implementation of the 2040 MTP/SCS would result in substantial population growth in the AMBAG region. (Impact PH-1)
  24. Implementation of the 2040 MTP/SCS would result in increased daily hours of vehicle delay, total peak period congested vehicle miles travelled and percentage of commuter trips exceeding 30 minutes in 2040. (Impact T-1)
  25. Implementation of the 2040 MTP/SCS would increase daily vehicle miles travelled between the baseline 2015 conditions and 2040 conditions. (Impact T-5)

In accordance with Section 15093 of the CEQA Guidelines, and having reduced the adverse significant environmental effects of the Project to the extent feasible, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, the Board hereby finds that the following legal, economic, social and environmental benefits of the Project outweigh its unavoidable adverse impacts and render them acceptable based upon the following considerations. Each benefit set forth below constitutes an overriding consideration warranting approval of the Project, independent of the other benefits, despite each and every unavoidable impact:

- a. The implementation of 2040 MTP/SCS transportation projects will provide for a comprehensive transportation system of facilities and services that meets the public's need for the movement of people and goods and that is consistent with the social, economic and environmental goals and policies of the region. (See Final EIR Section 2.0.)
- b. The project will improve transportation mobility and accessibility in the region compared to no project conditions. (See Final EIR Section 2.0 and Impact T-1.)
- c. The project will improve air quality by reducing emissions of ozone precursors compared to 2015 baseline and future no project conditions. (See Impact AQ-1.)
- d. The SCS will contribute to a reduction in per capita greenhouse gas (GHG) emissions from passenger vehicles and light trucks, helping the Monterey Bay region achieve the regional GHG reduction targets set by the California Air Resources Board (CARB). (See Impact GHG-3.)
- e. The Project will promote consistency between the California Transportation Plan 2040, the 2040 MTP/SCS, county-level regional transportation plan and other plans developed by cities, counties, districts, Native American tribal governments and state and federal agencies in responding to Statewide and interregional transportation issues and needs. (See Final EIR Section 5.0.)

- f. The construction of transportation projects will result in both short-term and long-term economic benefits to the Monterey Bay area and its residents. Transportation projects will indirectly provide for a number of jobs relating to construction and maintenance. The 2040 MTP/SCS program includes \$9.9 billion of transportation investments in the region (see 2040 MTP/SCS Table 3-1) which will result in direct and indirect employment benefits.

## **XI. MITIGATION MONITORING AND REPORTING PROGRAM**

The AMBAG Board of Directors finds that a Mitigation Monitoring and Reporting Program (MMRP) for the 2040 MTP/SCS has been prepared for the project and has been adopted concurrently with these Findings of Fact (Public Resources Code, § 21081.6(a)(1)).

CEQA requires that an agency adopt a Mitigation Monitoring or Reporting Program (MMRP) prior to approving a project that includes mitigation measures. The MMRP for the Project has been prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines.

The purpose of the MMRP is to ensure the adopted mitigation measures adopted in the Findings of Fact for 2040 MTP/SCS are implemented, in accordance with CEQA requirements. The Findings of Fact adopt feasible mitigation measures to reduce the significant environmental impacts of the 2040 MTP/SCS. The mitigation measures adopted in the 2040 MTP/SCS EIR Findings are listed in Sections IV and V of these Findings of Fact.



# 2040 Metropolitan Transportation Plan/ Sustainable Communities Strategy and Regional Transportation Plans for Monterey, San Benito and Santa Cruz Counties

Mitigation Monitoring and Reporting Program  
SCH#2015121080

*prepared by*

**Association of Monterey Bay Area Governments**

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**June 2018**



2040 Metropolitan Transportation Plan/  
Sustainable Communities Strategy and  
Regional Transportation Plans for Monterey,  
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**June 2018**

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# Mitigation Monitoring and Reporting Program

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The California Environmental Quality Act (CEQA) requires that an agency adopt a Mitigation Monitoring or Reporting Program (MMRP) prior to approving a project that includes mitigation measures to reduce or avoid significant effects on the environment. This document is the MMRP for the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Regional Transportation Plans (RTPs) for Monterey, San Benito and Santa Cruz Counties. This MMRP has been prepared in compliance with the requirements of Section 21081.6 of the California Public Resources Code and Sections 15091(d) and 15097 of the CEQA Guidelines.

This MMRP lists in tabular format the mitigation measures for each issue area identified in the Final EIR for the 2040 MTP/SCS and RTPs (SCH #2015121080) and proposed for adoption in the CEQA Findings of Fact. This MMRP is designed to ensure adopted mitigation measures are implemented. For each mitigation measure specifications are made herein that identify the action required and the monitoring that must occur.

AMBAG, TAMC, SBtCOG and SCCRTC have lead agency status; and therefore, authority to enforce mitigation measures for projects for which they have discretionary authority. However, AMBAG, TAMC, SBtCOG and SCCRTC do not have authority to require recommended mitigation measures be implemented by other implementing agencies (e.g., Caltrans, counties, cities, transit agencies, etc.) that will be lead agencies for future transportation and land use development projects.

Implementing agencies or project sponsors considering approval of future projects under the 2040 MTP/SCS and RTPs for Monterey, San Benito and Santa Cruz Counties would utilize the EIR as a basis in determining mitigation measures for subsequent activities. Implementing agencies or project sponsors may be one of the following agencies:

- California Department of Transportation (Caltrans)
- Association of Monterey Bay Area Governments (AMBAG)
- Council of San Benito County Governments (SBtCOG)
- Santa Cruz County Regional Transportation Commission (SCCRTC)
- Transportation Agency for Monterey County (TAMC)
- Monterey County and its incorporated cities:
  - Carmel-by-the-Sea
  - Del Rey Oaks
  - Gonzales
  - Greenfield
  - King City
  - Marina
  - Monterey
  - Pacific Grove
  - Salinas
  - Sand City
  - Seaside
  - Soledad

- San Benito County and its incorporated cities:
  - Hollister
  - San Juan Bautista
- Santa Cruz County and its incorporated cities:
  - Capitola
  - Santa Cruz
  - Scotts Valley
  - Watsonville

The Final EIR mitigation measures are programmatic first-tier mitigation that will be implemented by AMBAG and the Regional Transportation Planning Agencies (RTPAs), which consists of SBtCOG, SCCRTC and TAMC. Additionally, the mitigation measures can and should be implemented by other implementing and project sponsor agencies, listed above, during future project-specific design and second-tier environmental review. When the RTPAs are the direct source of funding for transportation network improvement projects, RTPAs will require as a grant condition the implementation of those 2040 MTP/SCS mitigation measures that are applicable to, and feasible for, the project type being funded. The implementing agency or project sponsor agency for each future project will be responsible for assuring the project-specific mitigation measures it adopts are enforceable and will be responsible for monitoring those mitigation measures.

AMBAG will designate a staff person to serve as Coordinator for overall implementation and administration of the MMRP, and its application to future projects. The Coordinator will prepare an annual progress report on mitigation measure implementation.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<b>Aesthetics/Visual Resources</b>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that would potentially degrade scenic vistas or scenic resources within a state scenic highway. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>AES-1 (a) Discouragement of Architectural Features that Block Scenic Views:</b> Implementing agencies shall design projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development. Setbacks and acoustical design of adjacent structures shall be preferentially used as mitigation for potential noise impacts arising from increased traffic volumes associated with adjacent land development. The use of sound walls, or any other architectural features that could block views from the scenic highways or other view corridors, shall be discouraged to the extent possible. Where use of sound walls is found to be necessary, walls shall incorporate offsets, accents and landscaping to prevent monotony. In addition, sound walls shall be complementary in color and texture to surrounding natural features.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>Confirm that architectural plans and building plans satisfy the design standards, components and materials listed in the mitigation measure. Confirm structures and walls are constructed consistent with plans.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>
<p><b>AES-1(b) Tree Protection and Replacement.</b> New roadways and extensions and widenings of existing roadways shall avoid the removal of existing mature trees to the extent possible. The implementing agency of a particular 2040 MTP/SCS project shall replace any trees lost at a minimum 2:1 basis and incorporate them into the landscaping design for the roadway when feasible. The implementing agency also shall ensure the continued vitality of replaced trees through periodic maintenance.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.</p>	<p>Grading and site plans shall avoid the removal of existing mature trees to the extent possible. Place conditions of approval on project to require tree replacement at a minimum 2:1 ratio. Maintain replacement trees to ensure their success.</p>	<p>During project permitting and environmental review for roadway extensions and widening projects.</p>	<p>Monitor survivability of replacement trees periodically following construction.</p>	<p>Implementing agencies/project sponsor.</p>

Association of Monterey Bay Area Governments  
**2040 Metropolitan Transportation Plan/Sustainable Communities Strategy**

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2040 MTP/SCS program where applicable for transportation projects that would substantially degrade visual character. Cities and counties in the AMBAG region can and should implement this measure, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>AES-2 Design Measure for Visual Compatibility.</b> The implementing agency shall require measures that minimize contrasts in scale and massing between the project and surrounding natural forms and developments. Strategies to achieve this include:</p> <ul style="list-style-type: none"> <li>▪ Siting or designing projects to minimize their intrusion into important viewsheds;</li> <li>▪ Avoiding large cuts and fills when the visual environment (natural or urban) would be substantially disrupted;</li> <li>▪ Ensuring that re-contouring provides a smooth and gradual transition between modified landforms and existing grade;</li> <li>▪ Developing transportation systems to be compatible with the surrounding environments (e.g., colors and materials of construction material; scale of improvements);</li> <li>▪ Protecting or replacing trees in the project area;</li> <li>▪ Designing and installing landscaping to add natural elements and visual interest to soften hard edges, as well as to restore natural features along corridors where possible after widening, interchange modifications, re-alignment, or construction of ancillary facilities. The implementing agency shall provide a performance security equal to the value of the landscaping/irrigation installation to ensure compliance with landscaping plans; and</li> <li>▪ Designing new structures to be compatible in scale, mass, character and architecture with existing structures.</li> </ul> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.                      Implementing agencies for land use projects include cities and counties.</p>	<p>Ensure grading plans and landscape plans avoid large cut and fills, provide re-contouring, replace trees and restore vegetation cover.                      Confirm that architectural plans and building plans incorporate design compatible with surrounding existing structures.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures for transportation projects that would result in light and glare impacts. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>AES-3(a) Roadway Lighting.</b> Roadway lighting shall be minimized to the extent possible, consistent with safety and security objectives and shall not exceed the minimum height requirements of the local jurisdiction in which the project is proposed. This may be accomplished through the use of hoods, low intensity lighting and using as few lights as necessary to achieve the goals of the project.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.</p>	<p>Confirm that site plans satisfy the lighting requirements listed in the mitigation measure.</p> <p>Confirm lights are installed as described and shown on site plans.</p>	<p>During project permitting and environmental review.</p>	<p>Once during plan review. Once at completion of construction.</p>	<p>Implementing agencies/project sponsor.</p>
<p><b>AES-3(b) Lighting Design Measures.</b> As part of planning, design and engineering for projects, implementing agencies shall ensure that projects proposed near light-sensitive uses avoid substantial spillover lighting. Potential design measures include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Lighting shall consist of cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light into adjacent properties and undeveloped open space. Fixtures that project light upward or horizontally shall not be used.</li> <li>▪ Lighting shall be directed away from habitat and open space areas adjacent to the project site.</li> <li>▪ Light mountings shall be downcast and the height of the poles minimized to reduce potential for backscatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Light poles will be 20 feet high or shorter. Luminary mountings shall have non-glare finishes.</li> <li>▪ Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.</li> </ul>	<p>Confirm that development and building plans satisfy the lighting requirements listed in the mitigation measure.</p> <p>Confirm lights are installed as described and shown on plans.</p>	<p>During project permitting and environmental review.</p>	<p>Once during plan review. Once at completion of construction.</p>	<p>Implementing agencies/project sponsor.</p>

Association of Monterey Bay Area Governments  
**2040 Metropolitan Transportation Plan/Sustainable Communities Strategy**

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p><b>AES-3(c) Glare Reduction Measures.</b> Implementing agencies shall minimize and control glare from transportation and infill development projects near glare-sensitive uses through the adoption of project design features such as:</p> <ul style="list-style-type: none"> <li>▪ Planting trees along transportation corridors to reduce glare from the sun;</li> <li>▪ Creating tree wells in existing sidewalks;</li> <li>▪ Adding trees in new curb extensions and traffic circles;</li> <li>▪ Adding trees to public parks and greenways;</li> <li>▪ Landscaping off-street parking areas, loading areas and service areas;</li> <li>▪ Limiting the use of reflective materials, such as metal;</li> <li>▪ Using non-reflective material, such as paint, vegetative screening, matte finish coatings and masonry;</li> <li>▪ Screening parking areas by using vegetation or trees;</li> <li>▪ Using low-reflective glass; and</li> <li>▪ Complying with applicable general plan policies or local controls related to glare</li> <li>▪ Tree species planted to comply with this measure shall provide substantial shade cover when mature. Utilities shall be installed underground along these routes wherever feasible to allow trees to grow and provide shade without need for severe pruning.</li> </ul> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>Confirm that development and building plans satisfy the glare reduction requirements listed in the mitigation measure.                      Confirm measures are installed as described and shown on plans.</p>	<p>During project permitting and environmental review.</p>	<p>Once during plan review.                      Once at completion of construction.</p>	<p>Implementing agencies/project sponsor.</p>
<p><b>Agriculture and Forestry Resources</b></p>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that would result in impacts to Important Farmland. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p><b>AG-1 Impact Avoidance and Minimization.</b> Implementing agencies shall implement measures, where feasible based on project-and site-specific considerations that include, but are not limited to those identified below.</p> <ul style="list-style-type: none"> <li>▪ Require project relocation or corridor realignment, where feasible, to avoid Important Farmland, agriculturally-zoned land and/or land under Williamson Act contract;</li> <li>▪ Compensatory mitigation at a minimum 1:1 (impacted:replaced) acreage ratio with Important Farmland of equivalent or better quality;</li> <li>▪ Require acquisition of conservation easements on land at least equal in quality and size as mitigation for the loss of Important Farmland; and/or</li> <li>▪ Institute new protection of farmland in the project area or elsewhere through the use of long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.).</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>Require project relocation or corridor realignment into project-specific design plans or environmental review. Require 1:1 acreage ratio compensatory mitigation. Require acquisition of conservation easements. Institute new protection of farmland</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>
<b>Air Quality and Health Impacts/Risks</b>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that result in fugitive dust and ozone precursor emissions. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>AQ-2(a) Application of MBARD Feasible Mitigation Measures.</b> For all projects, the implementing agency shall incorporate the most recent MBARD feasible mitigation measures and/or technologies for reducing inhalable particles based on analysis of individual sites and project circumstances. Current MBARD feasible mitigation measures include the following. Additional and/or modified measures may be adopted by MBARD prior to implementation of individual projects under the 2040 MTP/SCS. The most</p>	<p>Construction plans shall show MBARD’s standard dust control measures; implementing agency shall ensure implementation.</p>	<p>During project permitting and environmental review. Prior to issuance of grading permits; periodically during construction</p>	<p>Once during plan review; periodically during construction</p>	<p>Implementing agencies/project sponsor.</p>

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<p>current list of feasible mitigation measures at the time of project implementation shall be used.</p> <ul style="list-style-type: none"> <li>▪ Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil and wind exposure.</li> <li>▪ Prohibit all grading activities during periods of high wind (over 15 mph).</li> <li>▪ Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).</li> <li>▪ Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydro seed area.</li> <li>▪ Haul trucks shall maintain at least 2’0” of freeboard.</li> <li>▪ Cover all trucks hauling dirt, sand, or loose materials.</li> <li>▪ Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land.</li> <li>▪ Plant vegetative ground cover in disturbed areas as soon as possible.</li> <li>▪ Cover inactive storage piles.</li> <li>▪ Install wheel washers at the entrance to construction sites for all exiting trucks.</li> <li>▪ Pave all roads on construction sites.</li> <li>▪ Sweep streets if visible soil material is carried out from the construction site.</li> <li>▪ Limit the area under construction at any one time.</li> <li>▪ Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Air Resources District shall be visible to ensure compliance with Rule 402 (Nuisance).</li> </ul> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.                      Implementing agencies for land use projects include cities and counties.</p>				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p><b>AQ-2(b) Diesel Equipment Emissions Standards.</b> The implementing agency shall ensure, to the maximum extent feasible, that diesel construction equipment meeting CARB Tier 4 emission standards for off-road heavy-duty diesel engines is used. If use of Tier 4 equipment is not feasible, diesel construction equipment meeting Tier 3 (or if infeasible, Tier 2) emission standards shall be used. These measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>Construction plans shall ensure that that construction equipment is subject to the CARB Regulation for In-use Off-road Diesel Vehicles and, if feasible, construction equipment meets Tier 4 standards; or at least Tier 2 standards; and perform periodic site inspections.</p>	<p>During project permitting and environmental review. Prior to issuance of grading permits; periodically during construction.</p>	<p>Once during project plan review; periodically during construction</p>	<p>Implementing agencies/project sponsor.</p>
<p><b>AQ-2(c) Electric Construction Equipment.</b> The implementing agency shall ensure that to the extent possible, construction equipment utilizes electricity from power poles rather than temporary diesel power generators and/or gasoline power generators.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>Construction plans shall ensure that electricity from power poles is used to the extent possible.</p>	<p>During project permitting and environmental review. Prior to issuance of grading permits; periodically during construction</p>	<p>Once during project plan review; periodically during construction</p>	<p>Implementing agencies/project sponsor.</p>
<p>For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement the following measures to reduce PM<sub>10</sub> emissions, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>AQ-3 Project-Level PM<sub>10</sub> Emissions Reduction.</b> Implementing agencies shall evaluate PM<sub>10</sub> emissions as part of project-specific CEQA review and discretionary approval decisions for land use projects in the NCCAB. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce PM<sub>10</sub> emissions below MBARD standards to the extent feasible. PM<sub>10</sub> emissions reduction measures may include:</p> <ul style="list-style-type: none"> <li>▪ Require new residential and commercial construction to apply dust suppressants, including water and non-toxic surfactants, and to comply with the maximum feasible</li> </ul>	<p>Evaluate PM<sub>10</sub> emissions and ensure reduction of emissions below MBARD standards by reduction measures listed in this mitigation measure or other measures of equivalent effectiveness.</p>	<p>During project permitting and environmental review; periodically during construction.</p>	<p>Once during project-level environmental review; periodically during construction.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>dust and emissions control measures recommended by MBARD, to reduce particulate matter emissions from construction areas.</p> <ul style="list-style-type: none"> <li>▪ Require new construction projects to use the newest available (Tier 3 or better) construction equipment, which generate lower emissions of diesel particulate matter when operating.</li> <li>▪ Require new development to contribute mitigation fees to the MBARD Carl Moyer grant incentive programs that provide funding for regional PM10-reduction measures, including replacement of diesel engines in buses and other vehicles that reduce emissions of diesel particulate matter in the District.</li> </ul> <p><b>Implementing Agencies</b>                      Implementing agencies for land use projects include cities and counties.</p>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>AQ-4 Health Risk Reduction Measures.</b> Transportation implementing agencies shall implement the following measures:</p> <ul style="list-style-type: none"> <li>▪ During project-specific design and CEQA review, the potential localized particulate (PM<sub>10</sub> and PM<sub>2.5</sub>) impacts and their health risks of shall be evaluated for the project using procedures and guidelines consistent with U.S. EPA 2015's <i>Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas</i>. If required based on the project-level hotspot analysis, project-specific mitigation shall be added to the project design concept or scope to ensure that local particulate (PM<sub>10</sub> and PM<sub>2.5</sub>) emissions would not reach a concentration at any location that would cause estimated cancer risk to exceed the 2015 Office of Environmental Health Hazard Assessment (OEHHA) threshold of 10 in one million. Per the U.S. EPA guidance (2015), potential mitigation</li> </ul>	<p>Conduct project-level hot spot analysis.                      Ensure a project-level HRA is prepared by a qualified air quality consultant.                      Ensure project-level environmental review and site plans incorporate the measures to reduce particulate impacts, as listed in this mitigation measure.</p>	<p>During project permitting and environmental review; during construction as applicable.</p>	<p>Once during project-level environmental review; periodically during construction; following construction.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>measures to be considered may include but shall not be limited to: providing a retrofit program for older higher emitting vehicles, anti-idling requirements or policies, controlling fugitive dust, routing traffic away from populated zones and replacing older buses with cleaner buses. These measures can and should be implemented to reduce localized particulate impacts as needed.</p> <ul style="list-style-type: none"> <li>▪ Retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with CARB and OEHHA requirements to determine the exposure of nearby residents to TAC concentrations.</li> <li>▪ If impacts result in increased risks to sensitive receptors above significance thresholds, Plant trees and/or vegetation suited to trapping TACs and/or sound walls between sensitive receptors and the pollution source. This measure would trap TACs emitted from pollution sources such as highways, reducing the amount of TACs to which residents and other sensitive populations would be exposed.</li> </ul> <p>In addition, consistent with the general guidance contained in CARB’s Air Quality and Land Use Handbook (April 2005) and Technical Advisory on Strategies to Reduce Air pollution Exposure Near High-Volume Roadways (April 2017), for land use projects, appropriate and feasible measures shall be incorporated into project building design for residential, school and other sensitive uses located within 500 feet, or other distance as determined by the lead agency, of freeways, heavily travelled arterials, railways and other sources of diesel particulate matter, including roadways experiencing significant vehicle delays (CARB 2005). The appropriate measures shall include one or more of the following methods, as determined by a qualified professional, as applicable. The implementing agency shall incorporate health risk reduction measures based on analysis of individual sites and project circumstances. These measures may include:</p> <ul style="list-style-type: none"> <li>▪ Avoid siting new sensitive land uses within 500 feet of a freeway or railway.</li> <li>▪ Require development projects for new sensitive land uses</li> </ul>				

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<p>to be designed to minimize exposure to roadway-related pollutants to the maximum extent feasible through inclusion of design components including air filtration and physical barriers.</p> <ul style="list-style-type: none"> <li>▪ Do not locate sensitive receptors near the entry and exit points of a distribution center.</li> <li>▪ Locate structures and outdoor living areas for sensitive uses as far as possible from the source of emissions. As feasible, locate doors, outdoor living areas and air intake vents primarily on the side of the building away from the freeway or other pollution source. As feasible, incorporate dense, tiered vegetation that regains foliage year-round and has a long life span between the pollution source and the project.</li> <li>▪ Maintain a 50-foot buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).</li> <li>▪ Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system should include the following features: Installation of a high efficiency filter and/or carbon filter-to-filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters should be used. Ongoing maintenance should occur.</li> <li>▪ Retain a qualified HV consultant or Home Energy Rating Systems (HERS) rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.</li> <li>▪ Maintain positive pressure within the building.</li> <li>▪ Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.</li> <li>▪ Achieve a performance standard of at least 4 air exchanges per hour of recirculation. Achieve a performance standard of 0.25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.</li> <li>▪ Require project owners to provide a disclosure statement</li> </ul>				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>to occupants and buyers summarizing technical studies that reflect health concerns about exposure to highway exhaust emissions.</p> <ul style="list-style-type: none"> <li>▪ Implement feasible attenuation measures needed to reduce potential air quality impacts to sensitive receptors such as air filtration systems.</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<b>Biological Resources</b>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects identified in Appendix B. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>B-1(a) Biological Resources Screening and Assessment.</b> On a project-by-project basis, a preliminary biological resource screening shall be performed as part of the environmental review process to determine whether the project has any potential to impact biological resources. If it is determined that the project has no potential to impact biological resources, no further action is required. If the project would have the potential to impact biological resources, prior to construction, a qualified biologist shall conduct a biological resources assessment to document the existing biological resources within the project footprint plus a buffer and to determine the potential impacts to those resources. The biological resources assessment shall evaluate the potential for impacts to all biological resources including, but not limited to: special status species, nesting birds, wildlife movement, sensitive plant communities, critical habitat, Essential Fish Habitat and other resources judged to be sensitive by local, state and/or federal agencies. Depending on the results of the biological resources assessment, design alterations, further technical studies (i.e. protocol surveys) and/or consultations with the USFWS, CDFW and/or other local, state and federal agencies may be required. The</p>	<p>Ensure screening to determine whether the project has any potential impact to biological resources and incorporate measures listed in this mitigation measure if impacts are found</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>following mitigation measures [B-1(b) through B-1(j)] shall be incorporated only as applicable into the biological resources assessment for projects where specific resources are present or may be present and impacted by the project. Note that specific surveys described in the mitigation measures below may be completed as part of the biological resources assessment where suitable habitat is present. The results of the biological resources screening and assessment shall be provided to the implementing agency for review and approval.</p> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p><b>B-1(b) Special Status Plant Species Surveys.</b> If completion of the project-specific biological resources assessment determines that special status plant species have potential to occur on-site, surveys for special status plants shall be completed prior to any vegetation removal, grubbing, or other construction activity of each project (including staging and mobilization). The surveys shall be floristic in nature and shall be seasonally-timed to coincide with the target species identified in the project-specific biological resources assessment. All plant surveys shall be conducted by a qualified biologist approved by the implementing agency no more than one years prior to project implementation (annual grassland habitats may require yearly surveys). All special status plant species identified on-site shall be mapped onto a site-specific aerial photograph or topographic map. Surveys shall be conducted in accordance with the most current protocols established by the CDFW, USFWS and the local jurisdictions if said protocols exist. A report of the survey results shall be submitted to the implementing agency for review. If special status plant species are identified, mitigation measure B-1(c) shall apply.</p> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.</p>	<p>If applicable, surveys for special status plants shall be completed.                      Ensure a report of the survey is provided.</p>	<p>During project permitting and environmental review; prior to construction but no earlier than one year before construction commences.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
Implementing agencies for land use projects include cities and counties.				
<p><b>B-1(c) Special Status Plant Species Avoidance, Minimization and Mitigation.</b> If state- or federally listed and/or CRPR 1 and 2 species are found during special status plant surveys [pursuant to mitigation measure B-1(b)], then the project shall be re-designed to avoid impacting these plant species to the maximum extent feasible. If CRPR 3 and 4 species are found, the biologist shall evaluate to determine if they meet criteria to be considered special status, and if so, the same process as identified for CRPR 1 and 2 species shall apply. If special status plants species cannot be avoided and would be impacted by a project implemented under the 2040 MTP/SCS, all impacts shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for each species as a component of habitat restoration. A restoration plan shall be prepared and submitted to implementing agency overseeing the project for approval.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	If applicable, project shall be redesigned to avoid impacting rare plant species. If avoidance is not possible, mitigation shall be required pursuant to a restoration plan that must be developed for the project.	During project permitting and environmental review; prior to issuance of construction permits and approvals.	Once.	Implementing agencies/project sponsor.
<p><b>B-1(d) Endangered/ Threatened Animal Species Habitat Assessment and Protocol Surveys.</b> Specific habitat assessment and survey protocol surveys are established for several federally and/or state endangered or threatened animal species. If the results of the biological resources assessment determine that suitable habitat may be present for any such species, protocol habitat assessments/surveys shall be completed in accordance with CDFW and/or USFWS/NMFS protocols prior to issuance of any construction permits/project approvals.</p> <p>Alternatively, in lieu of conducting protocol surveys, the implementing agency may choose to assume presence within the project footprint and proceed with development of appropriate avoidance measures, consultation and</p>	If applicable, protocol habitat assessments/surveys shall be completed in accordance with protocols.	During project permitting and environmental review; prior to commencement of project construction.	Once.	Implementing agencies/project sponsor.

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<p>permitting, as applicable.</p> <p>If the target species is detected during protocol surveys, or protocol surveys are not conducted and presence assumed based on suitable habitat, mitigation measure B-1(e) shall apply.</p> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.                      Implementing agencies for land use projects include cities and counties.</p>				
<p><b>B-1 (e) Endangered/ Threatened Animal Avoidance and Compensatory Mitigation.</b> If habitat is occupied or presumed occupied by federal and/or state listed species and would be impacted by the project, the implementing agency shall re-design the project in coordination with a qualified biologist to avoid impacting occupied/presumed occupied habitat to the maximum extent feasible. If occupied or presumed occupied habitat cannot be avoided, the implementing agency shall provide the total acreages for habitat that would be impacted prior to the issuance of construction permits/approvals. The implementing agency shall purchase credits at a USFWS, NMFS and/or CDFW approved conservation bank if available for the affected species and/or establish conservation easements or funds for acquisition of conservation easements as compensatory mitigation to offset impacts to federal and/or state listed species habitat.</p> <p>Compensatory mitigation shall be provided at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist for permanent impacts. Compensatory mitigation may be combined/nested with special status plant species and sensitive community restoration where applicable. Temporary impact areas shall be restored to pre-project conditions.</p> <p>If on and/or off site mitigation sites are identified the implementing agency shall retain a qualified biologist to prepare a Habitat Mitigation and Monitoring Plan (HMMP) to ensure the success of compensatory mitigation sites that are to be conserved for compensation of permanent impacts</p>	<p>If applicable, project plans shall include project-specific mitigation measures to avoid and minimize impacts to habitat for endangered or threatened species.</p> <p>If avoidance is not possible, credits shall be purchased according to the mitigation measure, and a qualified biologist must provide a HMMP.</p>	<p>During project permitting and environmental review; prior to issuance of construction permits and approvals.</p>	<p>In accordance with project HMMP, as applicable.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>to federal and/or state listed species. The HMMP shall identify long term site management needs, routine monitoring techniques, techniques and success criteria, and shall determine if the conservation site has restoration needs to function as a suitable mitigation site. The HMMP shall be submitted to the agency overseeing the project for approval.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p><b>B-1(f) Endangered/Threatened Species Avoidance and Compensatory Mitigation.</b> The following measures shall be applied to aquatic and terrestrial species, where appropriate. Implementing agencies shall select from these measures as appropriate depending on site conditions, the species with potential for occurrence, and the results of the biological resources screening and assessment (measure B-1[a]).</p> <ul style="list-style-type: none"> <li>▪ Pre-construction surveys for federal and/or state listed species with potential to occur shall be conducted where suitable habitat is present by a qualified biologist not more than 48 hours prior to the start of construction activities. The survey area shall include the proposed disturbance area and all proposed ingress/egress routes, plus a 100-foot buffer. If any life stage of federal and/or state listed species is found within the survey area, the appropriate measures in the BO or Habitat Conservation Plan (HCP)/Incidental Take Permit (ITP) issued by the USFWS/NMFS (relevant to federal listed species) and/or the ITP issued by the CDFW (relevant to state listed species) shall be implemented; or if such guidance is not in place for the activity, the qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS, NMFS and/or CDFW. The results of the pre-construction surveys shall be submitted to the implementing agency for review and</li> </ul>	<p>If applicable, project plans shall include project-specific mitigation measures to avoid and minimize impacts to endangered or threatened species.</p>	<p>During project permitting and environmental review; prior to and ongoing through project construction.</p>	<p>Periodically through construction.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>approval prior to start of construction.</p> <ul style="list-style-type: none"> <li>▪ Ground disturbance shall be limited to the minimum necessary to complete the project. The project limits of disturbance shall be flagged. Areas of special biological concern within or adjacent to the limits of disturbance shall have highly visible orange construction Environmental Sensitive Area fencing installed between said area and the limits of disturbance.</li> <li>▪ All projects occurring within/adjacent to aquatic habitats (including riparian habitats and wetlands) shall be completed during the dry season, typically between April 1 and October 31, to avoid impacts to sensitive aquatic species.</li> <li>▪ All projects occurring within or adjacent to sensitive habitats that may support federally and/or state endangered/threatened species shall have a qualified biologist present during all initial ground disturbing/vegetation clearing activities. Once initial ground disturbing/vegetation clearing activities have been completed, said biologist shall conduct daily pre-activity clearance surveys for endangered/threatened species. Alternatively, and upon approval of the CDFW and/or USFWS/NMFS or as outlined in project permits, said biologist may conduct site inspections at a minimum of once per week to ensure all prescribed avoidance and minimization measures are begin fully implemented.</li> <li>▪ No endangered/threatened species shall be captured and relocated without authorization from the CDFW and/or USFWS/NMFS.</li> <li>▪ If pumps are used for dewatering activities, all intakes shall be completely screened with wire mesh not larger than five millimeters to prevent animals from entering the pump system.</li> <li>▪ If at any time during construction of the project an endangered/threatened species enters the construction site or otherwise may be impacted by the project, all project activities shall cease. At that point a qualified biologist shall recommend an appropriate course of action, which may include consultation with USFWS,</li> </ul>				

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>NMFS and/or CDFW. Alternatively, the appropriate measures shall be implemented in accordance with the BO or HCP/ITP issued by the USFWS (relevant to federal listed species) and/or the ITP issued by the CDFW (relevant to state listed species) and work can then continue as guided by those documents and the agencies as appropriate.</p> <ul style="list-style-type: none"> <li>▪ All vehicle maintenance/fueling/staging shall occur not less than 100 feet from any riparian habitat or water body. Suitable containment procedures shall be implemented to prevent spills. A minimum of one spill kit shall be available at each work location near riparian habitat or water bodies.</li> <li>▪ No equipment shall be permitted to enter wetted portions of any affected drainage channel other than equipment necessary to conduct approved dewatering activities required for project construction.</li> <li>▪ All equipment operating within streambeds (restricted to conditions in which water is not present) shall be in good conditions and free of leaks. Spill containment shall be installed under all equipment staged within stream areas and extra spill containment and clean up materials shall be located in close proximity for easy access.</li> <li>▪ At the end of each work day, excavations shall be secured with cover or a ramp shall be provided to prevent wildlife entrapment.</li> <li>▪ All trenches, pipes, culverts or similar structures shall be inspected for animals prior to burying, capping, moving, or filling.</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p><b>B-1(g) Non-Listed Special Status Animal Species Avoidance and Minimization.</b> Depending on the species identified in the BRA, the following measures shall be selected from among the following to reduce the potential for impacts to</p>	<p>If applicable, project plans shall include project-specific mitigation measures to reduce</p>	<p>During project permitting and environmental review; prior to, during and after project construction.</p>	<p>During all initial ground disturbance, as applicable.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>non-listed special status animal species:</p> <ul style="list-style-type: none"> <li>▪ Pre-construction clearance surveys shall be conducted within 14 days prior to the start of construction (including staging and mobilization). The surveys shall cover the entire disturbance footprint plus a minimum 100-foot buffer and shall identify all special status animal species that may occur on-site. All non-listed special status species shall be relocated from the site either through direct capture or through passive exclusion. A report of the pre-construction survey shall be submitted to the implementing agency for their review and approval prior to the start of construction.</li> <li>▪ A qualified biologist shall be present during all initial ground disturbing activities, including vegetation removal, to recover special status animal species unearthed by construction activities.</li> <li>▪ Upon completion of the project, a qualified biologist shall prepare a final compliance report documenting all compliance activities implemented for the project, including the pre-construction survey results. The report shall be submitted within 30 days of completion of the project.</li> <li>▪ If special status bat species may be present and impacted by the project, within 30 days of the start of construction a qualified biologist shall conduct presence/absence surveys for special status bats, in consultation with the CDFW, where suitable roosting habitat is present. Surveys shall be conducted using acoustic detectors and by searching tree cavities, crevices and other areas where bats may roost. If active bat roosts or colonies are present, the biologist shall evaluate the type of roost to determine the next step. <ul style="list-style-type: none"> <li>○ If a maternity colony is present, all construction activities shall be postponed within a 250-foot buffer around the maternity colony until it is determined by a qualified biologist that the young have dispersed or as recommended by CDFW through consultation. Once it has been determined that the roost is clear of bats, the roost shall be removed immediately.</li> </ul> </li> </ul>	<p>impacts to non-listed special status species.</p>			

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<ul style="list-style-type: none"> <li>○ If a roost is determined by a qualified biologist to be used by a large number of bats (large hibernaculum), alternative roosts, such as bat boxes if appropriate for the species, shall be designed and installed near the project site. The number and size of alternative roosts installed will depend on the size of the hibernaculum and shall be determined through consultations with the CDFW.</li> <li>○ If other active roosts are located, exclusion devices such as valves, sheeting or flap-style one-way devices that allow bats to exit but not re-enter roosts discourage bats from occupying the site.</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p><b>B-1(h) Preconstruction Surveys for Nesting Birds.</b> For construction activities occurring during the nesting season (generally February 1 to September 15), surveys for nesting birds covered by the CFGC, the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act shall be conducted by a qualified biologist no more than 30 days prior to vegetation removal activities.</p> <p>A qualified biologist shall conduct preconstruction surveys for raptors. The survey for the presence of bald and golden eagles, shall cover all areas within of the disturbance footprint plus a one-mile buffer where access can be secured. The survey area for all other nesting bird and raptor species shall include the disturbance footprint plus a 300-foot and 500-foot buffer, respectively.</p> <p>If active nests (nests with eggs or chicks) are located, the qualified biologist shall establish an appropriate avoidance buffer ranging from 50 to 300 feet based on the species biology and the current and anticipated disturbance levels occurring in vicinity of the nest. The objective of the buffer shall be to reduce disturbance of nesting birds. All buffers shall be marked using high-visibility flagging or fencing, and,</p>	<p>If applicable, a survey for nesting birds shall be completed; if necessary, a buffer shall be created.</p>	<p>During project permitting and environmental review; prior to construction activities; during construction activities if required.</p>	<p>Once prior to construction; as needed during construction activities.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>unless approved by the qualified biologist, no construction activities shall be allowed within the buffers until the young have fledged from the nest or the nest fails.</p> <p>For bald or golden eagle nests identified during the preconstruction surveys, an avoidance buffer of up to one mile shall be established on a case-by-case basis in consultation with the USFWS and CDFW. The size of the buffer may be influenced by the existing conditions and disturbance regime, relevant landscape characteristics, and the nature, timing and duration of the expected disturbance. The buffer shall be established between February 1 and August 31; however, buffers may be relaxed earlier than August 31 if a qualified ornithologist determines that a given nest has failed or that all surviving chicks have fledged and the nest is no longer in use.</p> <p>A report of these preconstruction nesting bird surveys and nest monitoring (if applicable) shall be submitted to the implementing agency for review and approval prior to the start of construction.</p> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p><b>B-1(i) Worker Environmental Awareness Program.</b> Prior to initiation of construction activities (including staging and mobilization), all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special status resources that may occur in the project area. The specifics of this program shall include identification of the sensitive species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers and other personnel involved with construction of the project. All</p>	<p>If applicable, construction personnel shall attend WEAP training.</p>	<p>During project permitting and environmental review.</p>	<p>Once prior to construction.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>employees shall sign a form documenting that they have attended the WEAP and understand the information presented to them.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>B-2(a) Jurisdictional Delineation.</b> If the results of measure B-1(a) indicates projects implemented under the 2040 MTP/SCS occur within or adjacent to wetland, drainages, riparian habitats, or other areas that may fall under the jurisdiction of the CDFW, USACE, RWQCB and/or CCC, a qualified biologist shall complete a jurisdictional delineation. The jurisdictional delineation shall determine the extent of the jurisdiction for each of these agencies and shall be conducted in accordance with the requirement set forth by each agency. The result shall be a jurisdictional delineation report that shall be submitted to the implementing agency, USACE, RWQCB, CDFW and/or CCC, as appropriate, for review and approval, and the project shall be designed to minimize impacts to jurisdictional areas to the maximum extent feasible. The delineation shall serve as the basis to identify jurisdictional areas to be protected during construction, through implementation of the avoidance and minimization identified in measure B-2(f).</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>If applicable, a jurisdictional delineation shall be completed and submitted to the applicable agencies listed in this mitigation measure.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>
<p><b>B-2(b) Wetlands, Drainages and Riparian Habitat Restoration.</b> Impacts to jurisdictional drainages, wetlands and riparian habitat shall be mitigated at an appropriate ratio to fully offset project impacts, as determined by a</p>	<p>If applicable, project plans shall mitigate impacts to jurisdictional wetlands and riparian habitats at a ratio</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>qualified biologist, and shall occur on-site or as close to the impacted habitat as possible. A mitigation and monitoring plan shall be developed by a qualified biologist and submitted to the agency overseeing the project for approval. Alternatively, mitigation shall be accomplished through purchase of credits from an approved wetlands mitigation bank.</p> <p><b>Implementing Agencies</b>            Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>determined by a qualified biologist.</p> <p>A mitigation and monitoring plan shall be developed by a qualified biologist.</p>			
<p><b>B-2(c) Landscaping Plan.</b> If landscaping is proposed for a specific project, a qualified biologist/landscape architect shall prepare a landscape plan for that project. This plan shall indicate the locations and species of plants to be installed. Drought tolerant, locally native plant species shall be used. Noxious, invasive and/or non-native plant species that are recognized on the Federal Noxious Weed List, California Noxious Weeds List and/or California Invasive Plant Council Inventory shall not be permitted. Species selected for planting shall be regionally appropriate native species that are known to occur in the adjacent native habitat types.</p> <p><b>Implementing Agencies</b>            Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>If applicable, a landscaping plan shall be prepared and include all requirements; species shall be similar to those in adjacent native habitats.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>
<p><b>B-2(d) Sensitive Vegetation Community Avoidance and Mitigation.</b> If the results of measure B-1(a) indicates projects implemented under the 2040 MTP/SCS would impact sensitive vegetation communities, impacts to sensitive communities shall be avoided through final project design modifications.</p> <p>If the implementing agency determines that sensitive communities cannot be avoided, impacts shall be mitigated on-site or offsite at an appropriate ratio to fully offset project impacts, as determined by a qualified biologist.</p>	<p>If applicable, project plans shall include final project design modifications shall be developed to avoid impacts to sensitive vegetation communities. If avoidance is not possible, impacts shall be mitigated at a ratio determined by a qualified biologist, and a</p>	<p>During project permitting and environmental review.</p>	<p>Once following construction and then, when applicable, in accordance with the Restoration Plan.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>Temporarily impacted areas shall be restored to pre-project conditions. A Restoration Plan shall be developed by a qualified biologist and submitted to the agency overseeing the project for approval.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>qualified biologist must provide a Restoration Plan.</p>			
<p><b>B-2(e) Invasive Weed Prevention and Management Program.</b> Prior to start of construction for each project that occurs within or adjacent to native habitats, an Invasive Weed Prevention and Management Program shall be developed by a qualified biologist to prevent invasion of native habitat by non-native plant species. The plan shall be submitted to the implementing agency for review and approval. A list of target species shall be included, along with measures for early detection and eradication.</p> <p>The plan, which shall be implemented by the implementing agency, shall also include, but not be limited to, the following measures to prevent the introduction of invasive weed species:</p> <ul style="list-style-type: none"> <li>▪ During construction, the project shall make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species.</li> <li>▪ To minimize colonization of disturbed areas and the spread of invasive species, the contractor shall: stockpile topsoil and redeposit the stockpiled soil after construction, or transport the topsoil to a permitted landfill for disposal.</li> <li>▪ The erosion control/ restoration plans for the project must emphasize the use of sensitive species that are expected to occur in the area and that are considered suitable for use at the project site.</li> <li>▪ All erosion control materials, including straw bales, straw wattles, or mulch used on-site must be free of invasive</li> </ul>	<p>If applicable, an Invasive Weed Prevention and Management Program shall be developed.</p>	<p>During project permitting and environmental review; prior to construction activities; during construction activities.</p>	<p>Once prior to construction; ongoing during construction.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>species seed.</p> <ul style="list-style-type: none"> <li>▪ Exotic and invasive plant species shall be excluded from any erosion control seed mixes and/or landscaping plant palettes associated with the proposed project.</li> <li>▪ All disturbed areas shall be hydroseeded with a mix of locally native species upon completion of work in those areas. In areas where construction is ongoing, hydroseeding shall occur where no construction activities have occurred within six (6) weeks since ground disturbing activities ceased. If exotic species invade these areas prior to hydroseeding, weed removal shall occur in consultation with a qualified biologist and in accordance with the restoration plan.</li> </ul> <p><b>Implementing Agencies</b>  Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.  Implementing agencies for land use projects include cities and counties.</p>				
<p><b>B-2(f) Wetlands, Drainages and Riparian Habitat Best Management Practices During Construction.</b> The following best management practices shall be required for development within or adjacent to wetlands, drainages, or riparian habitat:</p> <ul style="list-style-type: none"> <li>▪ Access routes, staging and construction areas shall be limited to the minimum area necessary to achieve the project goal and minimize impacts to other waters including locating access routes and ancillary construction areas outside of jurisdictional areas.</li> <li>▪ To control sedimentation during and after project implementation, appropriate erosion control materials shall be deployed to minimize adverse effects on jurisdictional areas in the vicinity of the project.</li> <li>▪ Project activities within the jurisdictional areas should occur during the dry season (typically between June 1 and November 1) in any given year, or as otherwise directed by the regulatory agencies.</li> <li>▪ During construction, no litter or construction debris shall be placed within jurisdictional areas. All such debris and waste shall be picked up daily and properly disposed of at</li> </ul>	<p>If applicable, ensure project plans incorporate the best management practices listed in this mitigation measure.</p>	<p>During project permitting and environmental review; prior to construction activities; during construction activities.</p>	<p>Once prior to construction; ongoing during construction.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>an appropriate site.</p> <ul style="list-style-type: none"> <li>▪ All project-generated debris, building materials and rubbish shall be removed from jurisdictional areas and from areas where such materials could be washed into them.</li> <li>▪ Raw cement, concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic species resulting from project-related activities, shall be prevented from contaminating the soil and/or entering wetlands, drainages or riparian habitat.</li> <li>▪ All refueling, maintenance and staging of equipment and vehicles shall occur at least 100 feet from bodies of water and in a location where a potential spill would not drain directly toward aquatic habitat (e.g., on a slope that drains away from the water source). Prior to the onset of work activities, a plan must be in place for prompt and effective response to any accidental spills. All workers shall be informed of the importance of preventing spills and of the appropriate measures to take should an accidental spill occur.</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation measures for applicable transportation projects. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>B-3(a) Project Design for Wildlife Connectivity.</b> All projects including long segments of fencing and lighting shall be designed to minimize impacts to wildlife. Fencing or other project components shall not block wildlife movement through riparian or other natural habitat. Where fencing or other project components that may disrupt wildlife movement is required for public safety concerns, they shall be designed to permit wildlife movement by incorporating</p>	<p>Project plans for projects with fencing and lighting shall be designed to minimize impacts to wildlife.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>design features such as:</p> <ul style="list-style-type: none"> <li>▪ A minimum 16 inches between the ground and the bottom of the fence to provide clearance for small animals;</li> <li>▪ A minimum 12 inches between the top two wires, or top the fence with a wooden rail, mesh, or chain link instead of wire to prevent animals from becoming entangled; and</li> <li>▪ If privacy fencing is required near open space areas, openings at the bottom of the fence measure at least 16 inches in diameter shall be installed at reasonable intervals to allow wildlife movement, or the fence may be installed with the bottom at least 16 inches above the ground level.</li> <li>▪ If fencing or other project components must be designed in such a manner that wildlife passage would not be permitted, wildlife crossing structures shall be incorporated into the project design as appropriate.</li> <li>▪ Lighting installed as part of any project shall be designed to be minimally disruptive to wildlife (see mitigation measure AES-3(a) Roadway Lighting for lighting requirements).</li> </ul> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.                      Implementing agencies for land use projects include cities and counties.</p>				
<p><b>B-3(b) Maintain Connectivity in Drainages.</b> No permanent structures shall be placed within any drainage or river that would impede wildlife movement (i.e., no hardened caps or other structures in the stream channel perpendicular to stream flow be left exposed or at depth with moderate to high risk for exposure as a result of natural bed scour during high flow events and thereby potentially create impediments to passage).                      In addition, upon completion of construction within any drainage, areas of stream channel and banks that are temporarily impacted shall be returned to pre-construction contours and in a condition that allows for unimpeded</p>	<p>Ensure construction plans and building plans avoid placement of permanent structures in drainages or rivers such that wildlife movement would be impeded.                      Ensure temporary impacts to stream channels are restored.                      If applicable, ensure a diversion plan is provided</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>passage through the area once the work has been complete. If water is to be diverted around work sites, a diversion plan shall be submitted to AMBAG, RTPA and/or local jurisdiction for review and approval prior to issuance of project construction permits/approvals. The diversion shall be designed in a way as to not impede movement while the diversion is in place.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>for the project.</p>			
<p><b>B-3(c) Construction Best Management Practices to Minimize Disruption to Wildlife.</b> The following construction Best Management Practices (BMPs) shall be incorporated into all grading and construction plans in order to minimize temporary disruption of wildlife, which could hinder wildlife movement:</p> <ul style="list-style-type: none"> <li>▪ Designation of a 20 mile per hour speed limit in all construction areas.</li> <li>▪ Whenever feasible, construction work schedules shall be limited to daylight hours only.</li> <li>▪ Mufflers shall be used on all construction equipment and vehicles shall be in good operating condition.</li> <li>▪ All trash shall be placed in sealed containers and shall be removed from the project site a minimum of once per week.</li> <li>▪ No pets are permitted on project site during construction.</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>Construction plans shall incorporate best management practices to minimize disruption to wildlife.</p>	<p>During project permitting and environmental review; prior to issuance of grading and construction permits.</p>	<p>Periodically during construction</p>	<p>Implementing agencies/project sponsor, and onsite construction manager.</p>

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<b>Cultural and Historic Resources</b>				
<p>For transportation projects under their jurisdiction, TAMC SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts to historic resources. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>CR-1 Historical Resources Impact Minimization.</b> Prior to individual project permit issuance, the implementing agency of a 2040 MTP/SCS project involving earth disturbance or construction of permanent above ground structures or roadways shall prepare a map defining the Area of Potential Effects (APE). This map shall indicate the areas of primary and secondary disturbance associated with construction and operation of the facility and will help in determining whether known historical resources are located within the impact zone. If a structure greater than 45 years in age is within the identified APE, a survey and evaluation of the structure(s) to determine their eligibility for recognition under State, federal, or local historic preservation criteria shall be conducted. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation shall comply with CEQA Guidelines section 15064.5(b). Study recommendations shall be implemented, which may include, but would not be limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Realign or redesign projects to avoid impacts on known historic resources where possible.</li> <li>▪ If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring and Reconstructing Historic Buildings.</li> <li>▪ Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures</li> </ul>	<p>Project plans shall include required components to limit impacts to cultural resources.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>that protect historic resources.</p> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.                      Implementing agencies for land use projects include cities and counties.</p>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts to archaeological resources. Cities and counties in the AMBAG region can and should implement this measure where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>CR-2 Archeological Resources Impact Minimization.</b> Before construction activities, implementing agencies shall retain a qualified archaeologist to conduct a record search at the Northwest Information Center to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, implementing agencies shall retain a qualified archaeologist to conduct archaeological surveys before construction activities. Implementing agencies shall follow recommendations identified in the survey, which may include, but would not be limited to: subsurface testing, designing and implementing a Worker Environmental Awareness Program (WEAP), construction monitoring by a qualified archaeologist, or avoidance of sites and preservation in place. Recommended mitigation measures will be consistent with CEQA Guidelines Section 15126.4(b)(3) recommendations.</p> <p>In the event that evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earthmoving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. If the find is a prehistoric archaeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the</p>	<p>Ensure a record search is completed.</p> <p>If applicable, ensure archaeological surveys are conducted. Implement recommendations identified in the survey.</p> <p>Project construction plans shall include required components to stop work if archaeological resources are uncovered.</p> <p>Place conditions of approval on project to ensure that work is halted if resources are uncovered until the procedures described in this mitigation measure have been completed.</p>	<p>During project permitting and environmental review; prior to construction activities; during construction activities.</p>	<p>Ongoing throughout construction.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>archaeologist determines that further information is needed to evaluate significance, a testing plan shall be prepared and implemented. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the implementing agency to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics and other factors, shall recommend additional measures such as the preparation and implementation of a data recovery plan. All cultural resources work shall follow accepted professional standards in recording any find including submittal of standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area. Implementing agencies shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.</p> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts to paleontological resources. Cities and counties in the AMBAG region can and should implement this measure where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>CR-3 Paleontological Resources Impact Minimization.</b> The implementing agency of a 2040 MTP/SCS project involving ground disturbing activities (including grading, trenching, foundation work and other excavations) shall retain a qualified paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist (SVP 2010), to conduct a Paleontological Resources Assessment (PRA). The PRA shall determine the age and paleontological sensitivity of geologic formations underlying the proposed</p>	<p>Qualified paleontologist shall conduct a PRA meeting the requirements of this mitigation measure.                       If applicable, place conditions of approval on the project to require implementation of the measures to avoid and</p>	<p>During project permitting and environmental review.</p>	<p>Once during individual environmental review; monitor as needed during construction</p>	<p>Implementing agencies/project sponsor.</p>

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<p>disturbance area, consistent with SVP Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (SVP 2010) guidelines for categorizing paleontological sensitivity of geologic units within a project area. If underlying formations are found to have a high potential (sensitivity) for paleontological resources, the following measures shall apply:</p> <ul style="list-style-type: none"> <li>▪ <b>Paleontological Mitigation and Monitoring Program.</b> A qualified paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity. This program shall outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration (i.e., in what locations and at what depths paleontological monitoring shall be required), salvage and preparation of fossils, the final mitigation and monitoring report and paleontological staff qualifications.</li> <li>▪ <b>Paleontological Worker Environmental Awareness Program (WEAP).</b> Prior to the start of ground disturbance activity greater than two feet below existing grade, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.</li> <li>▪ <b>Paleontological Monitoring.</b> Ground disturbing activity with the potential to disturbed geologic units with high paleontological sensitivity shall be monitored on a full-time basis by a qualified paleontological monitor. Should no fossils be observed during the first 50 percent of such excavations, paleontological monitoring could be reduced to weekly spot-checking under the discretion of the qualified paleontologist. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources.</li> <li>▪ <b>Salvage of Fossils.</b> If fossils are discovered, the implementing agency shall be notified immediately, and the qualified paleontologist (or paleontological monitor)</li> </ul>	<p>minimize impacts in areas found to have a high sensitivity for paleontological resources, as described in this mitigation measure.</p>			

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<p>shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.</p> <ul style="list-style-type: none"> <li>▪ <b>Preparation and Curation of Recovered Fossils.</b> Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection, along with all pertinent field notes, photos, data and maps.</li> <li>▪ <b>Final Paleontological Mitigation and Monitoring Report.</b> Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils and the scientific significance of those fossils and where fossils were curated.</li> </ul> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.                      Implementing agencies for land use projects include cities and counties.</p>				
<b>Energy</b>				
<p>Pacific Gas &amp; Electric and local jurisdictions involved in Monterey Bay Community Power with responsibility for the construction or approval of new energy facilities or the expansion of existing facilities to adequately meet projected capacity needs can and should implement Mitigation Measure E-2(a). In addition, cities and counties should implement Mitigation Measure E-2(b). Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>E-2(a) Mitigate Impacts of New or Expanded Energy Facilities.</b> During the planning, design and project-level CEQA review process, apply necessary mitigation measures to avoid or reduce significant environmental impacts</p>	<p>Ensure incorporation of mitigation measures into project-level planning, design, and when</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>associated with the construction or expansion of such facilities. The environmental impacts associated with such construction or expansion shall be avoided or reduced through the imposition of conditions required to be followed by those directly involved in the construction or expansion activities. Such conditions shall include those necessary to avoid or reduce environmental impacts associated with, but not limited to: air quality, noise, traffic, biological resources, cultural resources, GHG emissions, hydrology and water quality and others that apply to specific construction or expansion of natural gas and electric facilities projects.</p>	<p>applicable environmental review, to avoid or reduce significant environmental impacts associated with the construction or expansion of energy facilities.</p>			
<p><b>E-2 (b) Develop Energy Demand Calculations and Reduce Energy Demand.</b> During the planning, design and project-level CEQA review process for individual development projects, develop electricity and natural gas demand calculations for any project anticipated to require substantial energy consumption. Implementing agencies shall implement design and mitigation measures that reduce energy consumption and promote the use of on-site renewable energy. This may include, but would not be limited to: installing energy-reducing shading mechanisms for windows, porches, patios, etc.; installing energy-reducing day lighting systems (e.g., skylights); use of low-energy interior and street lighting; and/or installation of solar photovoltaic (PV) panels or other on-site renewable energy that generates a minimum of 30 percent of the project’s total energy demand.</p> <p><b>Implementing Agencies</b> Implementing agencies for energy projects include PG&amp;E and local jurisdictions involved in Monterey Bay Community Power with responsibility for the construction or approval of new energy facilities or the expansion of existing facilities. Implementing agencies for land use projects include cities and counties.</p>	<p>Ensure incorporation of mitigation measures into project-level planning, design, and when applicable environmental review, to avoid or reduce substantial energy consumption.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

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<b>Geology and Soils</b>				
For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for applicable transportation projects that could expose people or structures to substantial adverse effects due to seismic hazards. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
<p><b>GEO-1 Geotechnical Design.</b> If a 2040 MTP/SCS project is located in a zone of high potential ground-shaking intensity, implementing agencies can and should complete a site specific geotechnical report conducted by a qualified geotechnical expert. Any investigations shall comply with the California Geological Survey's Guidelines for Evaluating and Mitigating Seismic Hazards in California and projects shall comply with the recommendations stated in the geotechnical analysis (California Geological Survey 2008). Recommendations may include, but are not limited to, the following: fill placement and compaction, isolated and continuous footing, site specific pipe bedding and site specific seismic design criteria.</p> <p><b>Implementing Agencies</b>  Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.  Implementing agencies for land use projects include cities and counties.</p>	Place conditions of approval on the project, when applicable, to ensure that a specific investigation and appropriate design factors are implemented.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that could be located on unstable soils or in areas of high liquefaction potential. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
<p><b>GEO-3(a) Geotechnical Analysis.</b> If a 2040 MTP/SCS project is located in an area of moderate to high liquefaction, lateral spreading and/or subsidence potential or in underground areas located in an area of high groundwater potential, the RTPAs shall ensure and sponsor agencies can and should ensure that these structures are designed based upon site specific geology, soils and earthquake engineering studies conducted by a qualified geotechnical expert. Projects shall follow the recommendations of these studies. Possible design measures include, but would not be limited to: deep foundations, removal of liquefiable materials and</p>	Place conditions of approval on the project, when applicable, to ensure structures are designed based upon site specific geology, soils, and earthquake engineering studies.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>dewatering.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p><b>GEO-3(b) Hillside Stability Evaluation.</b> If a 2040 MTP/SCS project requires cut slopes over 20 feet in height or is located in areas of bedded or jointed bedrock, the implementing agency shall ensure that hillside stability evaluations and/or specific slope stabilization studies are conducted by a qualified geotechnical expert. Projects shall follow the recommendations of these studies. Possible stabilization methods include buttresses, retaining walls and soldier piles. In addition, to sustain a functional long-term transportation system along the coast, the strategies identified in Caltrans' 2004 <i>Big Sur Coast Highway Management Plan</i> shall be implemented where appropriate and when feasible. Applicable <i>Big Sur Coast Highway Management Plan</i> measures may include, but are not limited to: adaptation to the fluid landform; separation of the highway from the moving landform; and, temporary or permanent rockfall catchments.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties</p>	<p>Place conditions of approval on the project, when applicable, to ensure that Hillside Stability Evaluations and/or specific slope stabilization studies are conducted, and applicable strategies from the Big Sur Coast Highway Management Plan are implemented.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>
<p><b>GEO-3(c) Site Specific Geotechnical Evaluation.</b> If a 2040 MTP/SCS project is located in an area of highly expansive soils, the RTPAs shall and sponsors agencies can and should ensure that a site-specific geotechnical investigation is conducted. The investigation shall identify hazardous conditions and recommend appropriate design factors to minimize hazards. Such measures could include concrete slabs on grade with increased steel reinforcement, removal of highly expansive material and replacement with non-expansive import fill material, or chemical treatment with hydrated lime to reduce the expansion characteristics of the</p>	<p>Place conditions of approval on the project, when applicable, to ensure that site-specific geotechnical investigation is conducted.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

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soils. <b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties				
<b>Greenhouse Gas Emissions/Climate Change</b>				
For all transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects generating construction GHG emissions. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
<b>GHG-1 Construction GHG Reduction Measures.</b> The implementing agency shall incorporate the most recent GHG reduction measures and/or technologies for reducing diesel particulate and NO <sub>x</sub> emissions measures for off-road construction vehicles during construction. The measures shall be noted on all construction plans and the implementing agency shall perform periodic site inspections. Current GHG-reducing measures include the following: <ul style="list-style-type: none"> <li>▪ Use of diesel construction equipment meeting CARB's Tier 4 certified engines wherever feasible for off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation. Where the use of Tier 4 engines is not feasible, Tier 3 certified engines shall be used; where Tier 3 engines are not feasible, Tier 2 certified engines shall be used;</li> <li>▪ Use of on-road heavy-duty trucks that meet the CARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;</li> <li>▪ All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the five minute idling limit;</li> <li>▪ Use of electric powered equipment in place of diesel powered equipment when feasible;</li> <li>▪ Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and</li> </ul>	Construction plans shall ensure that that construction equipment is subject to the CARB Regulation for In-use Off-road Diesel Vehicles and, if feasible, construction equipment meets Tier 4 standards; or at least Tier 2 standards; and perform periodic site inspections.	During project permitting and environmental review.	Once during project plan review; periodically during construction.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<ul style="list-style-type: none"> <li>▪ Use of alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, in place of diesel powered equipment for 15 percent of the fleet; and Use of materials sources from local suppliers; and</li> <li>▪ Recycling of at least 50 percent of construction waste materials.</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p>Cities and counties in the AMBAG region can and should implement Mitigation Measure E-2(b) and the following measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>GHG-4 Project-Level Energy Consumption and Water Use Reduction.</b> Implementing agencies shall evaluate energy consumption and water use as part of project-specific CEQA review and discretionary approval decisions for land use projects. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce energy consumption and water use below local standards, or, in the absence of local standards, below MBARD-recommended standards. Examples of energy- and water-saving measures include:</p> <ul style="list-style-type: none"> <li>▪ Require new residential and commercial construction to install solar energy systems or be solar-ready</li> <li>▪ Require new residential and commercial development to install low-flow water fixtures</li> <li>▪ Require new residential and commercial development to install water-efficient drought-tolerant landscaping, including the use of compost and mulch</li> <li>▪ Require new development to exceed the applicable Title 24 energy-efficiency requirements</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for land use projects include cities and counties.</p>	<p>Evaluate energy consumption and water use and incorporate mitigation measures as needed to specifications described in measure. Place conditions of approval on the project requiring energy- and water-saving measures.</p>	<p>During project permitting and environmental review.</p>	<p>Once during project-level environmental review and discretionary approval decisions for land use projects; once prior to occupancy permit.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>For all transportation projects under their jurisdiction, TAMC and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects located within a potential sea level rise inundation area. Coastal cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>GHG-5 Sea Level Rise Adaptation.</b> For projects located within a potential sea level rise inundation area, the implementing agency shall incorporate appropriate adaptation strategies to minimize hazards associated with sea level rise, such that project structures and other critical facilities would be located outside of an identified sea level rise inundation area. Appropriate adaptation strategies will depend on project- and site-specific considerations, including proximity to the coastline, elevation and type of structure or facility proposed. Adaptation strategies may include, but would not be limited to:</p> <ul style="list-style-type: none"> <li>▪ Project redesign to place structures and critical facilities outside of the potential sea level rise inundation area;</li> <li>▪ Structural measures including drainage improvements, raising road surfaces or first floor elevations above the expected sea level rise inundation level, or strengthening structures to improve resiliency;</li> <li>▪ Designing facilities to withstand periodic inundation and continue to function (i.e., waterproofing);</li> <li>▪ Building a new levee or raising the elevation of an existing levee to protect the proposed building or structure, or construct engineered shoreline protection structures such as revetment and bulkheads; and/or</li> <li>▪ Replenishment of sand from off-site locations to preserve beaches that are subject to erosion and land loss from rising sea levels (beach nourishment).</li> </ul> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include TAMC, SCCRTC and transportation project sponsor agencies. Implementing agencies for land use projects include coastal cities and counties.</p>	<p>Place conditions of approvals on project, where applicable, requiring measures for sea level rise adaptation.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<b>Hazards and Hazardous Materials</b>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that result in hazardous materials impacts. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>HAZ-3 Site Remediation.</b> If an individual project included in the 2040 MTP/SCS is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, or has the potential for residual hazardous materials and/or waste as a result of location and/or prior uses, the implementing agency shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall hazardous building materials survey work that shall be done. Examples of typical recommendations provided in Phase I/II ESAs include removal of contaminated soil in accordance with a soil management plan approved by the local environmental health department; covering stockpiles of contaminated soil to prevent fugitive dust emissions; capturing groundwater encountered during construction in a holding tank for additional testing and characterization and disposal based on its characterization; and development of a health and safety plan for construction workers.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>Where applicable, prepare a Phase I ESA meeting the specifications of this mitigation measure.</p> <p>Place conditions of approval on project requiring incorporation of recommendations of the Phase I ESA, and if applicable, Phase II ESA.</p>	<p>During project permitting and environmental review.</p>	<p>Once prior to issuing grading or demolitions permits; periodically during construction.</p>	<p>Implementing agencies/project sponsor.</p>
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts related to wildland fire. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				

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<p><b>HAZ-6 Wildland Fire Risk Reduction.</b> If an individual project included in the 2040 MTP/SCS is located within the wildland-urban interface or areas favorable for wildland fires such that project-specific CEQA analysis finds a significant risk of loss, injury or death from fire, the implementing agency shall require appropriate mitigation to reduce the risk. Examples of mitigation to reduce risk of loss, injury or death from wildlife include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Avoid introducing new or expanded development such as residential subdivisions, schools and hospitals into fire-prone, fire-controlled ecologies (e.g., indigenous Monterey pine forest, Santa Cruz sand hills/knobcone pine forest, coastal maritime chaparral).</li> <li>▪ Require adherence to the local hazards mitigation plan, as well as the local general plan policies and programs aimed at reducing the risk of wildland fires through land use compatibility, training, sustainable development, brush management, public outreach and service standards for fire departments.</li> <li>▪ Encourage the use of fire-resistant vegetation native to the AMBAG region and/or the local microclimate of the project site, and discourage the use of fire-prone species especially non-native, invasive species such as pampas grass or giant reed.</li> <li>▪ Require a fire safety plan be submitted to and approved by the local fire protection agency. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. The local fire protection agency may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase of the project.</li> <li>▪ Prohibit certain project construction activities with potential to ignite wildland fires during red-flag warnings issued by the National Weather Service for the project site location. Example activities that should be prohibited during red-flag warnings include welding and grinding outside of enclosed buildings.</li> <li>▪ Require fire extinguishers to be onsite during construction</li> </ul>	<p>Where applicable, place conditions of approval on project requiring incorporation of recommendations to reduce the potential for fires specified in this mitigation measure, or other measures at least equally effective.</p>	<p>During project permitting and environmental review.</p>	<p>Once during project-level environmental review; periodically during construction.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>of projects. Fire extinguishers shall be maintained to function according to manufacturer specifications. Construction personnel shall receive training on the proper methods of using a fire extinguisher.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<b>Hydrology and Water Quality</b>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that have water supply impacts. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>W-2(a) Construction Dust Suppression Water Supply.</b> The RTPAs shall and sponsor agencies can and should ensure that all 2040 MTP/SCS projects, where feasible, reclaimed and/or desalinated water is used for dust suppression during construction activities. This measure shall be noted on construction plans and shall be spot checked by the local jurisdiction.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.</p>	<p>Where economically feasible, reclaimed and/or desalinated water shall be used for dust suppression during construction activities.</p> <p>Ensure this mitigation measure is included on project construction plans.</p>	<p>During project permitting and environmental review.</p>	<p>Once prior to issuance of construction permit; periodically during construction.</p>	<p>Implementing agencies/project sponsor.</p>
<p><b>W-2(b) Landscape Watering.</b> In jurisdictions that do not already have an appropriate local regulatory program related to landscape watering, 2040 MTP/SCS projects that would include landscaping shall be designed with drought tolerant plants and drip irrigation. When feasible, native plant species shall be used. In addition, landscaping associated with proposed improvements shall be maintained using reclaimed and/or desalinated water when feasible.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities</p>	<p>Low water use landscaping (i.e., drought tolerant plants and drip irrigation) shall be installed.</p>	<p>During project permitting and environmental review.</p>	<p>Once</p>	<p>Implementing agencies/project sponsor.</p>

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and counties.				
<p><b>W-2(c) Porous Pavement.</b> In jurisdictions that do not already have an appropriate local regulatory program related to porous pavement, the sponsor of a 2040 MTP/SCS project that involves streetscaping, parking, transit and land use improvements shall ensure that porous pavement materials are utilized, where feasible, to allow for groundwater percolation.</p> <p><b>Implementing Agencies</b>            Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	Use porous pavement materials where feasible.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
<p><b>W-2(d) Water Infrastructure Improvements.</b> The sponsor of 2040 MTP/SCS projects that would require potable water service shall coordinate with water supply system operators to ensure that the existing water supply systems have the capacity to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility should be provided by the implementing agency.</p> <p><b>Implementing Agencies</b>            Implementing agencies include cities and counties for land use projects.</p>	Provide infrastructure improvements for the appropriate public service or utility as needed.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
<p><b>W-2(e) Bioswales Installation.</b> The sponsor of a 2040 MTP/SCS project, such as new roads or roadway extensions, that would substantially increase impervious surfaces shall ensure that bioswales are installed, where feasible, to facilitate groundwater recharge using stormwater runoff from the project site while improving water quality if not already required by the appropriate jurisdictions local regulatory programs.</p> <p><b>Implementing Agencies</b>            Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	Use bioswales to facilitate groundwater recharge where feasible.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<b>Noise</b>				
For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that result in construction noise impacts. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.				
<p><b>N-1(a) Measures to Ensure Compliance with Local Construction Noise and Vibration Regulations.</b> Implementing agencies of 2040 MTP/SCS projects shall ensure that, where residences or other noise sensitive uses are located within 800 feet of construction sites, appropriate measures shall be implemented to ensure compliance with local ordinance requirements relating to construction noise and vibration. Specific techniques may include, but are not limited to: restrictions on construction timing, use of sound blankets on construction equipment, and the use of temporary walls and noise barriers to block and deflect noise.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	Ensure consistency with local noise ordinance requirements relating to construction for sensitive uses.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
<p><b>N-1(b) Pile Driving.</b> For any project within 800 feet of sensitive receptors that requires pilings, the implementing agencies shall require caisson drilling or sonic pile driving as opposed to impact pile driving, where feasible. This shall be accomplished through the placement of conditions on the project during its individual environmental review.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	Place conditions of approval on project to require the use of pile drilling techniques when applicable and feasible.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.
<p><b>N-1(c) Construction Equipment Noise and Vibration Control.</b> Implementing agencies of 2040 MTP/SCS projects shall ensure that equipment and trucks used for project construction utilize the best available noise and vibration control techniques, including mufflers, intake silencers,</p>	Ensure that equipment and trucks used for project construction utilize the best available noise and vibration	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

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<p>ducts, engine enclosures and acoustically attenuating shields or shrouds.</p> <p><b>Implementing Agencies</b>            Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.            Implementing agencies for land use projects include cities and counties.</p>	control techniques.			
<p><b>N-1(d) Impact Equipment Noise Control.</b> Implementing agencies of 2040 MTP/SCS projects shall ensure that impact equipment (e.g., jack hammers, pavement breakers and rock drills) used for project construction be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatically powered tools is unavoidable, use of an exhaust muffler on the compressed air exhaust can lower noise levels from the exhaust by up to about 10 dBA. When feasible, external jackets on the impact equipment can achieve a reduction of 5 dBA. Whenever feasible, use quieter procedures, such as drilling rather than impact equipment operation.</p> <p><b>Implementing Agencies</b>            Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.            Implementing agencies for land use projects include cities and counties.</p>	Ensure that equipment is hydraulically or electrically powered; that an exhaust muffler is used; that external jackets on impact equipment is used; or quieter procedures are used, when feasible and applicable.	During project permitting and environmental review.	Periodically throughout construction.	Implementing agencies/project sponsor.
<p><b>N-1(e) Construction Activity Timing Restrictions.</b> The following timing restrictions shall apply to MTP/SCS project construction activities located within 2,500 feet of a dwelling unit, except where timing restrictions are already established in local codes or policies.            Construction activities shall be limited to:</p> <ul style="list-style-type: none"> <li>▪ Monday through Friday: 7 a.m. to 6 p.m.</li> <li>▪ Saturday: 9 a.m. to 5 p.m.</li> </ul> <p><b>Implementing Agencies</b>            Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.            Implementing agencies for land use projects include cities and counties.</p>	When applicable, ensure compliance with timing restrictions for project construction activities located within 2,500 feet of a dwelling unit, as described in this mitigation measure.	During project permitting and environmental review.	Once.	Implementing agencies/project sponsor.

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<p><b>N-1(f) Placement of Stationary Noise and Vibration Sources.</b> Implementing agencies of 2040 MTP/SCS projects shall locate stationary noise and vibration sources as far from sensitive receptors as feasible. Stationary noise sources that must be located near existing receptors will be adequately muffled.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>	<p>Ensure that stationary noise sources are located away from sensitive receptors or muffled.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>
<p><b>N-1(g) Physical Impacts Due to Vibration.</b> Implementing agencies of 2040 MTP/SCS projects utilizing heavy construction equipment shall estimate vibration levels generated by construction activities and use the Caltrans vibration damage potential threshold criteria to screen for potential damage to buildings located on or off-site. If construction equipment would generate vibration levels exceeding the threshold criteria, a structural engineer or other appropriate professional shall be retained to ensure vibration levels do not exceed the thresholds during project construction. The structural engineer shall perform the following tasks, at minimum:</p> <ul style="list-style-type: none"> <li>▪ Review the project’s demolition and construction plans</li> <li>▪ Survey the project site and vulnerable buildings, including geological testing, if necessary</li> <li>▪ Prepare and submit a report to the lead agency or other appropriate party containing the following, at minimum: <ul style="list-style-type: none"> <li>▪ Any information obtained from the surveys identified above</li> <li>▪ Any modifications to the estimated vibration thresholds based on building conditions, soil conditions and planned demolition and construction methods to ensure that vibration levels would remain below levels potentially damaging to vulnerable buildings</li> <li>▪ Specific mitigation measures to be applied during construction to ensure vibration thresholds (or Caltrans guidelines, in lieu of specific limits) are not exceeded, including modeling to demonstrate the ability of</li> </ul> </li> </ul>	<p>Assess potential vibration levels of project construction equipment and evaluate the potential for structural damage using the Caltrans criteria. When applicable, retain a structural engineer to conduct the tasks specified in this mitigation measure.</p>	<p>During project permitting and environmental review.</p>	<p>Once during project-level environmental review; periodic monitoring during construction.</p>	<p>Implementing agencies/project sponsor.</p>

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<p>mitigation measures to reduce vibration levels below set limits</p> <ul style="list-style-type: none"> <li>▪ A monitoring plan to be implemented during demolition and construction that includes post-demolition and post-construction surveys of the vulnerable building(s) and documentation demonstrating that the mitigation measures identified in the report have been applied</li> </ul> <p>Examples of mitigation that may be applied during demolition or construction include:</p> <ul style="list-style-type: none"> <li>▪ Prohibiting of certain types of construction equipment</li> <li>▪ Specifying lower-impact methods for demolition and construction, such as sawing concrete during demolition</li> <li>▪ Phasing operations to avoid simultaneous vibration sources</li> <li>▪ Installing vibration measure devices to guide decision-making</li> </ul> <p>The implementing agency shall be responsible for implementing all the mitigation measures recommended in the report as detailed in the report’s monitoring plan.</p> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measure developed for the 2040 MTP/SCS program where applicable for transportation projects that result in significant mobile source noise levels. Project-specific environmental documents may adjust this mitigation measure as necessary to respond to site-specific conditions.</p>				
<p><b>N-2 Noise Assessment and Control for Mobile and Point Sources.</b> Sponsor agencies of 2040 MTP/SCS projects shall complete detailed noise assessments using applicable guidelines (e.g., FTA Transit Noise and Vibration Impact Assessment for rail and bus projects and the Caltrans Traffic Noise Analysis Protocol) for roadway projects that may impact noise sensitive receptors. The implementing agency shall ensure that a noise survey is conducted that, at minimum:</p> <ul style="list-style-type: none"> <li>▪ Determines existing and projected noise levels</li> </ul>	<p>A noise survey shall be completed to determine the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards. Development plans shall consider various sound attenuation techniques</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<ul style="list-style-type: none"> <li>▪ Determines the amount of attenuation needed to reduce potential noise impacts to applicable State and local standards</li> <li>▪ Identifies potential alternate alignments that allow greater distance from, or greater buffering of, noise-sensitive areas</li> <li>▪ If warranted, recommends methods for mitigating noise impacts, including:</li> <li>▪ Appropriate setbacks</li> <li>▪ Sound attenuating building design, including retrofit of existing structures with sound attenuating building materials</li> <li>▪ Use of sound barriers (earthen berms, sound walls, or some combination of the two)</li> </ul> <p>Where new or expanded roadways, rail, or transit projects are found to expose receptors to noise exceeding normally acceptable levels, the implementing agency shall implement techniques as recommended in the project-specific noise assessment. The preferred methods for mitigating noise impacts will be the use of appropriate setbacks and sound attenuating building design, including retrofit of existing structures with sound attenuating building materials where feasible. In instances where use of these techniques is not feasible, the use of sound barriers (earthen berms, sound walls, or some combination of the two) shall be considered. Long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls and landscaped berms.</p> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.</p>	<p>where new or expanded roadways, rail, or transit projects are found to expose receptors to noise exceeding normally acceptable levels; applicable agency shall assess and determine appropriate noise attenuation barriers on a case-by-case basis.</p>			
<p>Cities and counties in the AMBAG region can and should implement the following measures, where relevant to land use projects implementing the 2040 MTP/SCS. The mitigation measure outlined below does not apply to transportation projects. Project-specific environmental documents may adjust this mitigation measure as necessary to respond to site-specific conditions.</p>				

Association of Monterey Bay Area Governments  
**2040 Metropolitan Transportation Plan/Sustainable Communities Strategy**

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p><b>N-3 Noise Mitigation for Land Uses.</b> If a 2040 MTP/SCS land use project is located in an area with exterior ambient noise levels above local noise standards, the implementing agency shall ensure that a noise study is conducted to determine the existing exterior noise levels in the vicinity of the project. If the project would be impacted by ambient noise levels, feasible attenuation measures shall be used to reduce operational noise to meet acceptable standards. In addition, noise insulation techniques shall be utilized to reduce indoor noise levels to thresholds set inapplicable State and/or local standards. Such measures may include, but are not limited to: dual-paned windows, solid core exterior doors with perimeter weather stripping, air conditioning system so that windows and doors may remain closed, and situating exterior doors away from roads. The noise study and determination of appropriate mitigation measures shall be completed during the project’s individual environmental review.</p> <p><b>Implementing Agencies</b>                      Implementing agencies for land use projects include cities and counties.</p>	<p>When applicable, conduct a noise study to determine feasible attenuation measures needed to reduce noise impacts to a level below local standards.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>
<p>For transportation projects under their jurisdiction, TAMC, SbtCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that could generate excessive vibration impacts. These measures can and should also be implemented for future infill projects near transit pursuant to the 2040 MTP/SCS that would result in vibration impacts. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>N-4 Vibration Mitigation for Transportation Projects.</b> Implementing agencies of 2040 MTP/SCS projects shall comply with all applicable local vibration and groundborne noise standards, or in the absence of such local standards, comply with guidance provided by the FTA in Transit Noise and Vibration Impact Assessment (FTA 2006) to assess impacts to buildings and sensitive receptors and reduce vibration and groundborne noise. FTA recommended thresholds shall be used except in areas where local standards for groundborne noise and vibration have been established. Methods that can be implemented to reduce vibration and groundborne noise impacts include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Rail Traffic</li> </ul>	<p>Comply with all applicable local and/or FTA vibration and groundborne noise standards</p>	<p>During project permitting and environmental review.</p>	<p>Ongoing during project operation.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<ul style="list-style-type: none"> <li>▪ Maximizing the distance between tracks and sensitive uses</li> <li>▪ Conducting rail grinding on a regular basis to keep tracks smooth</li> <li>▪ Conducting wheel truing to re-contour wheels to provide a smooth running surface and removing wheel flats</li> <li>▪ Providing special track support systems such as floating slabs, resiliently supported ties, high-resilience fasteners and ballast mats;</li> <li>▪ Implementing operational changes such as limiting train speed and reducing nighttime operations.</li> <li>▪ Bus and Truck Traffic</li> <li>▪ Constructing of noise barriers</li> <li>▪ Use noise reducing tires and wheel construction on bus wheels</li> <li>▪ Use vehicle skirts (i.e., a partial enclosure around each wheel with absorptive treatment) on freight vehicle wheels</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				
<b>Transportation and Circulation</b>				
<p>For transportation projects under their jurisdiction, TAMC, SBTCOG and SCCRTC shall implement, and transportation project sponsor agencies can and should implement, the following mitigation measures developed for the 2040 MTP/SCS program where applicable for transportation projects that would increase the capacity of a roadway. For land use projects under their jurisdiction, the cities and counties in the AMBAG region can and should implement the following mitigation measure. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>T-5 Project-Level VMT Analysis and Reduction.</b> Transportation project sponsor agencies shall evaluate transportation projects that involve increasing roadway capacity for their potential to increase VMT. Where project-level increases are found to be potentially significant, implementing agencies shall identify and implement measures that reduce VMT. Examples of measures that reduce the VMT associated with increases in roadway capacity include tolling new lanes to encourage carpools and fund transit improvements; converting existing general purpose lanes to high-occupancy-vehicle lanes; and implementing or funding off-site travel demand</p>	<p>Evaluate the potential for projects to increase VMT. Where project-level significant impacts are identified, develop and implement mitigation measures to reduce VMT.</p>	<p>During project permitting and environmental review.</p>	<p>Once.</p>	<p>Implementing agencies/project sponsor.</p>

Association of Monterey Bay Area Governments  
**2040 Metropolitan Transportation Plan/Sustainable Communities Strategy**

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>management.                      Implementing agencies shall evaluate VMT as part of project-specific CEQA review and discretionary approval decisions for land use projects. Where project-level significant impacts are identified, implementing agencies shall identify and implement measures that reduce VMT. Examples of measures that reduce VMT include infill development, mixed use and transit oriented development, complete street programs, reduced parking requirements, and providing alternative transportation facilities, such as bike lanes and transit stops.</p> <p><b>Implementing Agencies</b>                      Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies.                      Implementing agencies for land use projects include cities and counties.</p>				
<p><b>Tribal Cultural Resources</b></p>				
<p>For transportation projects under their jurisdiction, TAMC, SBtCOG and SCCRTC shall, and transportation project sponsor agencies can and should, implement the following mitigation developed for the 2040 MTP/SCS program where applicable for transportation projects that result in impacts to tribal cultural resources. Cities and counties in the AMBAG region can and should implement these measures, where relevant to land use projects implementing the 2040 MTP/SCS. Project-specific environmental documents may adjust these mitigation measures as necessary to respond to site-specific conditions.</p>				
<p><b>TCR-1 Tribal Cultural Resources Impact Minimization.</b>                      Implementing agencies shall comply with AB 52, which may require formal tribal consultation. If the implementing agency determines that a project may cause a substantial adverse change to a tribal cultural resource, they shall implement mitigation measures identified in the consultation process required under PRC Section 21080.3.2, or shall implement the following measures where feasible to avoid or minimize the project-specific significant adverse impacts:</p> <ul style="list-style-type: none"> <li>▪ Avoidance and preservation of the resources in place, including, but not limited to: planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.</li> <li>▪ Treating the resource with culturally appropriate dignity</li> </ul>	<p>Ensure compliance with AB 52; and when applicable, implement measures identified in this mitigation measure.</p>	<p>During project permitting and environmental review.                      Additional measures listed should be implemented prior to and during construction.</p>	<p>Ongoing throughout project construction.</p>	<p>Implementing agencies/project sponsor.</p>

Mitigation Measures	Action Required	Implementation Timing	Monitoring Frequency	Responsible Agency or Party
<p>taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ Protecting the cultural character and integrity of the resource</li> <li>▪ Protecting the traditional use of the resource</li> <li>▪ Protecting the confidentiality of the resource</li> <li>▪ Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.</li> <li>▪ Native American monitoring by the appropriate tribe for all projects in areas identified as sensitive for potential tribal cultural resources and/or in the vicinity (within 100 feet) of known tribal cultural resources</li> <li>▪ If potential tribal cultural resources are encountered during ground-disturbing activities; work in the immediate area must halt and the appropriate tribal representative(s), the implementing agency, and an archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find and determine the proper course of action</li> </ul> <p><b>Implementing Agencies</b> Implementing agencies for transportation projects include RTPAs and transportation project sponsor agencies. Implementing agencies for land use projects include cities and counties.</p>				

**BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS**

A RESOLUTION OF THE COUNCIL OF SAN ) Resolution No. 2018-08  
 BENITO COUNTY GOVERNMENTS ADOPTING )  
 THE 2040 SAN BENITO COUNTY REGIONAL )  
TRANSPORTATION PLAN )

WHEREAS, the Council of San Benito County Governments (COG) is the State-designated Regional Transportation Planning Agency (RTPA) for San Benito County; and

WHEREAS, California Government Code Section 6580(d) requires that each RTPA that does not contain an urbanized area must adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission and the Department of Transportation no later than every five years; and

WHEREAS, the Regional Transportation Plan has been prepared in accordance with California Transportation Commission (CTC) Regional Transportation Plan Guidelines, pursuant to Government Code Section 14522; and

WHEREAS, COG held a duly noticed public hearing on January 18, 2018, at which hearing the COG heard and received all oral and written testimony and evidence that was made, presented, or filed, and all persons present at the hearing were given ample opportunity to hear and be heard with respect to the merits of the proposed RTP, pursuant to Government Code Section 65080(d); and

WHEREAS, from March 2016 through June 2018, through the conduct of a continuing, comprehensive, and coordinated transportation planning process in conformance with all applicable federal and state requirements, COG developed its latest RTP with a 2040 horizon year; and

WHEREAS, the 2040 RTP contains an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system in San Benito County through the year 2040 and calls for development of an integrated intermodal transportation system that facilitates the efficient, economic movement of people and goods; and

WHEREAS, the required consultation with other agencies was conducted and adequate opportunity for public review and comment was provided, pursuant to State and federal law;

WHEREAS, the 2040 RTP was developed through a strategic, proactive, comprehensive public outreach and involvement program, which included: an adopted public participation plan; advertising in local and regional newspapers; distribution of public information materials; information on COG's website; presentations to local community groups, and interagency coordination and involvement.

NOW THEREFORE BE IT RESOLVED BY the Council of San Benito County Governments Board of Directors that the foregoing recitals are true and correct and incorporated by this reference; and

BE IT FURTHER RESOLVED that the Council of San Benito County Governments Board of Directors does hereby adopt, authorize, and approve the Final 2040 San Benito County Regional Transportation Plan.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS THIS 21<sup>st</sup> DAY OF JUNE, 2018 BY THE FOLLOWING VOTE:

AYES: Director(s)  
NOES: Director(s)  
ABSENT: Director(s)  
ABSTAIN: Director(s)

By: \_\_\_\_\_  
Jaime De La Cruz, Chair

ATTEST:  
Mary Gilbert, Executive Director

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

By: \_\_\_\_\_

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

Date: \_\_\_\_\_

Date: June 14, 2018



# SAN BENITO REGIONAL TRANSPORTATION PLAN

# RTP

2018-2040



**COUNCIL OF SAN BENITO COUNTY GOVERNMENTS (COG)**



Final: June 21, 2018

## Acknowledgements

### BOARD OF DIRECTORS

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San Benito County Board of Supervisors

**Ignacio Velazquez, Vice Chair**

Hollister City Council

**Jim Gillio**

Hollister City Council

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San Juan Bautista City Council

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Mechanic

## Mission Statement

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

*Council of County Governments (COG)*

*Airport Land Use Commission  
(ALUC)*

*Local Transportation Authority (LTA)*

*Service Authority for Freeways and  
Expressways (SAFE)*

*Measure A Authority*



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# 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 agency provides a forum for addressing issues of area wide interest and builds consensus on transportation issues facing the region. The Council of Governments Board is comprised of members from the Hollister City Council, San Juan Bautista City Council, and the County Board of Supervisors.



In its 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 direction. 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. The Plan envisions a future in which safety and efficiently transportation choices provide access to a variety of trips including: jobs, educational institutes, healthcare facilities, among others.

### PROGRESS SINCE 2014

With each adopted Regional Transportation Plan, the Council of Governments 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 transportation funding, project delivery, context sensitive planning and in other focus areas, as discussed in the following sections.

## TRANSPORTATION FUNDING

In 2017, the State of California passed the Road Repair and Accountability Act, Senate Bill (SB) 1, which 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. Some State Transportation Improvement Program (STIP) funding was also restored – 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 to meet transportation needs.



## PROJECT DELIVERY

### 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 2020.

### 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 to track work history and furnish budget estimates to optimize funding to improve the 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 rehabilitation and maintenance.

## CONTEXT SENSITIVE PLANNING

### 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.



## OTHER FOCUS AREAS

### 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, upgrading the dispatch software and implementing electronic fare media. 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. In 2018, the Council of Governments and the Local Transportation Authority were awarded a Caltrans Senate Bill 1 Sustainable Communities Transportation Planning Grant to develop the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor.



### 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 new 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 public outreach undertaking to hear what the region had to say about the transportation system. The result of this multi-year effort is the 2040 Regional Transportation Plan, a shared vision for the region's sustainable future. Highlights of the 2040 San Benito Regional Transportation Plan are 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 by 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 drive 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 over \$1.8 billion in transportation project costs across all modes, as illustrated in Figure 2.

The greatest project category cost (90%) is identified for local roads and the regional highway system. Local roads account for 32 percent or \$584 million of the overall cost, while the regional highway system accounts for 58 percent or over \$1 billion of the total cost.

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 planned infrastructure projects is included as part of Appendix A.

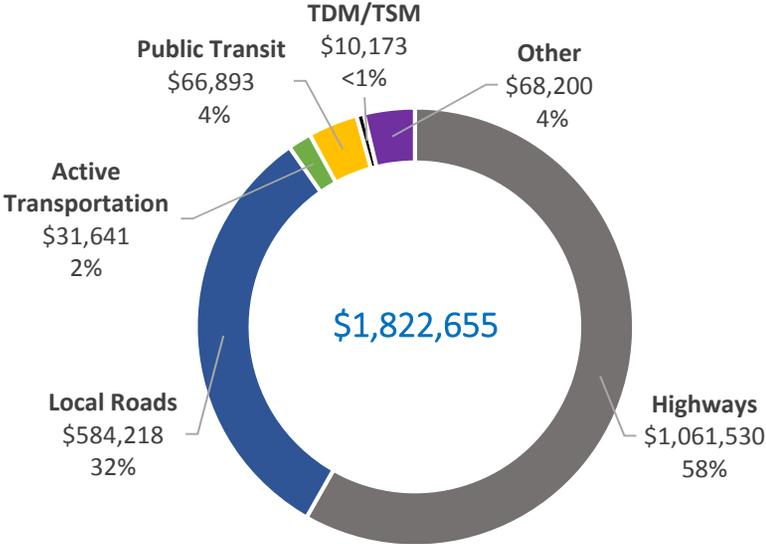


Figure 2, 22-Year Transportation Project Costs (000's)

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 and other funding sources, Figure 3. A summary of the revenue 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 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 transportation funding is the biggest challenge facing the San Benito region in its ability to implement transportation projects and programs, Figure 4.

Based on projected revenues, \$1.2 billion is reasonably anticipated to be available to finance \$1.8 billion in transportation project costs between the years 2018 and 2040, Figure 4. There is a \$553 million funding shortfall needed to meet the entire infrastructure 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.

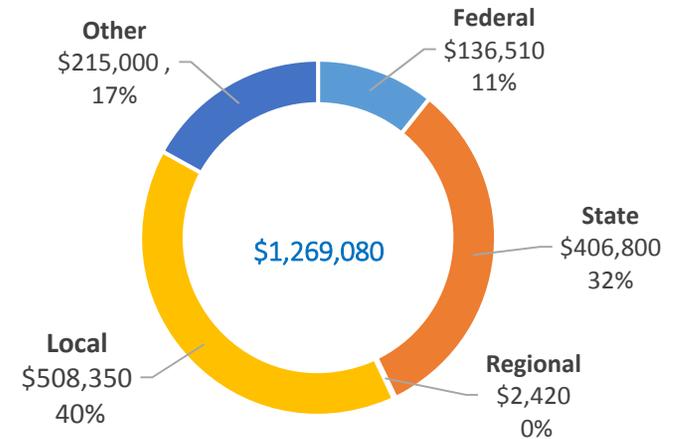


Figure 3 San Benito 22-year Projected Revenues (000's)

Source: Council of San Benito County Governments



Figure 4 Transportation Costs vs. Projected Revenue, 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 category of investments, by mode of transportation, are shown in Figure 5. 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).

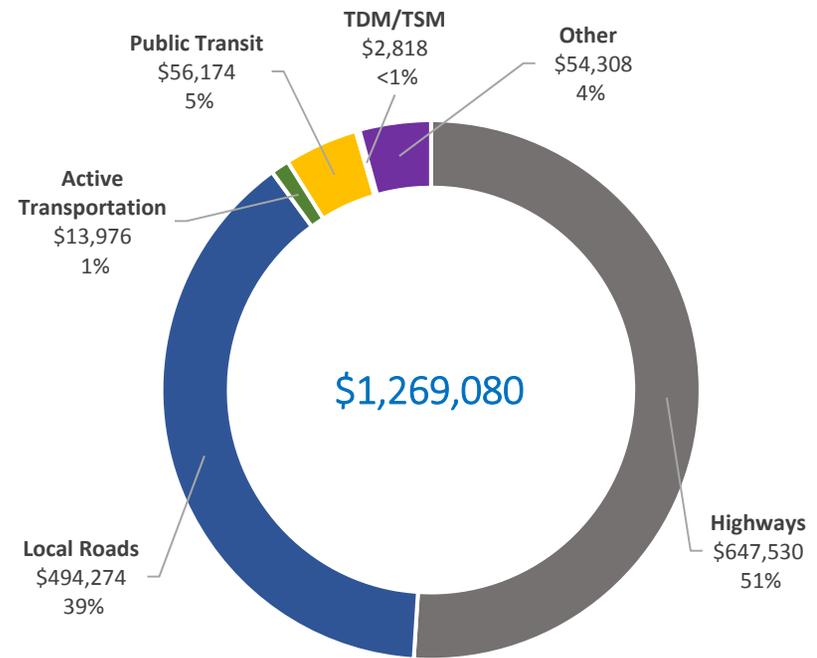


Figure 5 List of Financially Constrained Projects (000's)

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 with the overarching goal of identifying projects that address the 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.<sup>1</sup> California currently has the largest alternative fuel network of any state.<sup>2</sup> 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.

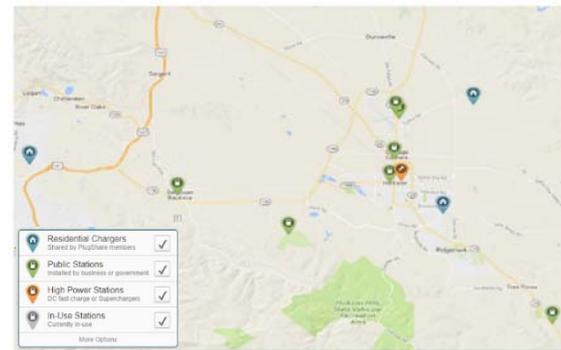


Figure 6 San Benito Electric Vehicle Charging Stations

Source: PlugShare



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

Source: Women in Transportation

<sup>1</sup> 2040 California Transportation Plan

<sup>2</sup> 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.), which are referred to as Transportation Network Companies (TNC).

TNCs 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.

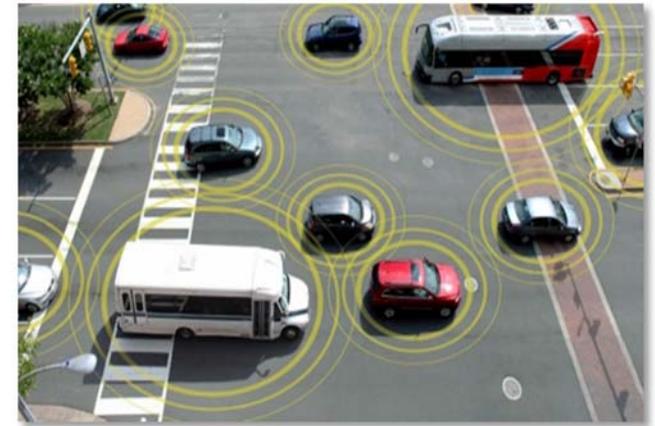
With the rise of TNCs, many transit agencies are asking the question: how do TNCs complement, compete with, or otherwise affect public transit ridership and mode share? Studies conducted in metropolitan areas indicate that TNCs are “pulling riders off buses, subways, bicycles and their own feet and putting them in cars instead.”<sup>3</sup> A Bay Area study, *TNCs Today: A Profile of San Francisco Transportation Network Company Activity*, also found that TNCs comprise a significant share of traffic on city streets. The Council of Governments will look for direction from regulatory agencies, such as the State of California and Department of Transportation, Public Utilities Commission, Department of Motor Vehicles and others to monitor the impacts of TNC on the transportation landscape.

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<sup>3</sup> Fare choices a survey of ride-hailing passengers in metro Boston, report #1: February 2018.

## 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 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.

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# RTP 2040

## Chapter 1: Introducing On the Move



Chapter 1 introduces the backdrop and context for the chapters to follow. The Regional Transportation Plan was developed with the understanding of the regional setting, recent economic events, long term trends, and constraints and opportunities.

## Chapter 1 Introducing *On the Move*

### SAN BENITO COUNTY SETTING

San Benito County is located in the Coast Range Mountains, south of San Jose and west of the Central Valley. The county is surrounded by Santa Cruz and Monterey Counties to the west, Santa Clara County to the north, and Merced and Fresno Counties to the east and south. The county encompasses over 890,000 acres (about 1,391 square miles). San Benito County is largely rural, with over 90 percent of land use for farming, ranching, forestry or other public uses. San Benito County is in close proximity to major highways and freeways: 152, 156, 25, 101, 129 and 146.

### REGIONAL TRANSPORTATION PLANNING AGENCY

Established in 1973, the Council of San Benito County Governments (Council of Governments) is the regional transportation planning agency representing the County of San Benito, and the Cities of Hollister and San Juan Bautista. The Council of Governments provides a forum for addressing transportation matters of area wide interest and builds consensus on transportation issues facing the region.



Members are represented on the Council of Governments Board of Directors by two City Council representatives from the City of Hollister, one representative from the San Juan Bautista City Council, and two of the County Board of Supervisors. In addition to serving as the Regional Transportation Planning Agency for San Benito County, the Council of Governments serves in a variety of capacities, including:

- o Local Transportation Authority (LTA): The LTA was formed by a Joint Powers Agreement between the Cities of Hollister and San Juan Bautista and the County of San Benito to administer the regional transit program.
- o Airport Land Use Commission (ALUC): The purpose of ALUC to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

- Service Authority for Freeways and Expressways (SAFE): SAFE was established in September 1998 by the City Councils of Hollister and San Juan Bautista and the San Benito County Board of Supervisors. This agency is responsible for the area's emergency motorist aid program, which consists of emergency call boxes. There are currently 40 call boxes in San Benito County along highways 25, 101, 129, 146, 156 and Panoche Road.
- Measure A Authority: Measure A is a ballot measure that was passed by the voters of San Benito County in 1988. It consists of a one-half (1/2) of one percent (1%) sales tax over a period of ten years to be used for a number of local transportation improvement projects. The Measure A Authority has since expired.

## REGIONAL TRANSPORTATION PLAN

As a core function, the Council of San Benito County Governments develops a 22-year transportation plan, which is presented in this document. The Plan is updated every four years and includes both long and short-range program of strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The Plan was developed based on the unique needs and characteristics of the San Benito region and helps shape the economy, environment and social future, and communicates regional and vision to the State of California and federal government.

As the region's comprehensive transportation planning document, the Plan also serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements. A Regional Transportation Plan communicates the vision of a community. In particular, the Plan looks into the future and considers the potential impact of projected housing, population, and employment growth on the transportation network and identifies solutions to meet the increased demand on all modes, including highways, local roads, bicycle, pedestrian, public transit among others.



## REGIONAL TRANSPORTATION PLAN STRUCTURE

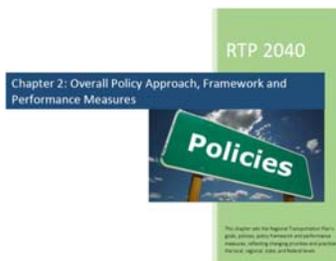
The San Benito Regional Transportation Plan is organized into seven chapters and an Executive Summary, each of which carries out the Plan’s overall vision through all-encompassing investments, services and programs. A summary of each chapter is encapsulated in the following section.

### CHAPTER 1: INTRODUCING *ON THE MOVE*



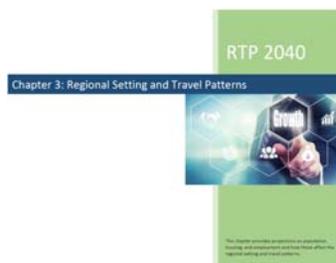
Chapter 1 provides an overview of the role and mission of the Council of San Benito County Governments. This chapter also presents an introductory overview of the chapters that make up the 2040 San Benito Regional Transportation Plan.

### CHAPTER 2: OVERALL POLICY APPROACH AND FRAMEWORK



This chapter provides a summary of the six goals which established the building blocks for the 2040 Regional Transportation Plan. The goals are part of the framework in the development and refinement of the Plan’s policies. This is an opportunity to use the Plan goals as a foundational element in future decisions on transportation project priorities. A comprehensive approach is needed to implement short and long term solutions for the San Benito region’s transportation challenges. The 2040’s vision and themes for the Regional Transportation Plan are also introduced in Chapter 2.

### CHAPTER 3: REGIONAL SETTING AND TRAVEL PATTERNS



This chapter provides the current setting within which this document was developed and examines the influences of growth and emerging new trends in commute and travel patterns. This section also highlights the critical link between land use and transportation planning.

## CHAPTER 4: SNAPSHOT OF THE EXISTING TRANSPORTATION NETWORK AND SYSTEM NEEDS



This chapter provides a synopsis of the existing transportation system needs and its components, as well as the challenges and opportunities the region will face moving forward to the year 2040. The needs are discussed by travel mode, including: local streets and roads, regional highways, public transit, bicycle and pedestrian infrastructure and programs, among others.

## CHAPTER 5: FINANCING OUR TRANSPORTATION INVESTMENTS



Chapter 5 describes the fiscal setting underlying the development of the Regional Transportation Plan, the fund sources and flow of federal, state, regional, local and “other” revenues projected for the San Benito region over the next 22 years. The financial assumptions also take into consideration future inflation rates.

## CHAPTER 6: INVESTMENTS IN OUR TRANSPORTATION FUTURE



This chapter provides a comprehensive look at the proposed transportation investments planned for the San Benito region over the next 22-years. The identified projects will be executed given the available funding identified in Chapter 5. The Council of Governments, Caltrans, City of San Juan Bautista, City of Hollister and the County of San Benito are responsible for implementing transportation projects in the San Benito region, respectively. Projects consist of investments to local roadways, regional highways, public transit, bicycle and pedestrian facilities, and other programs.

## CHAPTER 7: PUBLIC PARTICIPATION AND COORDINATION

2040 RTP

Chapter 7: Public Participation and Consultation



The chapter describes the public involvement process and how the regional transportation plan and public participation will be implemented during the development of the Plan.

This section of the Regional Transportation Plan outlines the public outreach strategy and approach for comprehensive engagement that was conducted throughout the development of the Plan. The goal of the public outreach effort is to ensure that stakeholders, elected officials and interested members of the community have ample opportunity to understand and provide meaningful input into the region’s transportation planning process.

## REGIONAL TRANSPORTATION PLANNING IN SAN BENITO COUNTY

The regional transportation planning process for this document is led by the Council of Governments and is a collaborative effort that is widely participated by various key stakeholders and the general public. The process is designed to foster involvement by all interested parties. Particularly, planning on the development of the 2040 San Benito County Regional Transportation Plan involved the collaboration of various regional partners, including: the City of San Juan Bautista, City of Hollister, County of San Benito, Association of Monterey Bay Area Governments (AMBAG), Department of Transportation (Caltrans), community organizations, stakeholders and the general public.

The 2040 San Benito Regional Transportation Plan was prepared in accordance to the California Transportation Commission’s Regional Transportation Plan Guidelines.



# RTP 2040

## Chapter 2: Overall Policy Approach, Framework and Performance Measures



This chapter sets the Regional Transportation Plan's goals, policies, policy framework and performance measures, reflecting changing priorities and practices at the local, regional, state, and federal levels.

## Chapter 2 Overall Policy Approach, Framework and Performance Measures

### OVERALL POLICY APPROACH

There are several federal, state, regional and local goals and requirements that govern the San Benito Regional Transportation Plan.

The San Benito local goals and recommendations evolved through an open and collaborative planning process from transportation partners, stakeholders, advocacy groups, and the public. The set of local policy goals, illustrated in Figure 3-1, are responsive to the needs of the community and the region's transportation system. These policy goals are crafted to guide policymakers in their comprehensive and day-to-day decision making about transportation.

At the State level, Caltrans established several goals as part of their 2040 California Transportation Plan (CTP). The CTP defines goals, policies, and strategies to achieve a vision and recommended performance measures for assessing the effectiveness of the statewide transportation system. It provides a strong framework to help guide transportation decisions and investments that support a sustainable and integrated multimodal transportation system. The State's goals integrate a wide-range of local, regional, State and federal transportation plans and programs, and strategic guidance from transportation partners, local agencies, stakeholders, advocacy groups, and the public with the purpose of guiding future transportation decisions and investments in the twenty-first century.

The Regional Transportation Plan also considers Federal Planning Factors, which are issued by Congress and emphasize planning from a national perspective.

The local, State and federal goals are further described below.



Figure 3-1 Regional Transportation Plan Goals

## LOCAL TRANSPORTATION GOALS AND STRATEGIES

The San Benito County Regional Transportation Plan calls for a safe, sustainable, multimodal transportation system that provides reliable and efficient mobility and accessibility for people, goods and services. While the Plan focuses on San Benito County, it is important to consider the transportation network as it operates regionally, while also meeting state and national goals. Throughout the Monterey Bay area, the Regional Transportation Plan goals aligned closely with those of the Association of Monterey Bay Area Governments (AMBAG).

The following section is structured around both short-term and long-term strategies and actions for meeting the overall goals, while supporting development of healthy communities, preserving the environment, ensuring the equitable distribution of investments and enhancing the county's economy.

### GOAL NO. 1: ACCESS AND MOBILITY

Successful transportation planning efforts must be committed to the belief that all residents and visitors of San Benito County are able to access basic needs conveniently, safely, and affordably. This includes the need to get to school, work, health care, shopping and recreation. This long-range transportation plan provides for this accessibility by investing in transportation options across all types, including highways, local streets and roads, public transit, bicycle and pedestrians facilities.

#### ***Policy Objective:***

*Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region.*

#### ***Short Range Strategies:***

1. Improve safe, attractive and affordable access to work, school and other key destinations by walking, bicycling and transit.
2. Improve regional transportation system efficiency by pursuing traditional and non-traditional funding sources.
3. Continue operations of the transit system to improve mobility and access to other transit connections.
4. Facilitate transit-oriented development to maximize existing transit.

#### ***Long Range Strategies:***

1. Improve travel time reliability and speed consistency for transit, car/vanpool and freight trips between key origins and destinations.
2. Improve the quality of walk, bicycle, car and transit trips as new development is planned and implemented.

## GOAL NO. 2: ECONOMIC VITALITY

A well-planned transportation system can enhance the economic well-being across the region. Investments in transportation have a direct impact on retail spending and job growth. In addition to job growth, efficient freight transportation attracts new business and lowers the inventory costs for goods and services. The transportation system supports a regional, state, and national freight industry that relies on efficient movement of goods,

### ***Policy Objective:***

*Raise the region's standard of living by enhancing the performance of the transportation system.*

### ***Short Range Strategies:***

1. Support Surface Transportation Assistance Act (STAA) truck routes helps provide adequate access, limited service interruptions, and congestion alleviation that bolster State and local economies.
2. Utilize Transportation System Management strategies such as Intelligent Transportation System technologies. These measures include signal synchronization. Strategic application of Intelligent Transportation System technology on our transportation system can increase system productivity.
3. Improve Freight Access to Key Strategic Economic Centers.

### ***Long Range Strategies:***

1. Improve regional accessibility for freight and reduce truck hours of delay.
2. Promote safe and efficient strategies to improve the movement of goods by air, rail, and truck.
3. Support transportation improvements that improve economic competitiveness and/or revitalization of commercial corridors and strategic economic centers.

### GOAL NO. 3: ENVIRONMENT

A successful Regional Transportation Plan allows all residents to enjoy a better quality of life, including the ability to lead a healthy lifestyle and enjoy clean air and water and ample opportunities for recreation and physical activity. It also focuses on the need to protect the natural resources and wealth of prime agricultural lands. In addition, transportation planning can have an effect on air quality. The Council of Governments is tasked with considering transportation alternatives that improve air quality and reduce greenhouse gas emissions from cars and light trucks.

***Policy Objective:***

*Promote environmental sustainability and protect the natural environment.*

***Short Range Strategies:***

1. Avoid or minimize impacts to local, state and federally defined sensitive areas.
2. Encourage efficient development patterns that maintain agricultural viability and natural resources.
3. Enhance the connection between land use and transportation choices.

***Long Range Strategies:***

1. Assist the Association of Monterey Bay Area Governments in reducing greenhouse gas emissions consistent with regional targets.

## GOAL 4: HEALTHY COMMUNITIES

The American Public Health Association notes that transportation has a direct link to the following public health factors:

- Levels of Physical Activity;
- Safety and Injury Prevention;
- Air Quality;
- Health of vulnerable populations, including children, the elderly, and lower income populations; and
- Mental Health

### ***Policy Objective:***

*Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.*

Additionally, there is an opportunity to control health care costs by investing in sidewalks, bicycle lanes and transit stop improvements, which provide for active lifestyles. In San Benito County, there have been several initiatives that created opportunity for stewards of public health to partner with the Council of Governments to ensure that transportation decisions adequately address public health. These include partnerships with the Safe Kids Coalition of San Benito County. The goal of the Coalition is to prevent childhood injuries through the collaborative efforts of community agencies to provide education and public awareness of the leading causes of injuries. Such agencies include the CHP, City of Hollister, Council of San Benito County Governments, County of San Benito Health & Human Services Agency, First Five San Benito County, San Benito County Public Health Department, and the Youth Alliance.

### ***Short Range Strategies:***

1. Improve health by increasing percentage of trips made by healthy transportation options (bicycle, pedestrian and transit trips).
2. Attend health-related meetings to ensure collaboration between transportation and health goals.
3. Encourage Complete Streets planning implementation by all local jurisdictions.

### ***Long Range Strategies:***

1. Promote bicycle and pedestrian activities to generate long term healthy habits for school age children.
2. Promote Context Sensitive Solutions, which are aimed at ensuring that transportation projects are designed to improve the quality of life, including health, for all who have a stake in the system. Context sensitivity provides the framework, tools and data to plan and build livable communities.

## GOAL 5: SOCIAL EQUITY

It is important that transportation investments reflect the needs of all residents in the region, and not disproportionately favor any one segment of the community. A responsive Regional Transportation Plan will spread resources throughout the region, making investments in diverse geographic regions and to benefit diverse populations. Over the past years, there has been a greater focus throughout California to ensure that projects and planning efforts consider socioeconomic factors including income, education and occupation.

***Policy Objective:***

*Provide an equitable level of transportation services to all segments of the population.*

In San Benito County, 10.8 percent of the population lives below the poverty line.<sup>1</sup> Available mapping of San Benito County income distribution shows several disadvantaged segments of the community. In addition, heavy commute population out of the county masks the reality of income disparity.

***Short Range Strategies:***

1. Demonstrate that planned investments reduce or eliminate disparities in access & mobility, economic benefit, and safety & health objectives between transportation-disadvantaged and non-transportation disadvantaged populations.
2. Use a variety of methods to engage the public, encouraging representation from diverse income and ethnic backgrounds.

***Long Range Strategies:***

1. Demonstrate that transportation-disadvantaged communities do not experience disproportionate impacts from transportation construction or operations.

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<sup>1</sup> 2011-2015 American Community Survey 5-Year Estimates

## GOAL 6: SYSTEM PRESERVATION AND SAFETY

San Benito County is also home to 59,414 (U.S. Census 2016 Population Estimate) people using these facilities daily, needing them to be in a safe, navigable, and well-maintained condition. Historic funding shortfalls continue to hinder the region’s ability to preserve the pavement condition of local roads. However, by prioritizing this goal, this Regional Transportation Plan highlights the importance of system preservation. Overall, San Benito is committed to planning for a transportation system that will enhance the lives of its residents and visitors, while preserving the rich and varied resources available.

***Policy Objective:***

*Preserve and ensure a sustainable and safe regional transportation system.*

### Short Range Strategies

1. Prioritize rehabilitation, enhancements, and maintenance of the existing transportation system.
2. Support the continued maintenance and preservation of the existing transportation. Maintain streets and roads in a condition rated good or higher according to the Pavement Management Index.
3. Decrease fatalities and injuries for all travel modes.
4. Improve transit options linking residents to employment centers within and out of the county.

### Long Range Strategies

1. Facilitate projects that reduce the number of and severity of traffic incidents
2. Increase the average local road pavement condition index.
3. Encourage and support projects that increase safety and security.
4. Encourage system efficiency with transportation improvements that facilitate an improved jobs/housing balance.

In order to achieve its goals, the Council of Governments has identified a series of performance measures, discussed in the following section, which are used to capture how well the transportation system performs.

## PERFORMANCE MEASURES

In meeting the intended goals of the San Benito Regional Transportation Plan, the Council of Governments has identified performance measures that demonstrate the effectiveness of the system of transportation improvement projects, Figure 3-2.

Goal	Policy Objective	Performance Measures
Access and Mobility	Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region	Work trips within 30 minutes by mode (percent)
		Commute travel time (minutes)
Economic Vitality	Raise the region’s standard of living by enhancing the performance of the transportation system	Jobs near high quality transit (percent)
		Daily truck delay (hours)
Environment	Promote environmental sustainability and protect the natural environment	Projected greenhouse gas emissions (tons)
		Open space consumed (acres)
		Farmland converted (acres)
Healthy Communities	Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation	Harmful airborne pollutants – all vehicles (tons/day)
		Bicycle, pedestrian, and transit mode share (percent)
Social Equity	Provide an equitable level of transportation services to all segments of the population	Distribution of investments for low income and minority populations (percent)
		Access to transit within ½ mile of a transit stop for low income and minority populations (percent)
System Preservation and Safety	Preserve and ensure a sustainable and safe regional transportation system	Number of fatalities and injuries (per capita)
		Peak period congested vehicle miles of travel (miles)
		Maintain the transportation system (percent of funding)

Figure 3-2 San Benito County Performance Measures

Performance-based planning is the application of performance management within the planning process is intended to help the federal government, states and regional agencies achieve desired outcomes for the multimodal transportation system. The benefits of well-designed and appropriately used performance measures are transparency about the benefits of the Regional Transportation Plan, not only for transportation system performance, but also for other regionally important priorities such as improved public health, housing affordability, farmland conservation, habitat preservation, and cost-effective infrastructure investment. As the performance-based approach is implemented at the federal and State levels, performance measures will continue to develop over the years to come. Regional Transportation Planning Agencies, such as the Council of Governments, are encouraged to collaborate with Caltrans to integrate the goals, objectives, performance measures, and targets into their Regional Transportation Plans.

The passing of the federal authorization bill Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012 included provisions to create a streamlined, performance-based, and multimodal surface transportation. As MAP-21 sunset in 2015, the Fixing America's Surface Transportation (FAST) Act authorization bill became law and continued many of the same provisions. For this reason, State Departments of Transportation, such as Caltrans, will be required to report transportation system performance measures to the Federal Highway Administration (FHWA). One such set of performance measures, known as Performance Management 1, relates to safety include five-year rolling averages for:

1. Number of Fatalities;
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 Million VMT; and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

Other sets of performance measures due to FHWA include:

- Performance Management 2
  - Bridge - Percent of National Highway System bridges classified as in Good condition; percent of National Highway System bridges classified as in Poor condition
  - Pavement - Percent of Interstate pavements in Good condition; percent of Interstate pavements in Poor conditions; percent of non-Interstate National Highway System pavements in Good condition; percent of non-Interstate National Highway System pavements in Poor condition
- Performance Management 3
  - System Performance - Percent of person-miles traveled on the Interstate that are reliable; percent of person-miles traveled on the non-Interstate National Highway System that are reliable
  - Freight Movement - Truck Travel Time Reliability (TTTR) Index
  - Congestion Mitigation and Air Quality Improvement - annual hours of Peak Hour Excessive Delay (PHED) per capita; percent of non-Single Occupancy Vehicle (SOV) travel; total emissions reduction

Although the Council of Governments will not be required to report directly to Federal highway Administration (FHWA), the agency will coordinate with Caltrans and AMBAG as guidance for performance measure reporting is being developed and regarding any data requested for San Benito County.

For example, the Council of Governments will be partnering with AMBAG on a pilot project to develop a Transportation Performance Measures (TPM) Framework to determine best practices for rural RTPAs, such as the Council of Governments, to regularly monitor the performance of their transportation networks. This proposed TPM framework will be built upon the report “California Rural Counties Task Force Performance Monitoring Indicators for Rural and Small Urban Transportation Planning,” developed for California Rural Counties Task Force. TPM measures framework will include but not limited to, motorized and non-motorized safety performance, condition for highways, bridges, transit assets (State of Good Repair), and National Highway System (NHS) performance. NHS performance will include: person-miles traveled, total emission reductions, travel time reliability and traffic congestion.

## STATE PLANNING GOALS

The State of California participates in several statewide planning efforts related to transportation.

The California Transportation Plan (CTP 2040) is a state-level transportation plan that combines statewide transportation goals with regional transportation and land use plans to produce a unified multimodal strategy. The California Transportation Plan defines performance-based goals, policies, and strategies to achieve a collective vision and recommendations for California’s future, statewide, integrated, multimodal transportation system over the next 25 years.



Figure 3-3 Goals California Transportation Plan  
Source: 2040 California Transportation Plan

The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California’s future statewide, integrated, multimodal transportation system, Figure 3-3. The CTP is prepared in response to federal and state requirements and is updated every five years.

These statewide modal plans help regions develop a framework for long-range transportation planning locally.

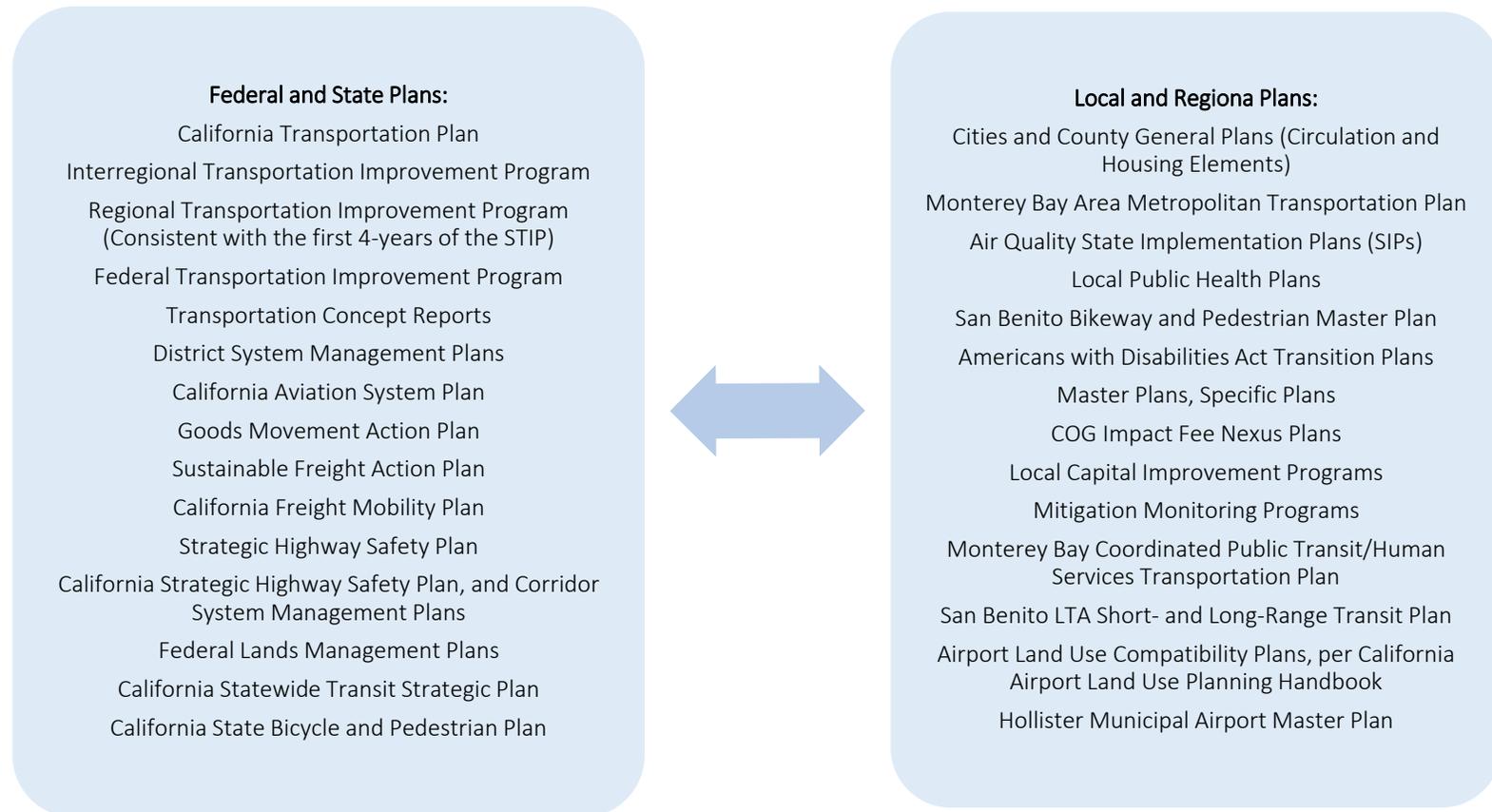
## FEDERAL TRANSPORTATION PLANNING FACTORS

The Federal Planning Factors are issued by Congress and emphasize planning factors from a national perspective and are revised or reinstated with each new reauthorization bill. These federal regulations incorporating both MAP-21/FAST changes were updated by the Federal Highway Administration and Federal Transit Administration. The ten Federal Planning Factors requirements are summarized below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system of motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

## CONSISTENCY WITH OTHER PLANNING DOCUMENTS

The Council of San Benito County Governments referenced some of the following federal, state and local prepared transportation planning documents to establish the Regional Transportation Plan framework. Regional Transportation Plan consistency with these documents can be described as a balance and reconciliation between different policies, programs, and plans. This uniformity will ensure that no conflicts would impact future transportation projects.



# RTP 2040

## Chapter 3: Regional Setting and Travel Patterns



This chapter provides projections on population, housing, and employment and how these affect the regional setting and travel patterns.

## Chapter 3 Regional Setting and Travel Patterns

### GEOGRAPHIC SETTING

San Benito County is a rural and agricultural community in the Central Coast Region, south of Silicon Valley. The County is surrounded by the Counties of Santa Clara, Santa Cruz, Monterey, Fresno and Merced. Land area is 1,389 square miles. Terrain varies from flat valley floor, to hilly rangeland in the east, to 5,450 foot peaks far south.

The City of Hollister where the County seat is located is at an elevation of 229 feet. The north and northwest segments of the County are comprised of urban areas, leaving the southern portion of the County primarily rural. The population in the County was 55,269 according to the 2010 U.S. Census.

The County has two incorporated cities – Hollister, population 35,000, and San Juan Bautista, population 1,700 – and various unincorporated communities (Aromas, Tres Pinos, Panoche, Ridgemark, and Paicines). Major transportation routes bisecting the County include State Routes 129, 156, 25 and U.S. 101.



Figure 3-1 Map of San Benito County

## REGIONAL SETTING

Many factors influence the patterns of where, how much, and how we travel. The amount and distribution of traffic on highways, local roads, bicycle lanes, sidewalks, and buses can fluctuate based on population, housing, location of jobs and services, the economy, travel choices, goods movement and other factors.

According to the U.S. Census Bureau, between 1990 and 2000, San Benito County's population increased by 45.1 percent, with most of the county's population growth in or near the two incorporated cities of Hollister and San Juan Bautista. Between 2003 and 2004, however, population growth in the county slowed down and increased by only 1.4 percent.

As the designated Metropolitan Planning Organization (MPO), the Association of Monterey Bay Area Governments (AMBAG) is the federally designated agency tasked with preparing the Regional Growth Forecast (RGF) for the tri-county region, which includes San Benito County. The RGF projects population, housing units, and employment. The RGF is used as a baseline for developing the 2040 San Benito Regional Transportation Plan.

Another critical component in planning for the future is an understanding of existing and projected travel patterns. 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 region through the year 2040.



Figure 3-2 Association of Monterey Bay Area Governments Area Map

## POPULATION GROWTH FORECAST

Population growth is one of the main drivers and indicators of travel behavior in the Monterey Bay Area region. According to AMBAG, the population in the region is growing at a lower rate than California as a whole.

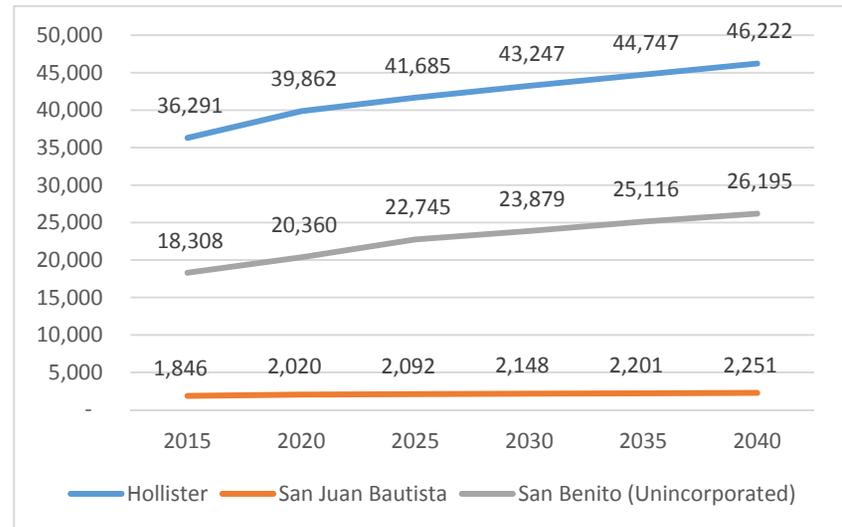
In 2015, AMBAG reported 762,676 people living in the tri-county region spread over an area of 5,767 square miles. By 2040, the population is expected to reach 883,300, as illustrated in Figure 3-3.

San Benito as a whole will be the fastest growing County within the AMBAG region.<sup>1</sup> The County’s geographical advantages and quality of life contribute to the growth. Specifically, the population within the San Benito region, 1,390 square miles, is expected to increase by 32 percent between the years 2015 and 2040.

As shown in Figure 3-4, the highest percent growth rate will occur in the unincorporated parts of the County (43%, approx. 7,887 people) followed by the City of Hollister (27%, approx. 9,931 people) and with less growth forecasted for the City of San Juan Bautista (22%, approx. 405 people). The City of Hollister will have the greatest absolute growth with more than 9,000 people projected through the year 2040. With the projected growth, there will be a greater demand for housing and employment.

County	2015 (Year)	2040 (Year)	Percent Increase
San Benito	56,445	74,668	32%
Monterey	432,637	501,751	16%
Santa Cruz	273,594	306,881	12%
<b>Regional Total</b>	<b>762,676</b>	<b>883,300</b>	<b>16%</b>

**Figure 3-3 Monterey Bay Area Population Forecast**  
Source: AMBAG Regional Growth Forecast



**Figure 3-4 Population Forecast by San Benito Jurisdiction**  
Source: AMBAG Regional Growth Forecast

<sup>1</sup> 2018 Regional Growth Forecast

### HOUSING GROWTH FORECAST

Primarily due to the availability of housing at lower costs than surrounding communities to the north and to the west of San Benito, the County is a place where many residents travel long distances for employment.

The housing market will continue to grow to accommodate future growth. Currently, the Monterey Bay Area region supports an estimated 262,660 housing units. Forecasts suggest that by 2040, the housing market will grow to accommodate an additional 42,633 housing units, as illustrated in Figure 3-5.

The San Benito region as a whole is projected to have a 31 percent (approx. 5,693) increase in housing units between 2015 and the year 2040. The breakdown of units includes a 26 percent (approx. 2,765) increase in the City of Hollister, 22 percent (approx. 164) in the City of San Juan Bautista, and 41 percent (approx. 2,764) in the unincorporated areas of the County, as illustrated in Figure 3-6. The City of Hollister will have the greatest absolute growth with 2,765 housing units projected through the year 2040.

County	2015 (Year)	2040 (Year)	Percent Increase
San Benito	18,262	23,955	31%
Monterey	139,177	163,186	17%
Santa Cruz	105,221	118,152	12%
<b>Regional Total</b>	<b>262,660</b>	<b>305,293</b>	<b>16%</b>

Figure 3-5 Monterey Bay Area Housing Projections

Source: AMBAG Regional Growth Forecast

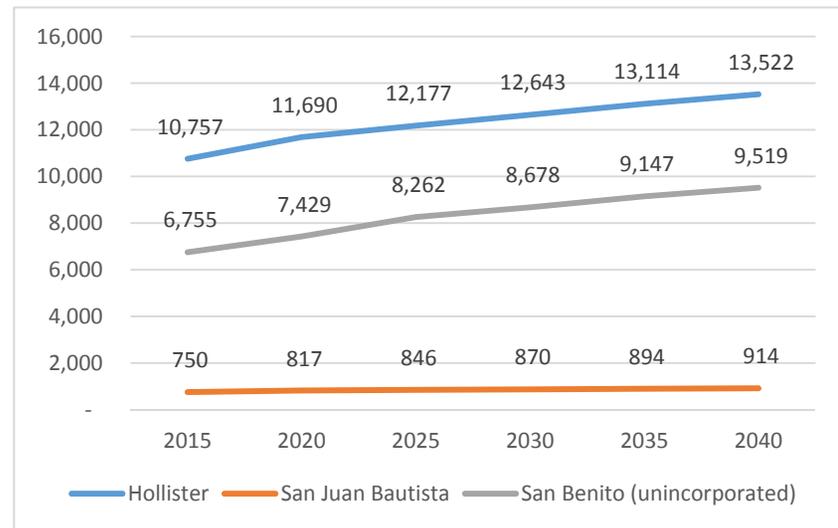


Figure 3-6 Housing Projections by San Benito Jurisdiction

Source: AMBAG Regional Growth Forecast

### EMPLOYMENT GROWTH FORECAST

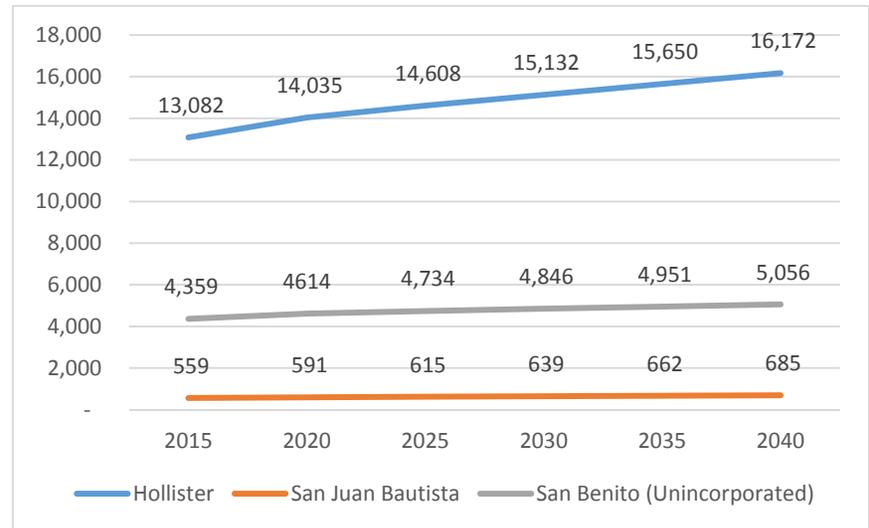
The Regional Transportation Plan forecasts a 22 percent (approx. 3,913) increase in employment within the San Benito region over the next 25 years, as illustrated in Figure 3-7. The neighboring Counties of Monterey and Santa Cruz are forecasted to have a population growth rate of 16 percent and 18 percent, respectively.

As illustrated in Figure 3-8, the employment projections' aggregate data shows a 24 percent (approx. 3,090) increase in the City of Hollister, 23 percent (approx. 126) in the City of San Juan Bautista, and 16 percent (approx. 697) in the County of San Benito jurisdictions through the year 2040.

The location of employment and where people live directly influences the choices made in how they travel within the San Benito region.

County	2015 (Year)	2040 (Year)	Percent Increase
San Benito County	18,000	21,913	22%
Monterey County	203,550	235,822	16%
Santa Cruz County	116,050	137,265	18%
<b>Regional Total</b>	<b>337,600</b>	<b>395,000</b>	<b>17%</b>

**Figure 3-7 Monterey Bay Area Employment Projections**  
 Source: AMBAG Regional Growth Forecast

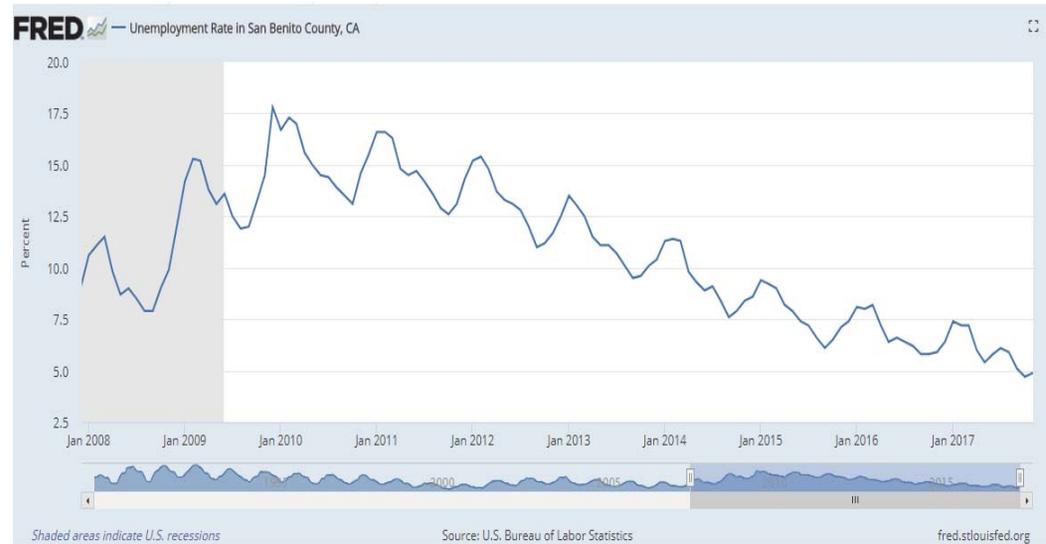


**Figure 3-8 Employment Projections by San Benito Jurisdiction**  
 Source: AMBAG Regional Growth Forecast

Employment opportunities are a factor influencing travel patterns within the region.

As illustrated in Figure 3-9, the unemployment rate within the San Benito region has dropped over the last few years from its high in 2010, due to the Great Recession. This drop is a promising sign toward economic recovery.

However, higher employment rates often translate to greater traffic volumes as more people are traveling to jobs locally and regionally. This increase means that the transportation system must be effectively planned to accommodate increasing traffic volumes.



**Figure 3-9 San Benito County Unemployment Rate**

Source: U.S. Bureau of Labor Statistics, December 2017

## TRAVEL PATTERNS

### Outbound Commuting

As previously noted, the primary influence on commuting is the relationship between where people live and where they work.

This relationship has become an increasingly important issue locally as the spatial mismatch between jobs and affordable housing is causing growing numbers of workers to reside farther from their workplaces.

The San Benito region is home to a high percent of commuters. According to the Employment Development Department's Labor Market Information Division, approximately 48.9 percent of San Benito County residents commute to jobs outside of the County for employment.<sup>2</sup> This amounts to 11,694 of San Benito's total number (23,907) of workers that resided in San Benito County between 2006 and 2010, Figure 3-10. Approximately, 7,500 traveling north into Santa Clara County and points north to higher paying Silicon Valley jobs. The majority of commute destinations consists of Santa Clara and Monterey Counties, impacting the number of vehicles traveling on State Routes 25 and 156 in San Benito County.

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<sup>2</sup> Special Report of 2006 to 2010 County-to-County Commuting Flows

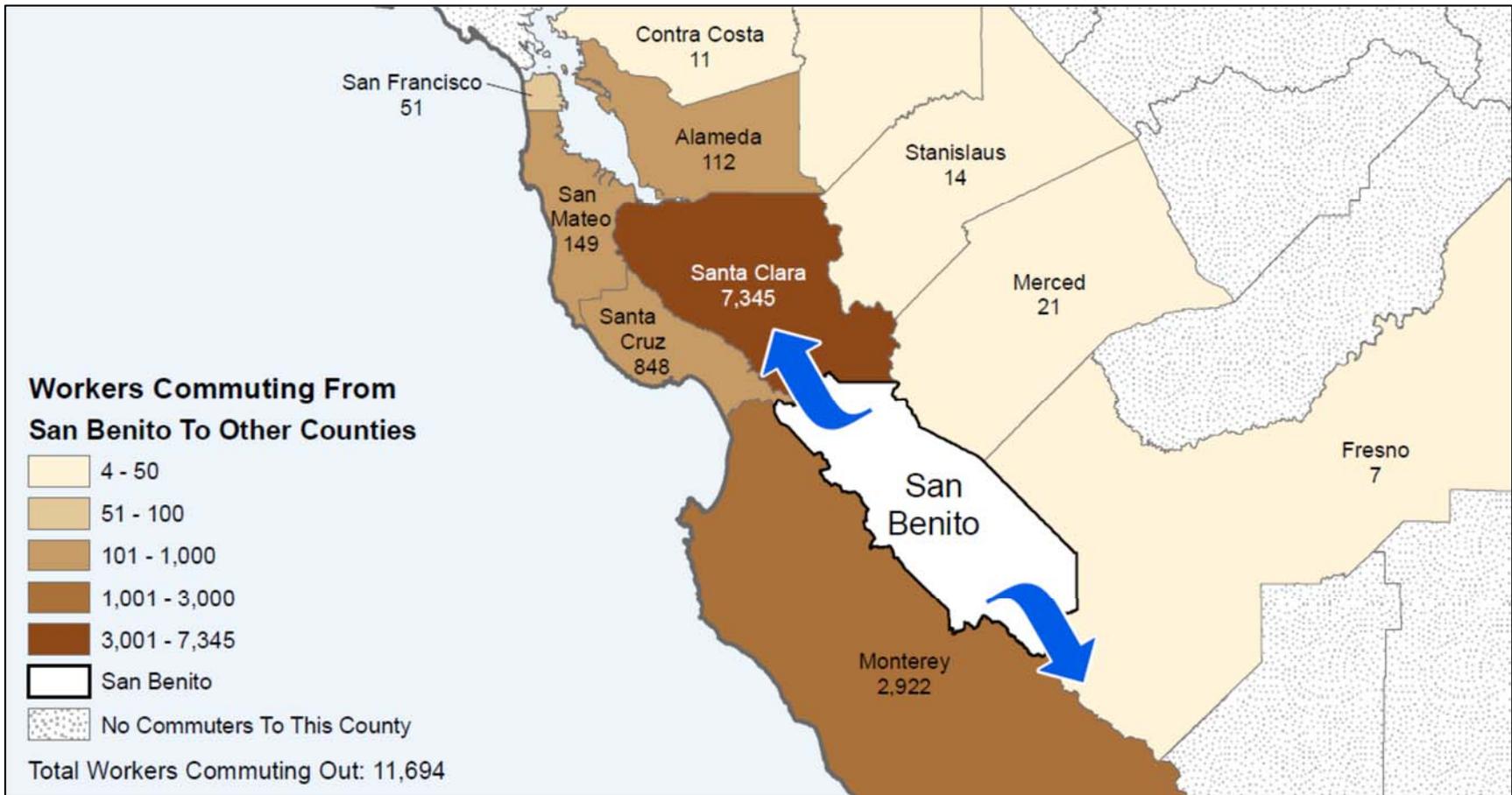


Figure 3-10 Workers Commuting from San Benito County to Other Counties

Source: American Community Survey, U.S. Census Bureau, 2013

Note: Special Report of 2006 to 2010 County-to-County Commuting Flows

## Inbound and Local Commuting

While it is important to track outbound commute patterns, it is also imperative to factor in people who both live and work in San Benito County and those traveling into San Benito County for employment from other counties.

The data from the U.S Census Special Report, 2006 to 2010 County-to-County Commuting Flows, indicates that 12,213 people both live and work in San Benito County. The data also shows that 4,490 people commuted into the County each day for employment. The majority of commuters traveling from outside the County into San Benito are primarily traveling from Monterey, Santa Clara and Merced Counties, Figure 3-11.

The above-mentioned aggregate data is critical to understanding travel patterns and local economic impacts. In particular, the data shows that approximately 16,703 jobs were provided by local economies by commuters traveling into the County from other regions (4,490 people) and people who both live and work in San Benito County (12,213 people).



Figure 3-11 Workers Commuting from Other Counties into San Benito County  
 Source: American Community Survey, U.S. Census Bureau, 2013  
 Note: Special Report of 2006 to 2010 County-to-County Commuting Flows

The most common employment industries, by those residing in San Benito County and employed, include; retail trade, manufacturing, healthcare, construction and educational services. Figure 3-12 illustrates the share breakdown of the primary industries for residents of San Benito County, though some of these residents may live in the County, and work elsewhere. Census data is identified to a residential address, not an employment address.

### Employment by Industries in San Benito County

For anonymity, the ACS 1-year estimate groups industries by course parent groupings.

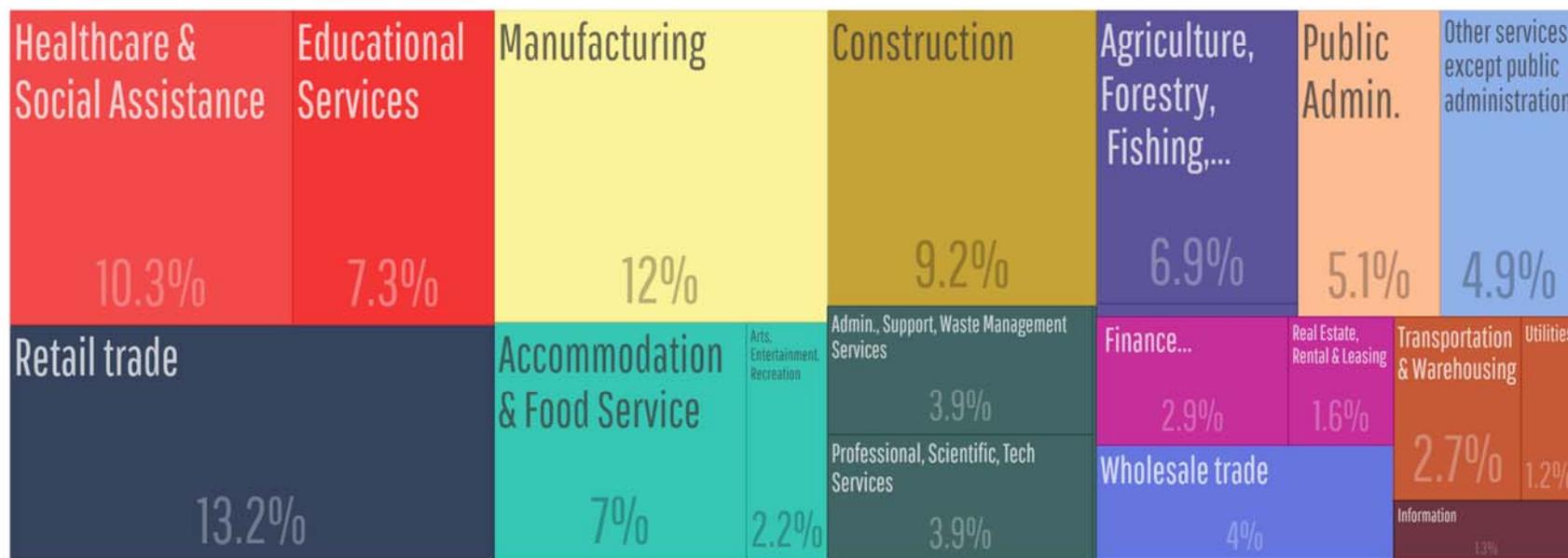
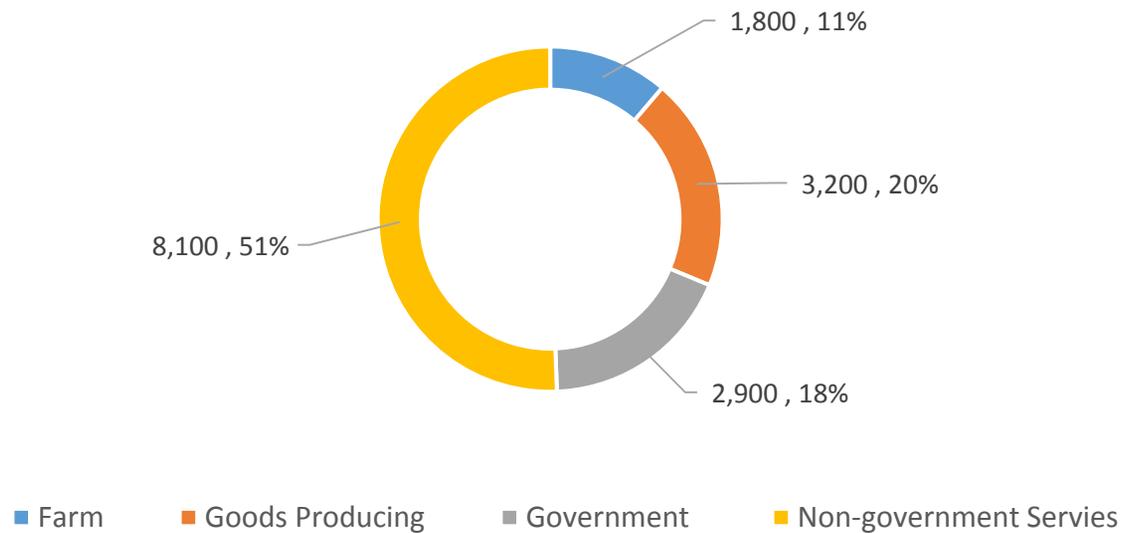


Figure 3-12 San Benito County Employment Industries by All San Benito County Residents (Includes Commuters) (2010-2015)

Source: American Community Survey, U.S. Census Bureau, 2013

As previously noted, 11,694 (≈49%) of San Benito residents travel outside the County for employment. The remaining 12,213 (≈51%) both live and work within the San Benito region. Another 4,490 people commute into the County each day for employment from other counties. Of the total San Benito County workforce,<sup>3</sup> approximately 16,000 (69%) work in service industries (includes non-government and government services). Goods producing accounts for 20 percent or 3,200 employees, which includes more specific industries, such as construction and manufacturing. The 1,800 farm employees constitute 11 percent of all employees, an indicator of counties heavily dependent on agriculture -- much higher than the average 2 percent for California as a whole.<sup>4</sup>



**Figure 3-13 Employment Industries by those Employed in San Benito County, Regardless of Place of Residency (2010-2015)**  
 Source: California Employment Development Department

<sup>3</sup> Includes those employed in San Benito County, regardless of place of residency (people that live and work in San Benito County and those commuting into San Benito County for employment from other counties).

<sup>4</sup> San Benito County Economic Development Corporation, 2017 - 2022 Comprehensive Economic Development Strategy (CEDs)

As previously noted, the number of workers residing in the San Benito region continue to exceed the number of employment opportunities available locally– resulting in a high percent of commuters traveling out of the county for employment.

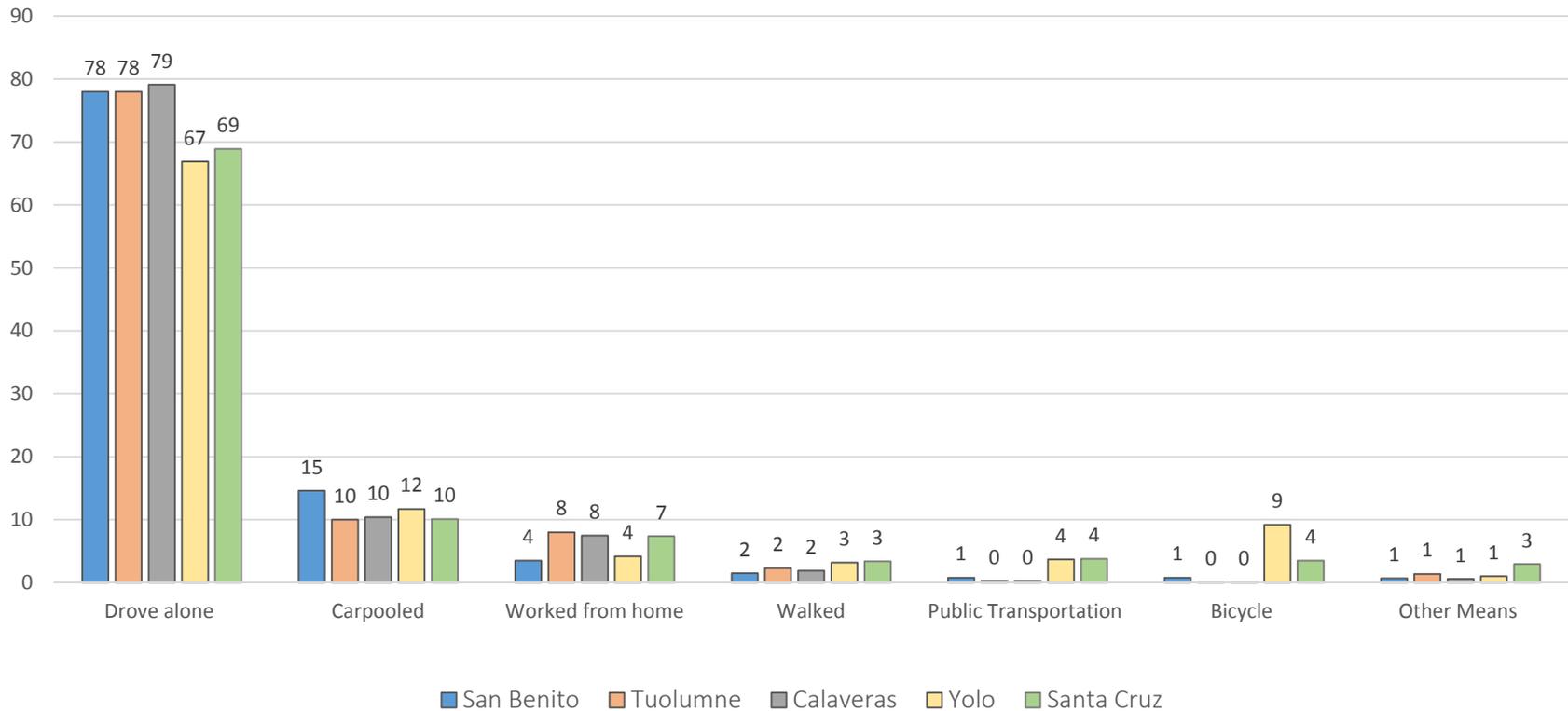
In San Benito County, the *drove alone* choice had the highest number of all the travel modes with 19,759 travelers per day (78.1%), followed by carpoolers with 3,691 (14.6%) and those working from home at 882 (3.5%). The walking mode has 395 commuters per day (1.5%), public transit mode has 193 commuters (0.8%). The bicycle mode has 192 commuters per day or 0.8% of all modes. Lastly, those traveling by motorcycle and by other means had a combined total of 189 commuting (0.7%).

As noted, almost 80 percent of San Benito County residents are traveling alone as their preferred mode of transportation. Single-occupancy vehicles and limited capacity infrastructure are a significant contributor to congestion within the region.

The preferred transportation choice selected by these commuters also impacts the network as a whole. This data is supported by the preferred means of travel, referred to as mode choice, which may be by private automobile, public transit, walking, bicycling, or other means.



In a peer comparison, Figure 3-14, with Tuolumne (pop. 54,079) and Calaveras (pop. 44,767) Counties, San Benito County's "drove alone" mode choice ranked comparable. However, when compared with larger populated Counties, such as Yolo (pop. 207,320) and Santa Cruz (pop. 274,146), San Benito County had a higher percent of commuters driving alone.



**Figure 3-14 Mode Choice Peer Comparison by Percent**  
 Source: U.S. Census Bureau, 2011-2015 American Community Survey

The continued reliance on single occupant vehicles, congested highways, and the limited availability of alternative modes of travel adds to the congestion during peak commute times. Within the San Benito region, the majority of all workers, 46 percent, travel between 6:00 a.m. and 8:00 a.m.<sup>5</sup> Another 13.9 percent commute between 5:00 a.m. and 6:00 a.m.

Additionally, 70 percent of all San Benito workers travel more than 15 minutes to work, as noted in Figure 3-15. This data is notable because most travel at the same time of day on the same roads and highways – exceeding road capacity. These workers also have a longer average commute time, 30.7 minutes, than the national average of 24.8 minutes<sup>6</sup>. Moreover, six percent of the workforce in San Benito County have “super commutes” in excess of 90 minutes, which is higher than the national average of 2.62%.<sup>7</sup>

Increased traffic has adverse impacts on San Benito County’s regional transportation system, causing a strain on the existing infrastructure and available funding resources. Accessibility to the transportation network goes beyond utilitarian trips to and from work. Providing people access to various destinations such as education, medical care, shopping, recreation or other activities is essential to one’s daily needs.

<i>Travel Time to Work</i>	
Less than 10 minutes	16.8%
10 to 14 minutes	13.0%
15 to 19 minutes	9.8%
20 to 24 minutes	8.8%
25 to 29 minutes	4.5%
30 to 34 minutes	9.0%
35 to 44 minutes	7.3%
45 to 59 minutes	13.1%
60 or more minutes	17.6%

**Figure 3-15 San Benito Travel Time to Work**  
 Source: U.S. Census Bureau, 2011-2015 American Community Survey



<sup>5</sup> U.S. Census Bureau, 2011-2015 American Community Survey

<sup>6</sup> U.S. Census Bureau, 2015

<sup>7</sup> U.S. Census Bureau, 2015

## RECREATIONAL TRAVEL

The San Benito region is home to several popular tourist destinations. San Benito County residents and visitors enjoy world-class recreation, sports and cultural amenities within the County as well as within a 45 mile radius. There are a number of regional educational facilities, public libraries and recreational activities close by.

Pinnacles National Park, known for hiking, rock climbing, home to California Condors, camping and picnic grounds, is located in southern San Benito County. According to the Economic Development Corporation of San Benito County, over 200,000 people visit the park every year. Between 2014 and 2015, there was a five percent increase in Pinnacles National Park visitors. The primary access to the Pinnacles National Park is the southern segment of SR 25.

Hollister Hills State Vehicular Recreation Area is another tourist attraction that offers 24 trail miles for 4-wheel drive recreational vehicles and 128 trail miles for motorcycle and all-terrain vehicles (ATV). The 2015 number of visitors reached 101,273, and increased to 119,423 in 2016. The primary access to the recreation area is through San Benito County local roads.

Bicyclists, bird watchers and nature lovers also venture out on the many winding local roads or choose the canyon trek to Fremont Peak State Park with its magnificent vistas to Monterey Bay and observatory star gazing opportunities.

Another major recreation facility in San Benito County includes the San Juan Bautista Mission. The region relies on tourism to the Mission as a major industry, and tourist traffic welcomed by downtown businesses. The 2015 number of visitors to the Mission were approximately 75,000 and increased to 77,000 in 2016 with motorists traveling to and from San Juan Bautista using SR 156.



## GOODS MOVEMENT

Another source of traffic on San Benito roadways is goods movement. The majority of commodities in San Benito region are transported in and out of the county by truck, with a small portion transported by rail.

The Central Coast region, which includes San Benito, Monterey, Santa Cruz, San Luis Obispo, and Santa Barbara counties, is one of the most important agricultural production areas in the country and is known for its fresh produce. The region's industries include agriculture, manufacturing, food processing, and other freight-related business clusters which are critical to the region's economy. Growth in Central Coast population centers related to the region's proximity to the Silicon Valley in the north and the Los Angeles Metro area in the south has resulted in increased demand for products shipped via freight modes concurrently with an increase in demand for Central Coast products from outside of the region. The Central Coast relies on many transportation arteries for the region and the area's major truck routes.



Within the San Benito region, there are several key goods movement highways, including U.S. 101, SR 156 and SR 129. U.S. 101 is used to access freight to transport commerce on the Monterey Peninsula and points north and south. In 2013, the location with the highest absolute number of trucks was in San Benito County at the junction of U.S. 101 and Route 156 East, with 22,000 average daily trucks. The highest percent of trucks was at the junction of U.S. 101 and Route 129 in San Benito County where 27.8 percent of all traffic was a truck.

## Trucking

The transportation system in the San Benito region is typical of many rural counties. Private automobiles are the primary mode of moving people and trucks are the primary mode of moving goods.

Goods movement-dependent industries represent a significant portion of the region’s economy. Figure 3-16 lists the employment in goods movement-dependent industries in the San Benito region. Data shows that 40.5 percent of San Benito jobs are goods movement dependent. The retail trade industry employs the highest number of people. Manufacturing jobs are the second top employment sector, followed by construction.

Overall, the San Benito region goods movement system supports a vibrant economy, enabling commerce and development of new industries. The transport of these industry products generates also significant amount of truck traffic in and out of the County.



<i>San Benito Good Movement Dependent Industries</i>	<i>Jobs</i>	<i>%</i>
Construction	1,391	6.2%
Agriculture	1,182	5.3%
Manufacturing	2,848	12.7%
Retail trade	2,978	13.7%
Transportation & Warehousing	579	2.6%
<b>Total</b>	<b>8,978</b>	<b>40.5%</b>

**Figure 3-16 Employment in Goods Movement Dependent Industries**

Source: Bureau of Economic Analysis

While this traffic is largely confined to state highways, it also impacts local streets and rural roads not designed to handle large heavy trucks, creating conflicts with local traffic and adding to congestion. Seasonal trucking activity in the region is a challenge for farmers trying to get their produce to market. In addition to congestion the infrastructure is not adequate to handle large truck volumes and wear.

Figure 3-17 shows the top commodities for goods moving into, out of, and within the San Benito region in 2012 and 2040 (projection) by weight.

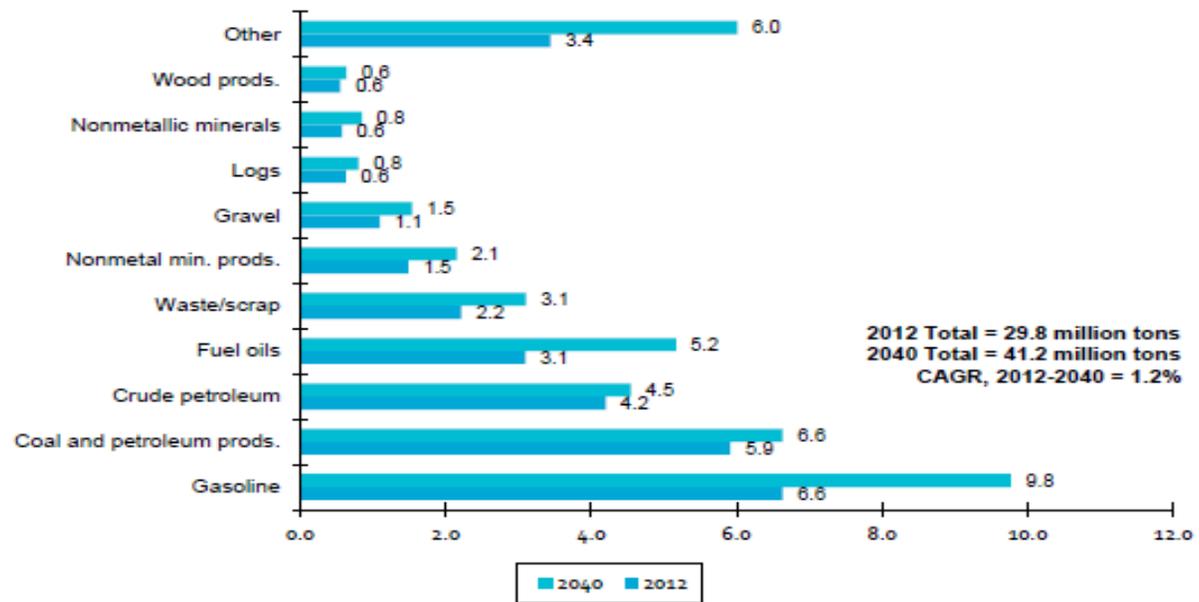
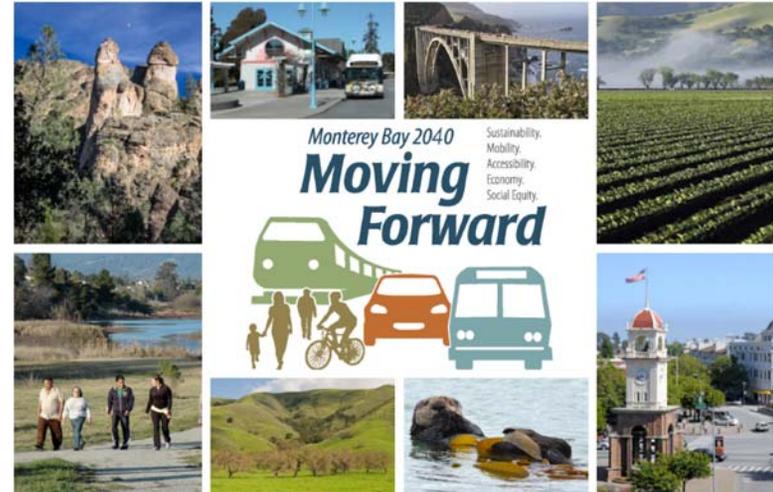


Figure 3-17: Freight Flows by Top Commodities by Tonnage, Millions of Tons  
 Source: U.S. 101 Central Coast California Freight Strategies, 2016

## TRANSPORTATION AND LAND USE CONNECTION

Never before have the linkages and interrelationships between the regional transportation system and commercial and residential land uses been more important. 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. This is supportive of a multimodal system, while also promoting mode alternatives to the single passenger car. 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 region and in delivering social, economic, and environmental sustainability.



Ultimately, the San Benito Regional Transportation Plan aims at building a system that keeps pace with projected population, housing, employment growth. The gradual upswing in employment and housing will allow public agencies have more windows of opportunity to direct future development in urbanized areas and advance the sustainability goals of the Regional Transportation Plan and AMBAG's Metropolitan Transportation Plan and its Sustainable Community Strategy.

In keeping with this interconnection between land use planning and transportation, the San Benito Regional Transportation Plan was developed in close coordination with AMBAG's 2040 Metropolitan Transportation Plan and its Sustainable Communities Strategy.<sup>8</sup> The Sustainable Community Strategy came about as a result of Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008. The bill requires the 18 MPO's in California, which includes AMBAG, to reduce transportation related per capita greenhouse gas emissions through a coordinated land use and transportation plan. For example, the Plan identifies locations ideal for compact development with a focus on infill development, and access to travel options including transit and bike/pedestrian facilities.

<sup>8</sup> AMBAG Website: <http://www.ambag.org/programs-services/planning/metro-transport-plan>

## MAJOR GROWTH CORRIDORS

The Regional Transportation Plan also assesses projected land uses in the region and identifies major growth corridors in order to plan for future transportation infrastructure.

## CITY OF HOLLISTER

The City of Hollister’s General Plan includes a Phasing Diagram that indicates the City’s priorities for locating future growth, as illustrated in Figure 3-18.

The new residential areas include land northeast, south, east, and eventually northwest of the City respectively as the preferred progression of development. New employment growth is focused within the existing downtown, new retail gateways north and west of the downtown, and in the industrial park near the airport.

The City’s General Plan Circulation Element facilitates the orderly, efficient, and context sensitive expansion and development of Hollister’s circulation systems in support of the Land Use Element, as illustrated in Figure 3-19.

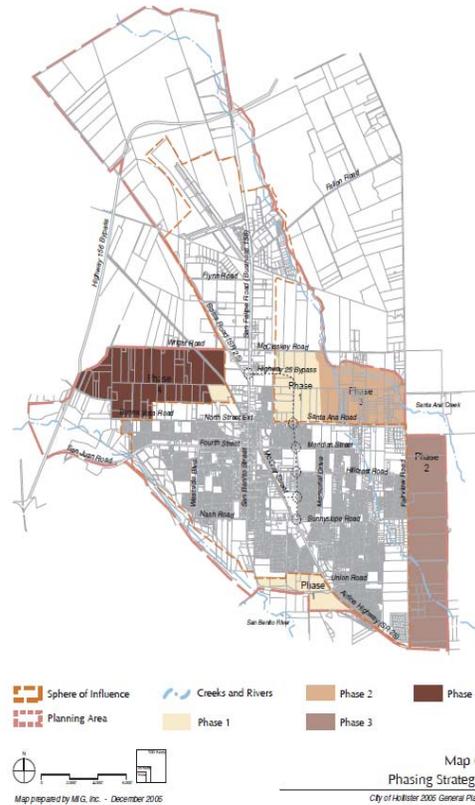


Figure 3-18 City of Hollister Phasing Strategy  
Source: City of Hollister 2005 General Plan

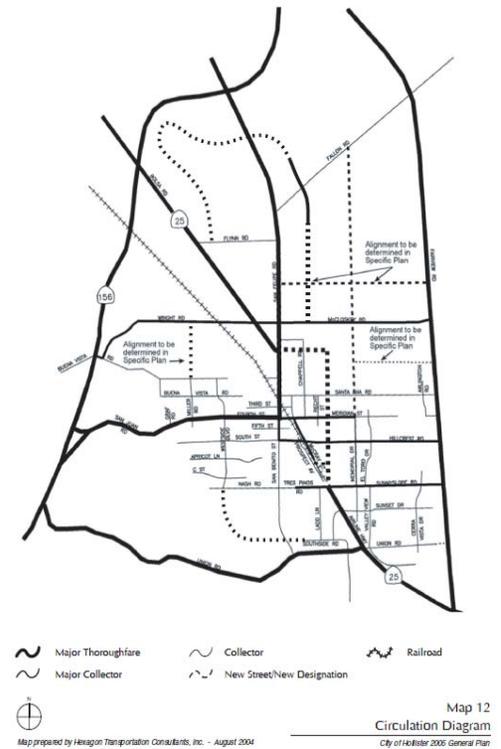


Figure 3-19 City of Hollister Circulation Diagram  
Source: City of Hollister 2005 General Plan

## CITY OF SAN JUAN BAUTISTA

The City of San Juan Bautista’s General Plan identifies a Clustered Growth Alternative, which focuses development on five key areas in the City. These areas were selected based on existing conditions, public opinion, and overall potential for creating accessible mixed-use areas.

The Clustered Growth Alternative arranges growth into central areas, placing retail, jobs, services, and recreation in walkable and bikeable distances. The major linear corridor encompasses four of the five clusters, where development is focused on the proposed Muckelemi Street Gateway leading into the redevelopment of the 3rd Street Downtown Corridor. South of the City, the fifth cluster creates higher density housing, more commercial and mixed-use land uses, and a linear park connecting Old San Juan-Hollister Road to the Downtown Corridor. The dotted clusters are featured in order to provide a vision for growth beyond 2035. The three key growth areas are illustrated in Figure 3-20.

The City of San Juan Bautista’s Circulation Element has a critical impact on land use patterns, economic development, public health, and social interaction. A balanced multimodal system encourages compact land use, efficiency of access, commercial development, and increased physical activity, as illustrated in Figure 3-21.

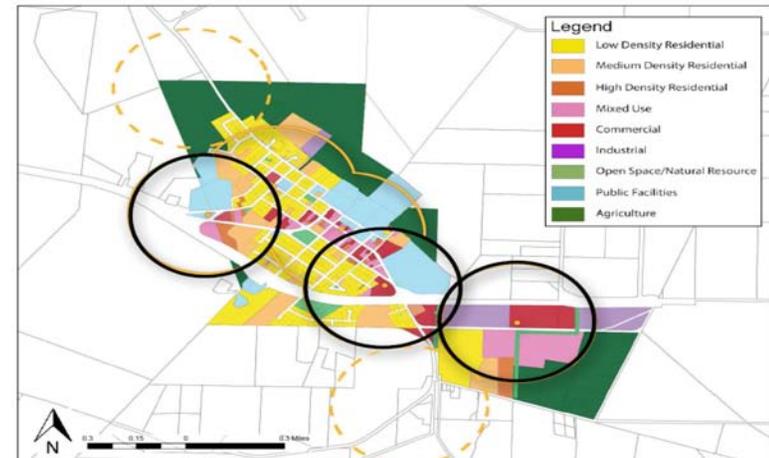


Figure 3-20 Clustered Development Key Growth Areas

Source: City of San Juan Bautista 2035 General Plan

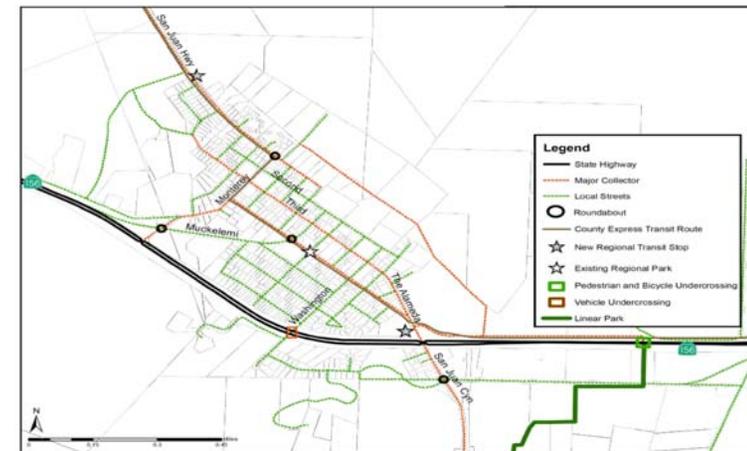


Figure 3-21 Preferred Growth Scenario, Circulation Map

Source: City of San Juan Bautista 2035 General Plan

## COUNTY OF SAN BENITO

As noted in the County of San Benito’s General Plan, Figure 3-22, the County will focus future development in areas around cities where infrastructure and public services are available, within existing unincorporated communities, and within a limited number of new communities, provided they meet the goals of the General Plan and demonstrate a fiscally neutral or positive impact on the County and any special districts that provide services to the project.

The Circulation Element of the General Plan provides the framework for decisions in unincorporated San Benito County concerning the countywide transportation system. While the Circulation Element strives to encourage a multi-modal transportation system that serves the mobility needs of all residents, it also reflects the rural nature of the County. Policies encourage public transit and pedestrian and bicycle facility improvements in appropriate areas of the County where they will be most beneficial for linking residents to work, shopping, and leisure destinations. In rural areas of the County, policies in this Element encourage an efficient and economical transportation system to move goods for the agricultural and manufacturing industries.

The Circulation Element supports existing and proposed development under the Land Use Diagram for the General Plan horizon year of 2035, as illustrated in Figure 3-23. Circulation Elements play a critical role in how people travel and by what transportation mode.

The next chapter, Chapter 4, provides a snapshot of the existing transportation network and its system needs.

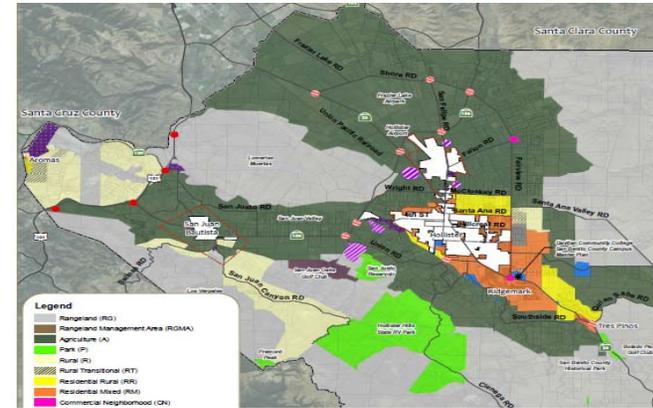


Figure 3-22 Specific Area Plan, County of San Benito  
Source: 2023 City of Hollister General Plan



Figure 3-23 Circulation Diagram, County of San Benito  
Source: 2035 San Benito County General Plan

# RTP 2040

## Chapter 4: Snapshot of the Existing Transportation Network and System Needs



This chapter provides a snapshot of the facilities that make up the San Benito region's multi-modal transportation network and discusses the existing system needs.

## Chapter 4 Snapshot of the Existing Transportation Network and System Needs

The strength of the San Benito region’s multi-modal transportation network lies in its vast network of roads, highways, bus routes, sidewalks, bicycle lanes, and airports. This chapter provides a snapshot of the existing facilities that make up San Benito County’s multi-modal transportation network. Cities, counties, regional agencies, transit agencies, and the State of California have ownership and operating responsibility for the various parts of the system.

This chapter also discusses the San Benito region’s financial and system needs for all existing transportation modes. Ultimately, those needs reflect the priorities of the region’s residents, businesses, and Cities and County over the next 22-years. The needs assessment was prepared in a way that would support the future infrastructure improvements recommended in Chapter 6: Investments in our Transportation Future.



Over the next 22-years, the San Benito Regional Transportation Plan identifies a transportation system need of over \$1.8 billion in projects across all modes, as illustrated in Figure 4-1 (Appendix A).

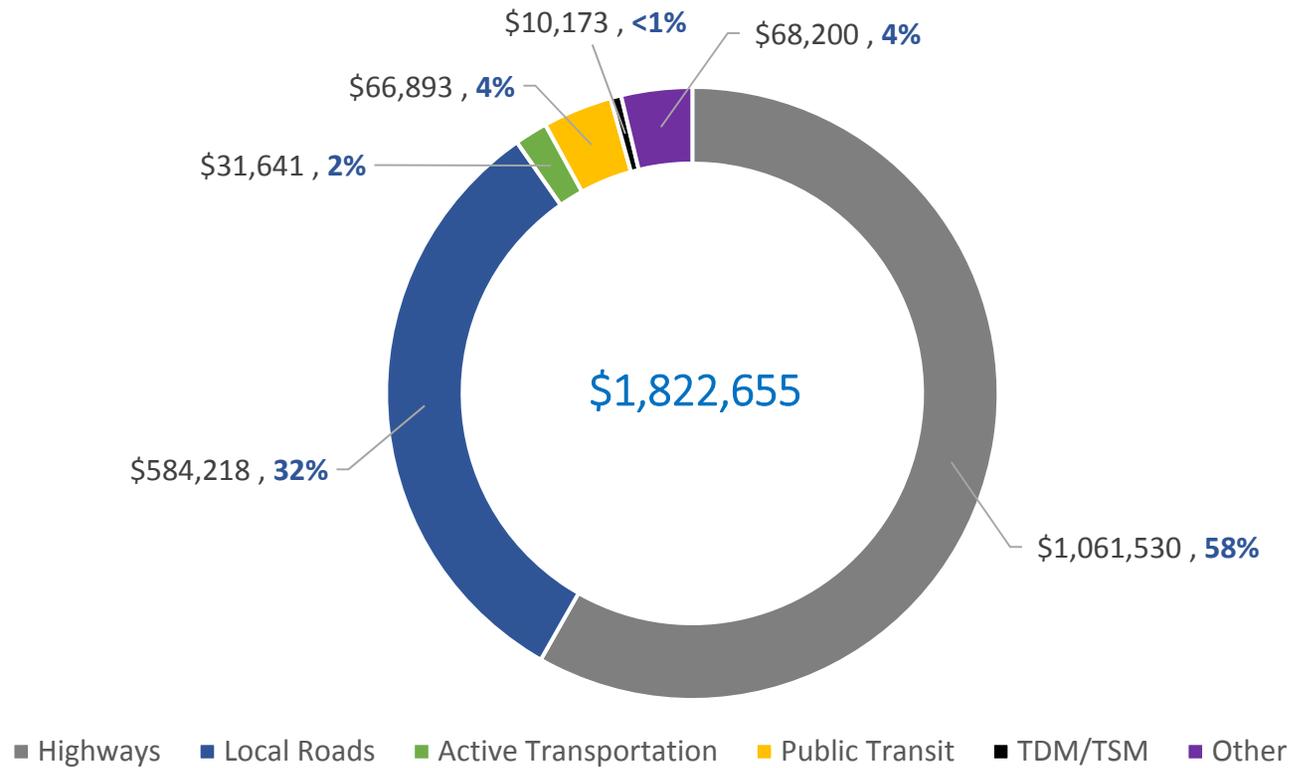


Figure 4-1, 22-Year Transportation Project Costs by Mode (000s)

Source: Council of San Benito County Governments

A summary of San Benito region’s existing transportation network and system needs, by mode, are identified in the following section.

## FEDERAL AND STATE HIGHWAYS

*The overall funding need for the San Benito regional highway system exceeds \$1 billion over the next 22-years.*

The San Benito region includes several highways that connect people between several counties, including: Monterey, Santa Cruz, Santa Clara Merced and beyond. The Federal U.S. Bureau of Land Management and the National Park Service maintain a combined 34.47 centerline miles within the County.<sup>1</sup> The State of California’s highway system extends over 89.43 maintained miles within San Benito County.<sup>2</sup>

The California Department of Transportation (Caltrans) maintains one federal and four state highways, which include routes U.S. 101, SR 25, SR 129, SR 146, and SR 156. With the exception of U.S. 101, the highways in San Benito County are primarily two-lane conventional highways. Caltrans also implements highway maintenance and safety projects.

While safety is a top priority for Caltrans, congestion on the highway system is a longstanding issue in the State. In 2013, the California Department of Transportation conducted a National Household Travel Survey to obtain insight on the top transportation concerns of California residents. The price of travel was the primary concern with 29% of the participants. This is not surprising, as in most cases, transportation costs are typically the second or third largest expense in a family budget.



Figure 4-2: California State Highway System  
Source: California Department of Transportation

<sup>1</sup> California Public Road Data 2015

<sup>2</sup> California Public Road Data 2015

The second chief concern of those surveyed, 20%, was congestion on the highway system.<sup>3</sup> Those sentiments were echoed by San Benito residents in a survey conducted by the Council of Governments in 2018. The Council of Governments conducted a bilingual transportation telephone and email survey of San Benito County voters. The purpose of the survey was to obtain insight on the transportation priorities of the community and to acquire insight as to whether a transportation sales tax proposal would be supported for the November 2018 election.

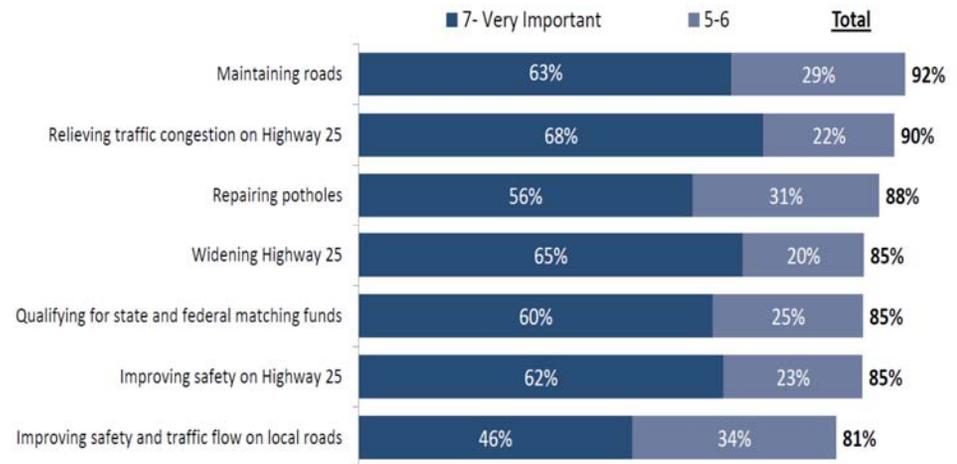


Figure 4-3: Transportation Telephone Survey of San Benito County Voters

Source: EMC Research, 2016

Of those surveyed, over 90% expressed relieving traffic congestion on SR 25 as a top priority for the region. This indicates that highway congestion remains a top concern for local residents traveling north of the County.

Measure P, a half-cent sales tax to fund local streets and road maintenance, capital projects and funding for the widening of Highway 25 project, fell short of the required two-thirds vote. The proposed levy would have brought in about \$240 million over 30 years to the San Benito region. The Council of Governments is reassessing a transportation sales tax proposal for the November 2018 election.

Funding inadequacies continue to be a challenge facing the San Benito highway system. These financial shortfalls have led to a backlog of capacity, maintenance, operations and rehabilitation projects. Highway projects can be expensive, especially compared to the region’s share of federal, state, and local funds.

A summary of San Benito’s existing highway investments, by project, are discussed in the following section.

<sup>3</sup> 2040 California Transportation Plan

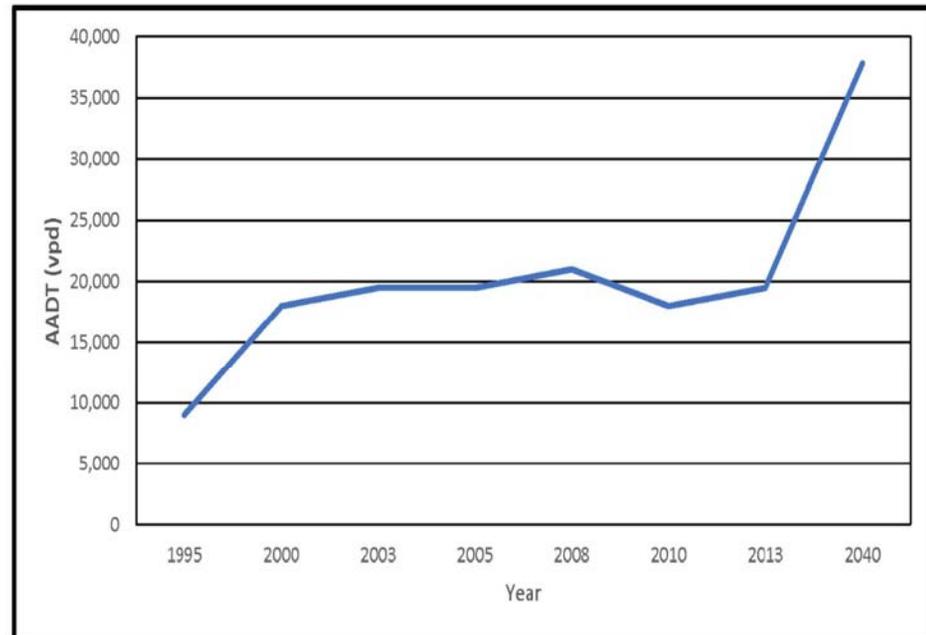
## State Route 25

State Route (SR) 25 traverses the entire length of San Benito County for the south at the junction of SR 198 in Monterey County, north through Paicines, Tres Pinos, and Hollister to the northern county boundary near Gilroy, where it connects to U.S. 101. This primarily minor rural route functions as a two-lane conventional highway, with the exception of a short section in Hollister where there are three miles consisting of four and six lanes with access control. There are two creek crossings, two railroad crossings, and numerous local road and private driveway intersections.

SR 25 is a primary commuter route between Hollister to points north. Between 1998 and 2003, SR 25 experienced a high number of traffic accidents and fatalities along the corridor. Anecdotal evidence indicates that heavy peak-period traffic volumes impact parallel County roads including Frazer Lake Road.

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.

Historical trends in daily two-way traffic volumes on SR 25 at the San Benito/Santa Clara County line are shown in Figure 4-4. Daily traffic volumes at this location have increased from 9,000 vehicles per day (vpd) in the mid-1990's to 19,500 vpd in 2013. By 2040, the volumes are forecast to increase to 37,800 vpd.<sup>4</sup>



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

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

Figure 4-4: Historical Daily 2-Way Traffic Volumes on SR 25 at County Line

<sup>4</sup> Highway 25 Widening Design Alternatives Analysis Study, 2016

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.<sup>5</sup> Commercial trucks and public transit vehicles travel through the area on SR 25 and are also subject to delays due to the congestion.

According to the latest Caltrans traffic data from 2014, truck traffic makes up about 6.5 percent of the total traffic on SR 25 near the US 101 junction. During peak commute hours, traffic becomes heavy, resulting in congestion. Traffic is often delayed by vehicles turning into and/or out of the numerous driveways and local roads, affecting the flow of the faster-moving vehicles. Conflicts between faster-moving vehicles and slower moving agricultural traffic occur during off-peak traffic hours. This segment of SR 25 is a conventional highway, so access to driveways is not limited. Between San Felipe Road and US 101 there are approximately 48 private driveways and 11 local road intersections along the SR 25 corridor. Several intersections do not currently have left-turn channelization lanes.



Figure 4-5 Highway 25 in San Benito County  
Source: Council of San Benito County Governments

Over the last decade, the Council of Governments in coordination with Caltrans and various local government agencies, have implemented a series of projects, identified below, that address some of the needs of travelers using SR 25.

- **Highway 25 Bypass - Constructed**

The Measure A Authority, a 1988 transportation sales tax measure, funded by the Council of Governments constructed the SR 25 Hollister Bypass, which opened to the public in February of 2009. The Bypass is a six and four-lane urban arterial with bicycle lanes that begins at the intersection of SR 25 at Sunnyslope Road and extends north intersecting East Park Street, Hillcrest Road,

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<sup>5</sup> Highway 25 Widening Design Alternatives Analysis Study, 2016

Meridian Street, and Santa Ana Road. The new facility continues north and then west to connect to San Felipe Road and SR 25. The new route is parallel to and to the east of Downtown Hollister.

In 2014, the Council of Governments worked in partnership with Caltrans to designate the Bypass as the official SR 25. The existing SR 25 that runs through Downtown Hollister was relinquished and is now a city owned street. The transfer of the Bypass to the State was made in May 2014.

- **Highway 25 Safety and Operational Enhancements Project – Constructed**

In 2010, the Council of Governments in partnership with Caltrans completed construction on SR 25 Safety and Operational Enhancements Project. The purpose of the SR 25 Safety and Operational Enhancements Project was to reduce the potential for cross centerline collisions by constructing a median barrier and consolidating private driveways. This project is located on SR 25 between San Felipe Road and Shore Road in San Benito County.

## U.S. Highway 101

U.S. 101 passes through the northwestern portion of San Benito County for 7.5 miles and serves primarily interregional traffic. It is the main north/south route that Caltrans classified as a principal arterial and includes it as part of the Interregional Route System. San Benito County has designated the route as a Scenic Highway from the Monterey County line to SR 156, and is eligible for inclusion in the California Scenic Highway Program.

U.S. 101 in San Benito County starts as a four-lane expressway at the Monterey/San Benito County Line and changes to a four-lane freeway 1.6 miles north. The route continues as a four lane freeway to the Pajaro River Bridge at the San Benito/Santa Clara County Line. State Routes 156 and 129 intersect U.S. 101 in San Benito County. Caltrans has identified a route concept for U.S. 101 that is a six-lane freeway configuration, which is currently unfunded.

In 2013, the location in the County with the highest *absolute* number of trucks was at the junction of U.S. 101 and Route 156 East, with 22,000 average daily trucks. This location also was the highest when measured by trucks as a percent of total vehicle Average Annual Daily Trucks (AADT), at 22%. The high truck volumes at this location are due to a combination of agriculture activities in Monterey County, including transportation between coolers and shippers, as well as proximity to the Bay Area for trade.



Figure 4-6 Truck Volumes and Percent Traffic that is Trucks on U.S. 101

Source: Caltrans data. Note: AADT stands for Average Annual Daily Traffic.

## State Route 156

State Route 156 traverses northern San Benito County, from U.S. 101 (west of San Juan Bautista) through San Juan Bautista and Hollister to the San Benito/Santa Clara county line where it connects with SR 152. SR 156 is a four-lane expressway from U.S. 101 to San Juan Bautista, where it narrows into a conventional two-lane rural highway. In the Hollister area, SR 156 becomes a two-lane expressway, as it bypasses Hollister and maintains that configuration to the San Benito/Santa Clara County line. Near Hollister, the SR 156 Bypass continues north of the city limits.



Figure 4-7: SR 156 in San Benito County

Source: Benitolink

The corridor serves interregional traffic traveling east/west, including a substantial number of trucks during the week and recreational traffic between the Central Valley, Monterey Bay, and San Francisco Bay Area on the weekend. Caltrans classifies SR 156 as a rural minor arterial and includes it as part of the Interregional Road System and is a Focus Route. As such, the route has a high priority for completion to facility standards in order to handle higher volumes of interregional trip movements and connect all urban areas, goods movement gateways, and rural areas. It is also designated as a Federal Aid Primary Route and is part of the Freeway and Expressway System, although a large portion of the route is a conventional highway.

SR 156 is also a major corridor for residents of Hollister, San Juan Bautista, and San Benito County traveling to Monterey and Santa Clara Counties. While portions of the facility have been upgraded to handle increased demand, the segment between San Juan Bautista and Hollister remains a two-lane facility. With conflicts between commuters and agricultural operations, improving safety on this highway segment is a priority for Caltrans and San Benito policy makers.

According to the Caltrans Traffic and Vehicle Data Systems Unit and the 2008 traffic data, generally, for a two-way highway, truck traffic averages 13 to 15 percent of the total traffic volume. For this project, the average daily truck traffic is approximately 9.7 percent, with truck traffic averaging approximately 9 percent during peak-hour traffic between The Alameda (post mile 3.2) and Union Road (post mile 7.25).

Route capacity is measured in both traffic volume and quality of traffic flow. The average annual daily traffic count is the average number of vehicles that pass a given point within a 24-hour period. The Design Hourly Volume is defined as the one-hour vehicular volume in both directions of travel in the design year selected for highway design, which is usually 20 years following construction. Level of Service ranges from A to F, with a Level of Service A indicating free-flowing traffic and a Level of Service F indicating gridlock and stop-and-go conditions.

The existing two-lane conventional highway within the project limits is designed to handle a maximum of 20,000 vehicles each day. According to the Caltrans Historical Traffic Data, traffic volumes for the segment of State Route 156 between The Alameda and Union Road has increased on an average from 14,000 vehicles in the year 1992, to 20,300 vehicles in the year 2000, to its current average volume of 26,200 vehicles. Figure 4-8 shows the average annual daily traffic counts, the Design Hourly Volume, and Level of Service for this segment of the project for the year 2006. The estimated Traffic and Level of Service with, and without the project, are also shown for the years 2014 and 2034 (future conditions).

Caltrans’ future route concept for SR 156 is a four-lane access-controlled conventional highway from The Alameda to Union Road (west of Hollister), and a two-lane access-controlled conventional highway from Union Road to the San Benito/Santa Clara County Line. Caltrans and the Council of Governments secured funding for the San Benito Route 156 Improvement Project and is currently in the final design and right-of-way phases to widen SR 156 from The Alameda to Union Road. Construction on the Project is scheduled to start in 2020. Once constructed, the existing SR 156 will become a county road and will serve as access for residents living on the north side. A bicycle and pedestrian multi-use path is also proposed, connecting bicyclist traveling between Hollister and San Juan Bautista. SR 156 from the Monterey County line to the Santa Clara County line is eligible for inclusion in the California Scenic Highway Program.

Year	Design Hourly Volume	Average Annual Daily Traffic (number of Vehicles)	Level of Service
			Without Project
2006	2,400	26,200	E
2014	2,920	29,344	F
2034	4,221	37,531	F

Source: Caltrans Traffic Operations

**Figure 4-8 Average Annual Daily Traffic and Level of Service with No Project**

Source: San Benito Route 156 Improvement Project Final



### State Route 129

As a two-lane conventional highway, SR 129 extends from Santa Cruz County into the northwestern portion of the County connecting to U.S 101 approximately 2.6 miles from the Santa Cruz/San Benito County Line. It provides access from SR 1, in Santa Cruz County to U.S. 101 for truck traffic generated by food processing plants in the Watsonville area and a sand and gravel quarry in southeastern Santa Cruz County. The route also serves agricultural production areas used by farm equipment and slow-moving trucks carrying farm produce. SR 129 provides access to Santa Cruz and Monterey County beaches.

Truck traffic originating from Santa Cruz County on SR 129 impacts San Juan Highway and San Justo Road, both of which are narrow two lane roads ill-equipped to handle heavy loads and large vehicles. Agricultural-related businesses located on San Juan Highway are generating much of this truck traffic, which impact the county's roads as trucks move through the area toward SR 156. In addition, Anzar High School, which is also located on San Juan Highway, generates motor vehicle traffic in the area during school hours. The route concept for SR 129 is a two-lane conventional highway with passing lanes where appropriate. The highest percent of trucks on the corridor was at the junction of U.S. 101 and Route 129 in San Benito County where 27.8 percent of all traffic was a truck.

### State Route 146

SR 146, in San Benito County is a two-lane conventional highway used primarily to provide access from SR 25 to Pinnacles National Park. Caltrans classifies this route as a minor arterial. San Benito County has designated the route as a local Scenic Highway and the corridor has been identified as eligible for inclusion in the California Scenic Highway Program. SR 146 is expected to accommodate anticipated growth through the long-term 2040 forecast without major capacity improvements. The route concept for SR 146 is to maintain the corridor as a two-lane conventional highway. Caltrans is in the process of relinquishing SR 146 to the National Park Service.

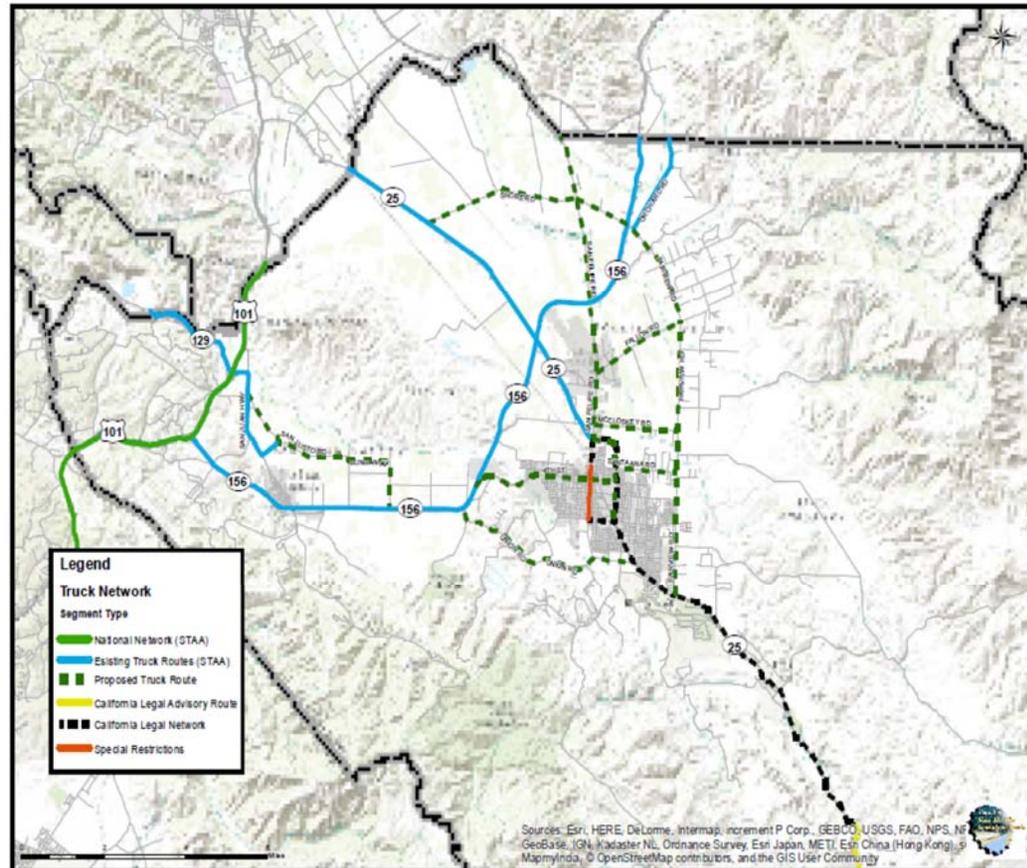
## SURFACE TRANSPORTATION ASSISTANCE ACT (STAA) TRUCK ROUTES

The highway system plays an integral part of the economy, providing households with access to jobs, education, markets and recreation activities and allowing business to conduct transactions. The federal and state highway systems are also central to the distribution of goods throughout the region.

Figure 4-9 illustrates the existing and proposed truck route network for the San Benito region. Trucks and commercial vehicles provide goods and essential services to residents every day.

Supporting Surface Transportation Assistance Act (STAA) truck routes helps provide adequate access, limited service interruptions, and congestion alleviation that bolster State and local economies.

In addition to the highway system, there is an extensive network of local roads that are maintained by the County of San Benito, City of Hollister and the City of San Juan Bautista, which are described in the following section.



**Figure 4-9: San Benito Existing and Proposed STAA Networks**  
Source: Council of Governments and California Department of Transportation

## LOCAL STREETS AND ROADWAYS

*The overall county-wide funding need for new local roads, rehabilitation and maintenance of the existing network exceeds \$584<sup>6</sup> million over the next 22-years.*

Local roadways are the backbone of the San Benito region’s economic well-being, they facilitate the movement of people and goods. The San Benito region’s network includes numerous county roads and city streets. The local network of roads that are maintained by the County of San Benito, and the Cities of Hollister and San Juan Bautista total 561.89 centerline miles Figure 4-10<sup>7</sup>.

San Benito local roads have seen an increase in traffic due to significant growth in the late 1990’s. Traffic congestion on rural roads in northern San Benito County has created delays at rural intersections. Within Hollister, many local and collector streets are being used for through travel.

Particularly, the regional highway system approaches capacity at peak times, traffic sets into secondary rural roads that are not equipped or designed to accommodate high volumes of commuter traffic.

Progressively, local streets and roads are moving towards a ‘Complete Streets’ approach – focusing on the movement of people, including non-drivers of all ages and abilities, and the variety of travel modes they may use.

San Benito County	•454.53 miles
City of Hollister	•98.59 miles
San Juan Bautista	•8.77 miles

Figure 4-10 Local Roads by San Benito County Jurisdiction  
Source: Caltrans, 2015 Public Road Data

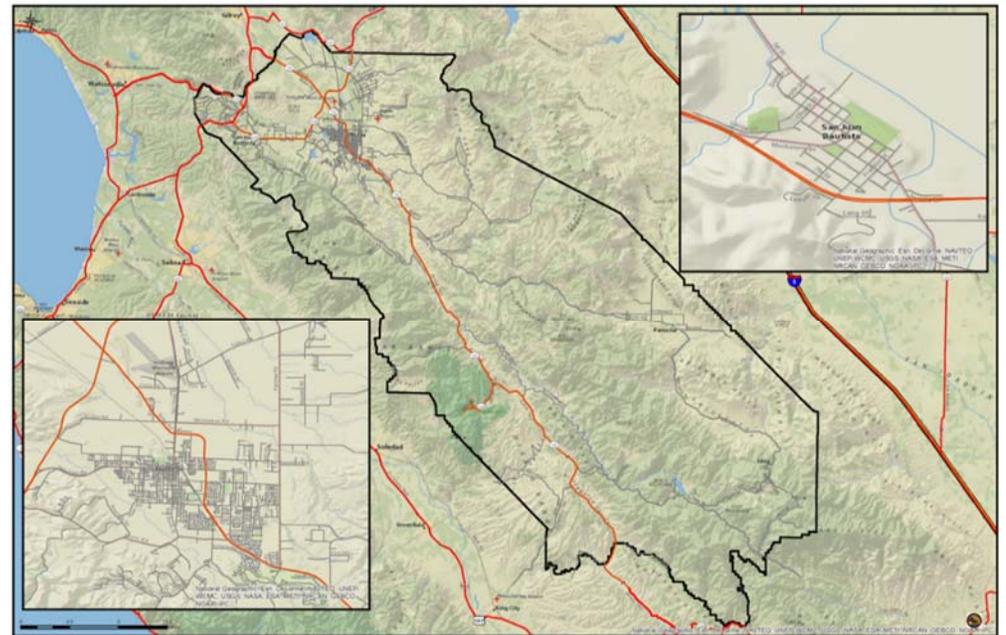


Figure 4-11 San Benito Regional Roadway Network  
Source: San Benito County

<sup>6</sup> Includes all roadway needs: construction of new local roads, rehabilitation and maintenance of the existing network

<sup>7</sup> Source: Caltrans, 2015 Public Road Data

Local jurisdictions classify these facilities according to their function into one of following categories described below.

### Arterials

Within urbanized areas, arterials provide access to major activity centers and accommodate pedestrian and bicycle use. Arterials usually have relatively high traffic volumes and travel speeds. Arterial streets have limited parking opportunities or parking is prohibited altogether.



### Collectors

The collector street and road system primarily provides for vehicular, pedestrian, and bicycle movement between sub-areas within residential, commercial, and industrial neighborhoods.



Collector streets and roads usually have moderate traffic volumes and travel speeds, consistent with a moderate level of pedestrian and bicycle use. Collector streets typically have limited on-street parking opportunities.

### Local Roads

The local street and road system primarily provides for vehicular, pedestrian, and bicycle movement. Moderate to high traffic volumes and low travel speeds are consistent with the highest level of pedestrian and bicycle use. Main streets have ample on-street parking opportunities for commercial use.

### Private Roads

Private roads provide access from public roads to properties otherwise unconnected to the public road system. Private roads are also found in multi-family or condominium development projects. Usually, local jurisdictions require new private roads to meet the same standards as public roads, but in many cases older facilities do not meet minimum public standards. Private roads usually have low traffic volumes and travel speeds, and pedestrian and bicycling facilities are often missing.

## REGABILITATION AND MAINTENANCE, PAVEMENT CONDITIONS

San Benito region’s network of roads is crumbling under the weight of decades of underinvestment due to funding deficiencies.

In 2016, the California Statewide Needs Assessment Project surveyed California’s 58 counties and 482 cities on the condition of local streets and roads infrastructure. It collected data on the amount and type of funding used to support the needs of pavement, essential component needs, and bridges.

According to the California Statewide Needs Assessment Project, on a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) has deteriorated from 66 to 65 (“at risk” category) between 2014 and 2016. Moreover, 52 of 58 counties are either at risk or have “poor” pavements.

As shown in Figure 4-12, the San Benito region ranked one of seven counties in the State of California to have an average pavement condition is less than 49, significantly worse than the statewide average.<sup>8</sup> The countywide average pavement condition index in San Benito is 46.

The San Benito region has a combined pavement rehabilitation and maintenance need of over \$350 million. Figure 4-13 illustrates San Benito’s financial need when compared to the needs of the rest of the State of California.



Figure 4-12 Pavement Conditions Index  
Source: Statewide Needs Assessment, 2016

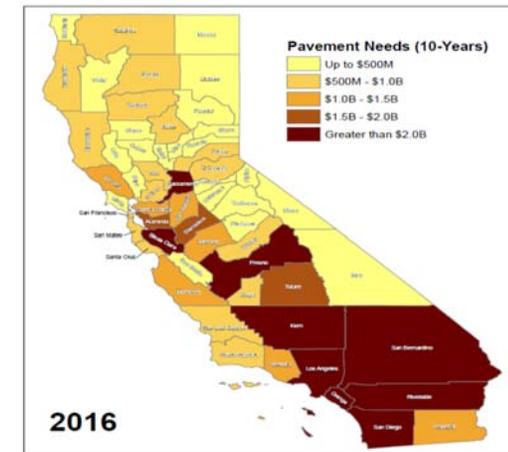
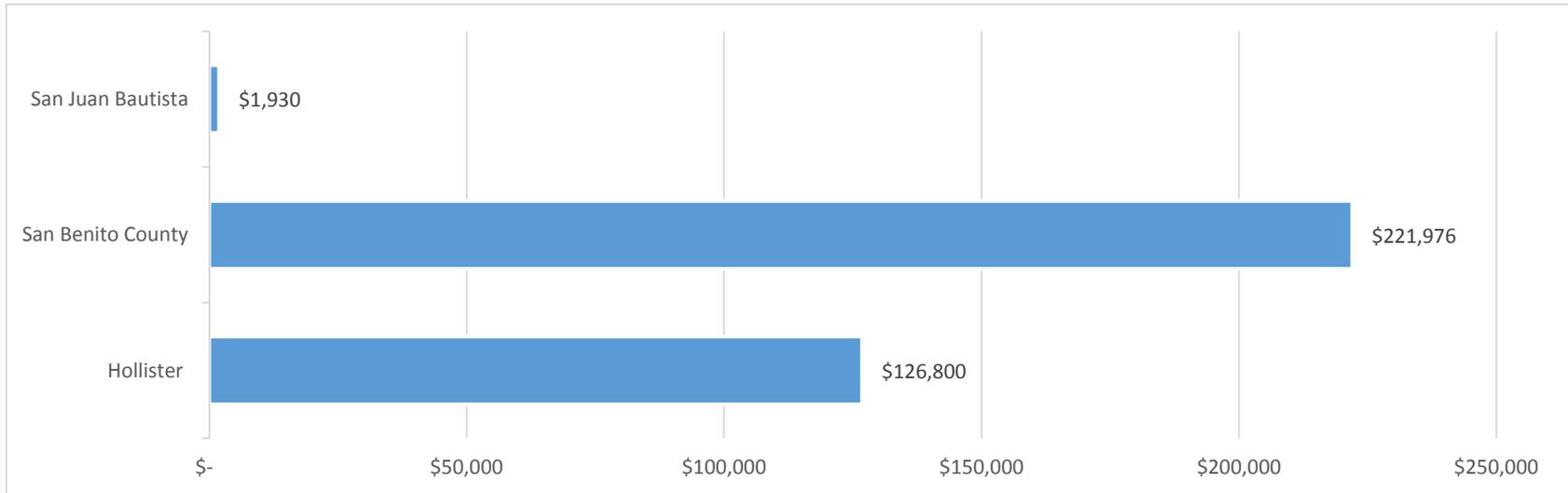


Figure 4-13 Pavement Conditions Index  
Source: Statewide Needs Assessment, 2016

<sup>8</sup> 2016 California Statewide Needs Assessment Project

The breakdown of existing roadway rehabilitation and maintenance needs by San Benito jurisdiction is illustrated in Figure 4-14. The City of San Juan Bautista’s maintenance needs totals \$1.9 million over the next 22-years and is fully funded as discussed in the next chapter. The maintenance needs for the County of San Benito jurisdiction totals \$221 million over the same 22-year timeframe. The City of Hollister’s maintenance need exceeds \$126 million.



**Figure 4-14, 22-Year Pavement Rehabilitation and Maintenance Needs (000s)**

*Source: City of Hollister, City of San Juan Bautista and County of San Benito*

The shortage of funding in the County and City of Hollister has significantly impacted the ability to provide adequate rehabilitation and maintenance of the existing roadway system, which also impacts the overall multi-modal transportation system. The Regional Transportation Plan’s approach to addressing the San Benito region’s local road rehabilitation and maintenance needs are address in Chapter 6: Investments in Our Transportation Future.

## ACTIVE TRANSPORTATION

*The overall funding need for the San Benito regional bicycle and pedestrian system exceeds \$31 million over the next 22-years.* Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling.

## PUBLIC HEALTH BENEFITS

The benefits of Active Transportation have significant co-benefits for health. Projects such as bikeways or streetscape features encourage public health by developing active communities, resulting in lower healthcare costs. More recently the understanding of the relationship of transportation and health has been expanding to include a much broader range of community needs. One fundamental example is the way in which transportation can encourage physical activity, such as walking and biking, often referred to as active transportation. There is a demonstrated relationship between increased physical activity and a wide range of health benefits. Especially, considering that on a national, state and local level, people are leading increasingly sedentary lives.

According to the 2011-2012 California Health Interview Survey (CHIS), only 18.2% of children in San Benito County age 5-17 reported engaging in regular physical activity in the last week (with a State rate of 20.8%) and 25.3% of adults engaged in regular walking in the past week (with a State rate of 33.3%). Lack of physical activity among young people, adults, and seniors is an increasing problem from a public health perspective. The 2011-2012 CHIS found that 57.9% of children in San Benito County age 12-17 were overweight or obese (with a State rate of 32.4%) and 41.2% of adults are obese (with a State rate of 24.8%). The survey also found that 29.2% of adults reported having fair to poor health (with a State rate of 19.4%), 17.5% have been diagnosed with diabetes (with a State rate of 8.4%), and 32.3% have been diagnosed with high blood pressure (with a State rate of 27.3%). Over the years, the Council of Governments has made strides to make active transportation a fundamental part of the overall transportation system in San Benito County.



Figure 4-15, Healthy San Benito Initiative Report Priority Outcomes, 2014

Source: San Benito County Health & Human Services Agency

## ACTIVE TRANSPORTATION PLANNING

Improving transportation infrastructure in ways that encourages walking and cycling is one of several effective ways to improve physical activity, decrease traffic collisions, and improve one’s health status. But, transportation planning also has a tremendous impact on community health, safety, and neighborhood cohesion. For instance, health-focused transportation plans can help reduce the rate of injuries and fatalities from collisions. Some research suggests that there is a multiplier effect: when streets are designed to safely accommodate walking and biking, more people do so, and as more people walk and bike the rate of collisions actually goes down as pedestrians and bicyclists become more visible to motorists.

In addition, more people out walking and biking in a neighborhood has an important public safety benefit, as it means there are more “eyes on the street” to deter criminal activity. Taking this a step further, studies have shown that people who live in neighborhoods with less traffic and higher rates of walking, bicycling, and transit use know more of their neighbors, visit their neighbor’s homes more often, and are less fearful of their neighbors. When streets are inhospitable to pedestrians and bicyclists, residents don’t feel safe walking or biking to nearby transit and their ability to access regional educational and employment opportunities is hampered. In short, improving traffic safety results in better public health beyond simply reduced injuries and fatalities.

In May 2009, the Council of Governments adopted the San Benito County Bikeway and Pedestrian Master Plan. The Plan provides a blueprint for making active transportation an integral part of the daily life in the San Benito region. The Plan proposes 140.16 miles of designated trails, lanes, and routes that can be used to conveniently access major employers, shopping centers, and schools throughout the San Benito region. The goals of the Bikeway and Pedestrian Plan are consistent with the system goals of the Regional Transportation Plan. The San Benito County Bikeway and Pedestrian Master Plan is significantly important when nearly 33% of the San Benito Countywide population is under the age of 18 and generally would not have access to a vehicle for personal use.<sup>9</sup>

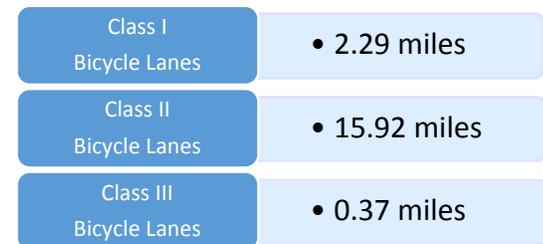


Figure 4-16 Bicycle Lanes in San Benito County

Source: San Benito Bikeway & Pedestrian Master Plan

The San Benito region is also making local strides to include bicycle and pedestrian facilities in all roadway projects, when feasible.

<sup>9</sup> City of Hollister Downtown Strategic Plan, 2007

The California Department of Transportation (Caltrans) also recently, in 2017, developed the first statewide policy-plan, Towards an Active California: State Bicycle and Pedestrian Plan, to support Active Transportation travel by bicyclists and pedestrians through objectives, strategies, and actions. This direction continues support for the recent trend of increasing bicycle and pedestrian travel in the state and strengthens the connection between transportation, environmental sustainability, and public health.

### **BICYCLING FACILITIES**

Like many rural communities throughout the United States the San Benito region is experiencing resurgence in bicycling as a means of transportation. The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, energy-efficient, versatile, healthy, and fun. Bicycles offer low-cost mobility to the non-driving public and offer recreational activity for people of all ages. Recent national and local surveys find that more people are willing to bicycle more frequently if better facilities are available.

As illustrated in Figure 4-16, the bicycle network in the San Benito region is modest and consists of 13.21 miles. There are approximately 2 miles of Class I bike lanes and 15 miles of Class II. Existing Class I bike lanes often parallel arterial roadways. Existing Class II bike lanes are on urban roadways, often on arterial streets. There are no existing Class IV bike routes in the region. Figure 4-17 illustrates examples of the primary bike lane classifications. Figure 4-18 depicts the current and proposed bicycle lanes.

Progress is being made at the local level to incorporate active transportation supportive facilities in a proactive manner as opposed to reactive. As development occurs, future bicycle connections are being incorporated as part of roadway network in an effort to integrate Complete Street concepts. The Complete Streets movement aims to develop integrated, connected networks of streets that are safe and accessible for all people, regardless of age, ability, income, ethnicity, or chosen mode of travel. Complete Streets makes active transportation, such as walking and bicycling convenient and economically viable as well as provide increased access to employment centers, commerce, and educational institutions.

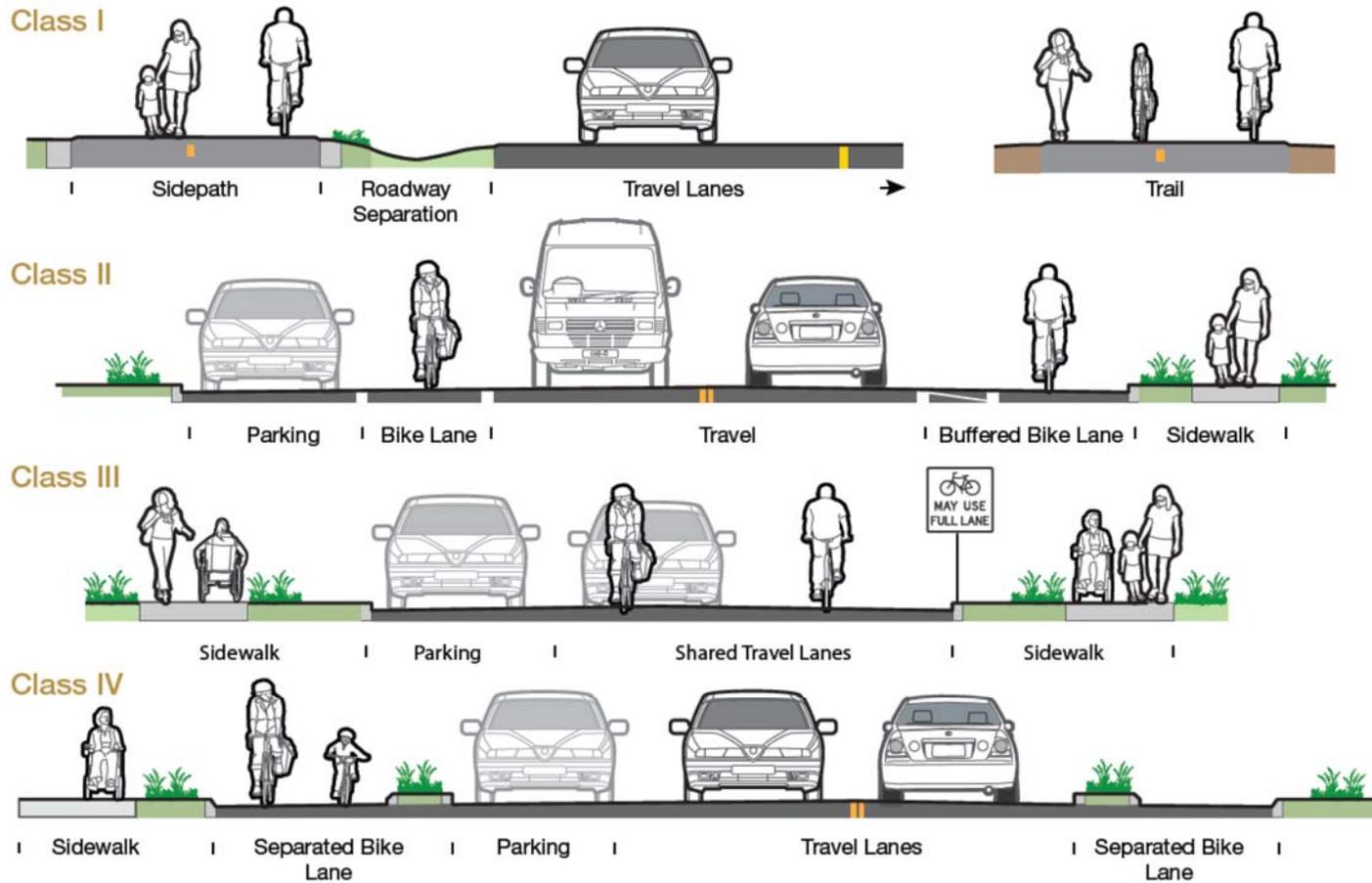


Figure 4-17 Caltrans Bicycle Facility Classifications  
 Source: California Bicycle and Pedestrian Plan, 2017

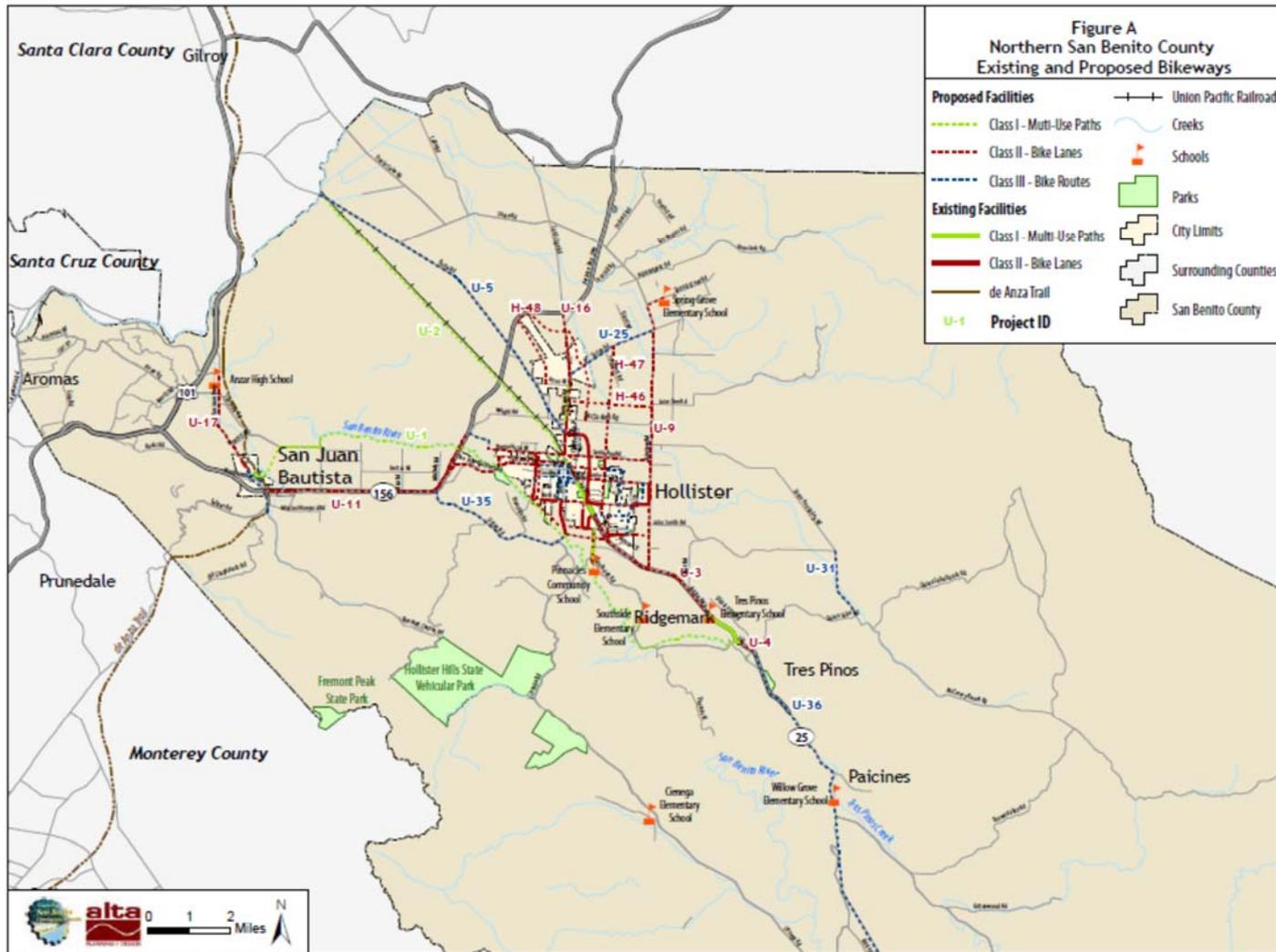


Figure 4-18 San Benito County Existing and Proposed Bikeways  
 Source: 2009 San Benito County Bikeways and Pedestrian Master Plan



Figure 4-19 City of Hollister Existing and Proposed Bikeways  
 Source: 2009 San Benito County Bikeways and Pedestrian Master Plan

## BICYCLE SAFETY EDUCATION PROGRAMS

Education is an important element for increasing bicycling while also improving safety. There is a need for proper education of both youth and adult bicyclists and motorists.

San Benito County Safe Routes to School efforts aim to improve the health of kids and the community by making walking and bicycling to and from school safer, easier, and more enjoyable. Safe Routes to Schools uses education and incentives to encourage walking or riding a bicycle to and from school.

The Council of Governments has made great efforts to encourage walking and bicycling within the San Benito region. Specifically, by implementing various Safe Routes to School focus programs and projects, including:

- Suggested Safe Routes to School Brochures - Bilingual handouts for various schools in Hollister that outline the best suggested routes to and from school.
- Safe Routes to Schools Program –Implementation Plan on improving facilities and encouraging walking and bicycling at R.O. Hardin and Calaveras Schools in Hollister.
- Bike-to-School Day - Free breakfast, peer support, and prizes. By encouraging students to safely ride to and from school, the event strives to reduce childhood obesity, traffic at school sites, and greenhouse gas emissions, and encourage long term bicycling habits.
- Helmet Fitting Program - The Council of Governments partners with the Safe Kids Coalition of San Benito County to distribute free helmets and educate children of all ages on the importance of wearing a helmet correctly, and at all times, while riding a bicycle, skateboard or scooter.
- The Council of Governments also serves as a member of the Safe Kids Coalition of San Benito County, whose mission is to prevent accidental death and injury to children ages 18 years and under, accomplished through the collaborative efforts of community partners.



Figure 4-20, COG Staff as Members of the Safe Kids Coalition Conducting Helmet Fittings

Source: Council of Governments

## PEDESTRIAN FACILITIES

Complete Streets recognize that people who travel by foot are legitimate users of the transportation system and equally deserving of safe facilities to accommodate their travel. Sidewalks can minimize the dangers of weather conditions, tripping hazards, and public health concerns. Sidewalks elevate the individual from storm and stagnant waters along roadways that can collect debris or bacteria. There are numerous places within the San Benito region where sidewalks do not exist or end abruptly, resulting in a discontinuous network. Areas without walkways may force pedestrians to walk along the edge of the roadway or may cause pedestrians to cross at undesignated crossing locations.

Sidewalks are now required for new residential, commercial and industrial parks development. Priority locations for sidewalks were identified as part of the Council of Governments' Bicycle and Pedestrian Master Plan, Figure 4-20.

Encouraging active transportation, such as bicycling and walking, in turn, helps achieve healthy communities. These programs employ a powerful public health framework for creating healthier environments.

The Council of Governments, its local jurisdictions and partner agencies recognize that making the healthy choice the easy choice is a sure route to success in promoting healthier behavior.

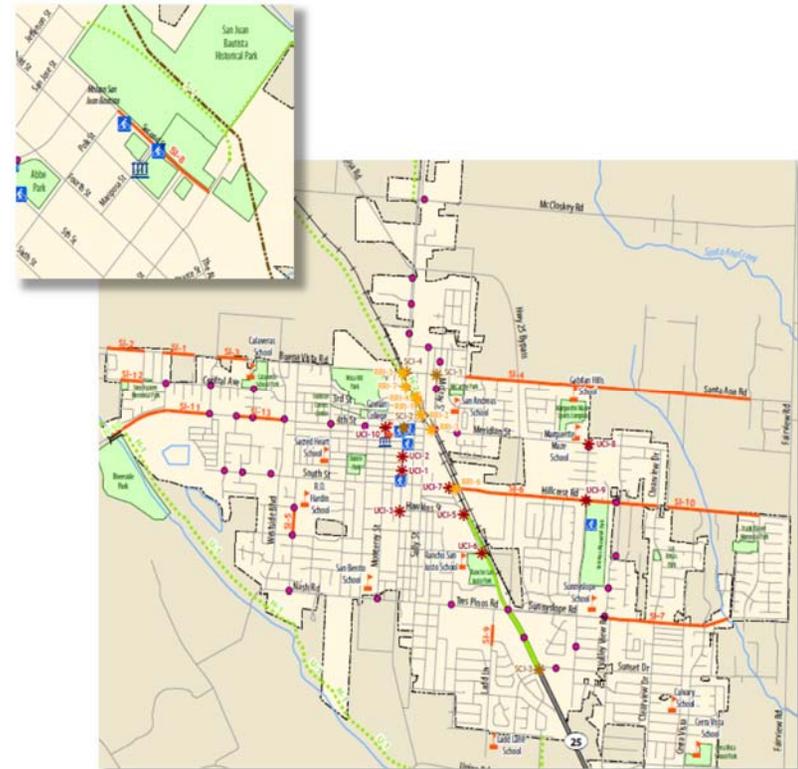


Figure 4-21, Sidewalk Gaps, Hollister and San Juan Bautista  
Source: 2009 San Benito County Bikeways and Pedestrian Master

## BICYCLE AND PEDESTRIAN FUNDING STRATEGIES

Steps have also been taken towards improving residents' quality of life, which create a more sustainable environment by reducing traffic congestion, air pollution from vehicle exhaust emissions, noise, and energy consumption. The Council of Governments has also actively sought grant opportunities to meet the funding shortfall for the bikeway and pedestrian network. Past grants have included:

- Active Transportation Program grant application consisted of collaboration and support of the City of Hollister's application for construction of the West Gateway Project, which was awarded in 2017
- Community Based Transportation Planning Grant funded the San Benito County Bikeway and Pedestrian Master Plan
- Bicycle Transportation Account and Safe Routes to School Grant funded the construction of the San Juan Highway Bike Lanes Project. These grant programs were consolidated into the Active Transportation Program (ATP)
- Monterey Bay Area Unified Air Pollution Control District's AB2766 Vehicle Emissions Reduction Grant Program funded the construction of the Southside Road Bike Lanes Project
- Silicon Valley Health Trust Grant funded the Safe Routes to School Implementation Plan for R.O. Hardin and Calaveras Schools

Identification of new strategies will play a vital role in moving the region towards a more cohesive multi-modal network.

## PUBLIC TRANSIT SYSTEM

*The overall funding need for the San Benito regional transit system exceeds \$66 million over the next 22-years.* San Benito County's transit system includes an extensive network of services and options providing a viable alternative to auto travel.

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

As an ongoing effort to coordinate public transportation services and resources in the San Benito region, AMBAG in partnership with the Authority and other regional transit agencies developed a comprehensive strategy for public transportation service.

The Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan identifies the current transit needs of individuals with disabilities, older adults, and individuals with limited incomes, and outlines strategies for meeting these needs. The Coordinated Plan can be found on the AMBAG website, [www.AMBAG.org](http://www.AMBAG.org).

The Plan supports transit as an essential service needed by many community members to maintain a minimum standard of living. It also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes.

Adequate transit service for older and disabled citizens and for coordinated social services transportation is an additional service goal which ties strongly to community access and quality of life issues. This specialized transportation service will expand over the life of the Plan to accommodate an anticipated significant increase in older age adults who continue to value mobility, but seek options to the automobile.



**Figure 4-22 County Express Riders**

Source: Council of San Benito County Governments

## COMMUNITY DEMOGRAPHICS

Transit services provided by County Express and Specialized Transportation Services are vital to the mobility of the County's residents. These two public transit services allow dependent residents, such as seniors and youth, to make lifeline trips, such as: transportation to medical services, social services and education.

The Area Agency on Aging for San Benito and Santa Cruz Counties reported that in 2016 the population over the age of 60 in the San Benito region, increased by 20.5% since 2011. Notably, seniors 65+ are the fastest growing age group in California and the United States.

Of the people currently living in the San Benito region, up to 43% of the population may merit special transportation services because of their potential inability to drive due to age, disability, or income status.

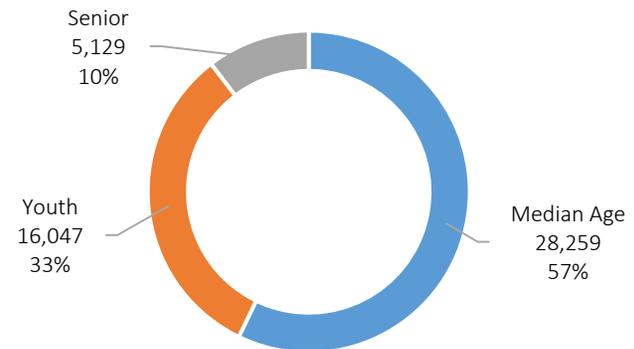
Based on the U.S. Census estimates, of the total population in the region 8.2% has one or more disabilities, 10% of the population are seniors, and nearly 13% are considered low-income. Another transit dependent group are the youth demographic. In the San Benito region, one-third (33%) of its residents are under the age of 19, as illustrated in Figure 4-23.

Given this information, it is crucial to continue to operate a transit system that meets the needs of those who are most dependent on the systems as their primary mode of travel.



**Figure 4-23 Clients of Specialized Transportation Services**

Source: Council of San Benito County Governments



**Figure 4-24 Age Groups in the San Benito Region**

Source: US Census, 2010

## OVERVIEW OF THE TRANSIT SYSTEM

### County Express

The County Express system currently provides three fixed routes in the City of Hollister, complementary Americans with Disabilities Act Paratransit service, Intercounty service to Gilroy in Santa Clara County, and a general public Dial-A-Ride. As of August 2017, the County Express fleet included 20 vehicles. All vehicles are ADA compliant and equipped with wheelchair lifts/ramps and bicycle racks. The Local Transportation Authority contracts with a private operator for management, dispatchers, trainers, and drivers of its County Express transit service.

### Fixed-Route

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

### Dial-A-Ride

County Express transit system provides Dial-a-Ride service to parts of northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, Monday through Friday from 6:00 a.m. to 6:00 p.m. where and when Fixed Route is not available, and on weekends 9:00 a.m. to 3:00 p.m. Reservations for the Dial-A-Ride may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

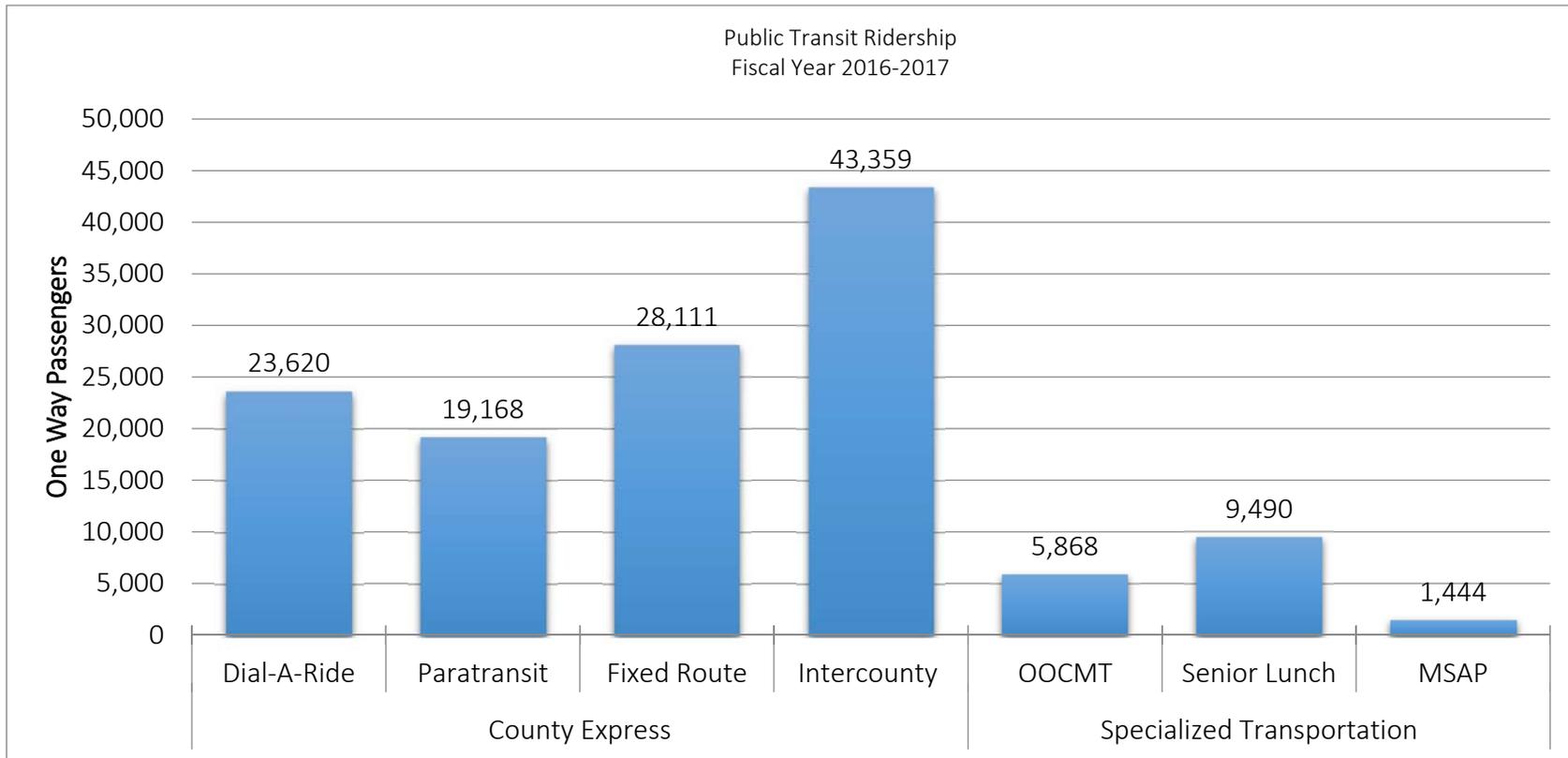
### Paratransit

Complementary Americans with Disabilities Act Paratransit service is available for residents and visitors who are eligible for the service as determined by the Authority. The service is for individuals who are not able to access Fixed Route due to a physical or cognitive disability and have trips that begin or end in a location less than  $\frac{3}{4}$  mile from a Fixed Route bus stop. Reservations for the Paratransit service may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

### Intercounty

County Express' Intercounty routes provide connections from the Cities of Hollister and San Juan Bautista to the City of Gilroy. There is daily weekday service to Gavilan College and the Caltrain station and weekend service to the Greyhound station in Gilroy. The weekday shuttle service to Gavilan College is from 6:55 a.m. to 6:15 p.m. with a limited schedule when school is not in session. There are three early morning and four evening runs to the Gilroy Caltrain station for connections to Caltrain and Valley Transportation Authority bus services. Service to the Greyhound station operates on Saturday and Sunday from 7:35 a.m. to 6:00 p.m.

Figure 4-24 below illustrates the public transit system-wide ridership numbers for fiscal year 2016-2017.



**Figure 4-25 Fiscal Year 2016/2017 Public Transit Ridership**

OOCMT – Out-of-County Non-Emergency Medical Transportation

MSAP – Medical-Shopping Assistance Program

Source: San Benito County Local Transportation Authority

### Specialized Transportation Services

According to the 2010 U.S. Census, 10 percent of the total county population is aged 65 or older.<sup>10</sup> Many of these elderly individuals and persons with disabilities require specialized transportation services to travel to medical appointments, shop, and visit recreation centers.

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

Public transit needs in the San Benito region have increased, causing a surge in local Unmet Transit Needs. In 2009, the State of California eliminated Proposition 42 State Transit Assistance Increment (STA) funds from the Transportation Development Act due to State budget constraints. As a result, the Authority had to make significant reductions to its transit services and increase fares. At the 2017 Unmet Transit Needs hearing, the Social Services Transportation Advisory Council found that the lack of mid-day Fixed Route service was an unmet transit need that was not reasonable to meet due to funding constraints.

Although it has been an ongoing issue that needs far exceed funding, some relief is anticipated soon with the Authority annually receiving additional State Transit Assistance funding from Senate Bill 1, Road Repair and Accountability Act of 2017 which may be used to fund additional service.



**Figure 4-26 Specialized Transportation Services Driver**

Source: Jovenes de Antaño

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<sup>10</sup> U.S. Census, San Benito County

In order to meet public demand, the Authority is always looking toward generating revenue through various grants to help fund transit. Some examples of past services that were funded through grants to the Authority include:

- Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study
- Expansion of Intercounty Services
- Transit Internship Program
- Transit Design Guidelines
- Short-Range and Long-Range Transit Plan
- Bus Stop Improvement Plan
- Intelligent Transportation Systems Plan
- Various vehicle, bus stop, and infrastructure projects

Although the Authority has been successful in receiving grants, these types of funds are unstable in nature. Grants are typically highly competitive and last only for a few years. While these grants are helpful, they are not guaranteed nor consistently funded. Therefore, these grants do not provide a sustainable and/or reliable source of funding needed for planning activities or maintaining service levels.

## TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

*The overall funding need for the Transportation System Management and Transportation Demand Management exceed \$10 million over the next 22-years.*

### TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) strategies increase the efficiency of the existing transportation system and reduce the need for costly system expansion. Transportation System Management strategies often use Intelligent Transportation System technologies. These measures include signal synchronization, ramp metering, “at-speed” truck scales “weight in motion”, and 511 traveler information systems. Strategic application of Intelligent Transportation System technology on our transportation system can increase system productivity by as much as 5%.

The California Department of Transportation (Caltrans) implemented a statewide effort to develop Corridor System Management Plans for corridors funded under the Corridor Mobility Improvement Account. This integration of transportation planning and operations seeks to maintain over the long term, through identification of multimodal, operational, and minor capacity enhancements, the mobility benefits gained from major corridor projects.

Another form of Transportation System Management is Intelligent Transportation Systems, which involve the use of advanced computer, electronic, and communication technologies to increase the safety and efficiency of the entire surface transportation system. In 2000, the Central Coast Coordinating Group, which is composed of various transportation agencies in the Monterey Bay Area, coordinated with Caltrans to develop the Central Coast Intelligent Transportation Systems Implementation Plan. The short and long range projects will help local agencies develop new products that will help each agency to better implement, operate, and maintain their Intelligent Transportation Systems projects. The Regional Transportation Plan is consistent with the regional performance architecture plan.

The San Benito County region continues to implement Intelligent Transportation Systems application in various transportation projects when feasible.

**How can Intelligent Transportation Systems (ITS) help?**  
As transportation funds become more limited and travel demands increase, we need to find ways of maximizing the use of our existing transportation systems. Efficiently use our initial transportation investment.

The Central Coast Intelligent Transportation Systems Implementation Plan included various projects, such as:

- Traffic signal control (signal timing, synchronization, and central control)
- Interactive traveler information systems (internet websites, kiosks, telephone call-in systems, APPS)
- Smart Motorist Aid Call Boxes

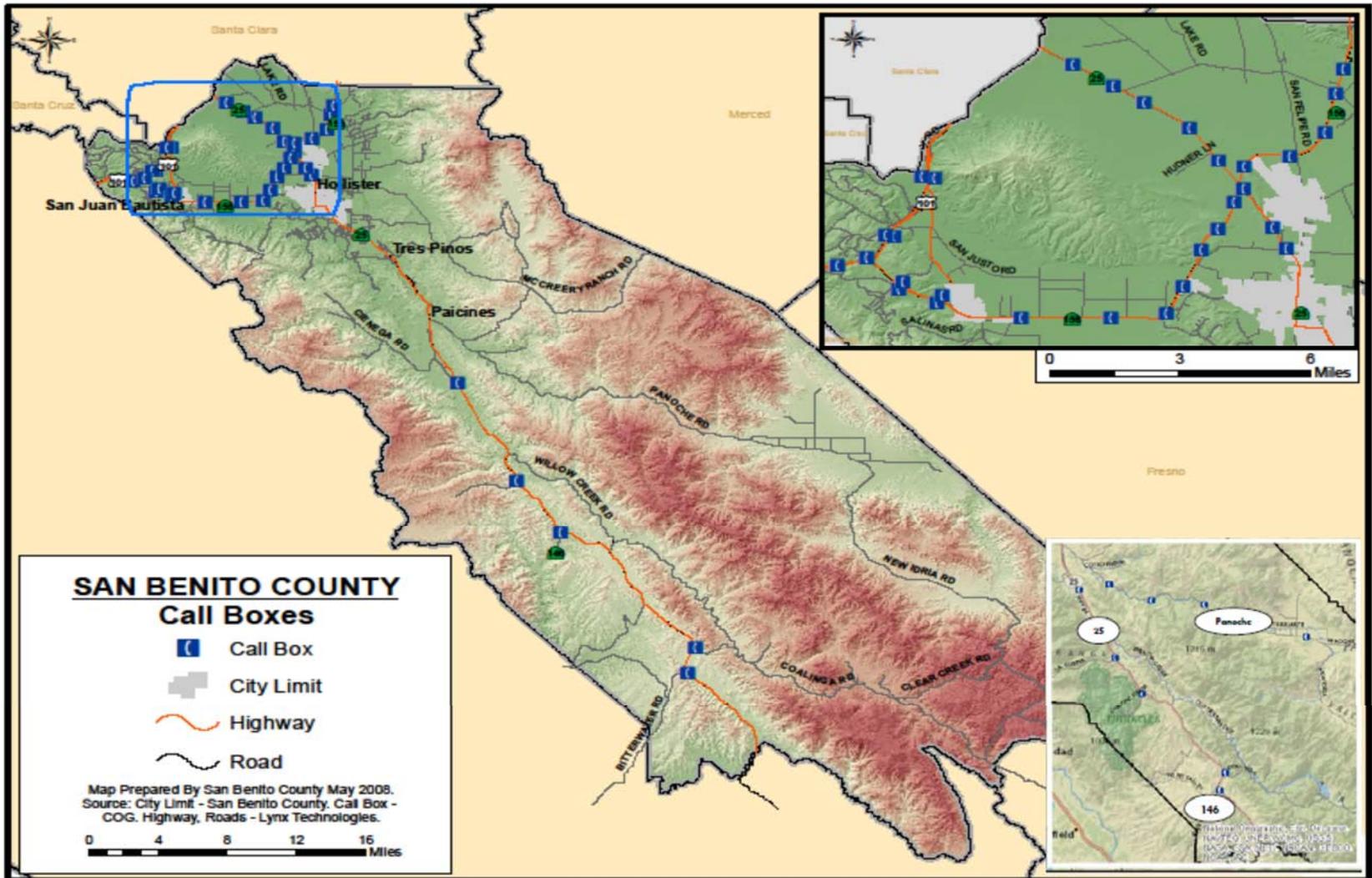
Call boxes help motorists in distress by providing a direct connection to a California Highway Patrol communications center. The motorist-aid system operates along major roadways throughout the State. The programs are administered at the county level by local Service Authorities for Freeways and Expressways (SAFEs).

In 1998, the Council of Governments established the San Benito County Service Authority for Freeways and Expressways (SAFE) to administer the \$1 vehicle registration fee collected by the Department of Motor Vehicles for maintaining an Emergency Call Box Program in San Benito County. San Benito SAFE currently maintains 40 call boxes in region, Figure 4-27 and 4-28.

Call box usage in San Benito County has remained steady over the past few years. Call box usage trends for the year typically show a decrease in calls during the winter months as people tend to travel less. Although cell phone usage is becoming more prevalent, it is still important to maintain this program because of the rural nature of San Benito County as there are areas with little to no cell phone service. Most recently, San Benito SAFE installed four call boxes in south San Benito County at the request of the California Department of Forestry due to the lack of cell service in the area.



Figure 4-27 Call Box Locations  
Source: San Benito SAFE



4-28 Map of Call Box Locations in San Benito County  
 Source: San Benito County Service Authority for Freeways and Expressways

### **TRANSPORATION DEMAND MANAGEMENT (TDM)**

Transportation Demand Management or TDM refers to policies and strategies that aim to reduce travel demand, particularly single occupant vehicles, or to redistribute that demand to off-peak times. Reducing the demand for single occupant vehicle trips and shifting those trips to carpools, bicycles, pedestrians, and transit trips are ways to reduce congestion and make more efficient use of the existing transportation system.

### **PARK-AND-RIDE LOTS**

San Benito County currently has two park-and-ride lots serving area commuters. One location is at the intersection of U.S. 101 and SR 156 near Searle Road. The other location is in Hollister at the intersection of Hillcrest Road and Memorial Drive; this location also serves as a County Express transfer point for commuter transit service to Gilroy.

### **RIDESHARING**

The Council of Governments has provided ridesharing services to San Benito County residents since 1987. The goal of the Rideshare Program is to help commuters traveling to or from San Benito County use alternatives to driving alone. The Rideshare Program helps improve air quality by encouraging shared vehicle use, and the use of other modes of transportation as alternatives to the single-occupant vehicle.

As a resource to commuters, San Benito Rideshare partners with the Bay Area's Metropolitan Transportation Commission (MTC) for use of its 511 Ridematch Database. The database contains registered individuals in the region that use carpool and vanpool ride matching services. After registering in the 511 database, registrants can see if there are others with a similar commute. If schedules align, a carpool can be formed; if there are a large number of people commuting to the same location, a vanpool could be formed.

### **REGIONAL VANPOOL PROGRAM**

The Council of Governments administers a commuter Vanpool Program, which is designed to help residents save money to reduce traffic congestion, and to make the commute to/from work more pleasant by providing affordable shared transportation. The Vanpool Program fleet consists of four 15-passenger vehicles that are leased to commuters traveling to and from San Benito County.

## CALVANS

CalVans is a state-wide Vanpool Program that includes vanpools tailored to meet the needs of commuters, plus some vans especially designed for farm workers. CalVans is sponsored by the California Vanpool Authority.

## COMMUTER RAIL SERVICE

Although there is no direct commuter rail service from San Benito County to Santa Clara County, County Express provides Intercounty shuttle service to connect commuters to Caltrain services available in Gilroy. The California High Speed Rail Authority has a planned route that is proposed to go through northern San Benito County as it connects the Bay Area with the Central Valley and Los Angeles. Although there is no planned stop within San Benito County, one stop is anticipated in Gilroy. The primary rail line in San Benito County is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero Creek in Santa Clara County.

In 2018, the Council of Governments and the Local Transportation Authority were awarded a Caltrans Senate Bill 1 Sustainable Communities Transportation Planning Grant to develop the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor. The Analysis will include stakeholder participation, feasibility analysis of public transit network expansion projects, implementation strategies, project cost estimates, and the identification of potential funding strategies and sources. State Route 25 in northern San Benito County is highly congested during commute hours due to the many residents commuting into Santa Clara County. There is a need to identify feasible public transit projects increasing ridership, lowering vehicle miles traveled, reducing emissions, lessening commute times, providing greater economic opportunity, and increasing access between affordable housing in San Benito County and job centers in Silicon Valley. For this reason, an in-depth analysis identifying opportunities to expand the public transit network providing alternatives to driving along the corridor will be completed. The study will commence in 2018.

## SCHOOL BUS TRANSPORTATION

San Benito County has 11 public school districts, 7 private schools and 4 special-purpose schools. The four school districts that provide bus service for their students are Aromas-San Juan Unified, Hollister, North County Joint Union, and San Benito High School. School bus service is open only to students who live within a specific distance from the school or have a disability.

## OTHER REGIONAL TRANSPORTATION PROGRAMS

*The overall funding need for the “other” category of projects exceeds \$68 million over the next 22-years.*

### AVIATION SERVICES AND GROUND ACCESS

San Benito County has one public airport (Hollister Municipal Airport), one public/private airport (Frazier Lake Airpark), and several private landing strips throughout the County.

In San Benito County, agricultural producers, fire fighters, and emergency medical services all depend on the use of the local airports for various purposes. Private aircraft users also use these aviation facilities for commercial and recreational uses. The land uses surrounding the Hollister Municipal Airport are varied and include open space, agricultural uses, and industrial/commercial development.

In order to promote compatibility between the land uses surrounding the Hollister Municipal Airport and Frazier Lake Airpark, the San Benito County Airport Land Use Commission guides itself by the Hollister Municipal Airport Land Use Compatibility Plan and the Frazier Lake Airpark Comprehensive Land Use Plan, respectively. The Compatibility Plan and the Comprehensive Land Use Plan seek to protect the public from the adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to keep aircraft operational areas free from obstructions or activities that may impact aircraft navigation. The San Benito County Airport Land Use Commission is made of members of the Council of San Benito County Governments Board of Directors.



Figure 4-29 Hollister Municipal Airport

Source: Hollister Municipal Airport Master Plan

## Hollister Municipal Airport

The Hollister Municipal Airport is located approximately two miles north of Hollister adjacent to SR 156 and is owned and operated by the City of Hollister. The Management Services Director is responsible for the operation, maintenance, and management of the airport. A seven-member Airport Advisory Commission provides recommendations on the policies and long-range plans for the Hollister Municipal Airport to the City Council.



The facility is a general aviation airport and is included in the National Plan of Integrated Airport Systems. In its operational role, it is classed as General Utility and accommodates all current aviation aircraft except certain business jets. Annual aircraft operations are estimated at 53,000.

Hollister Municipal Airport has two intersecting runways. Runway 13-31, is aligned in a north/west prevailing wind direction with winds commonly out of the northwest. The crosswind runway, Runway 6-24, is aligned east/west. Both runways have lighting systems for night operations.

Runway 13-31 is the longest runway at the airport with a length of 6,350 feet. Additionally, it is the only runway served with a straight-in instrument approach. Runway 13-31 is equipped with a localizer performance with vertical guidance instrument approach, with visibility minimums of 1¼ mile and a decision altitude of 553 feet Mean Sea Level (323 Above Ground Level). Large aircraft, such as business jets and Cal Fire aircraft, almost exclusively use Runway 13-31.

Runway 6-24 is 3,150 feet in length and 100 feet wide. Runway 6-24 is a visual approach runway. As a crosswind runway, Runway 6-24 allows aircraft, particularly smaller aircraft which are susceptible to strong crosswinds, to safely land and depart the airport when wind conditions do not favor 13-31. Local weather patterns indicate that winds are out of the northwest in the morning, favoring Runway 13-31. In the afternoon, winds shift and blow out of the west, favoring Runway 6-24.

The City of Hollister has made continual improvements to address the future needs of the Hollister Municipal Airport. The Hollister Municipal Airport, in cooperation with the Federal Aviation Administration (FAA) and the State, is continuing to bring the facility into

the 21<sup>st</sup> century. This will allow increased air cargo traffic, including air-training centers for pilots and mechanics, plus support additional air tourism traffic to the area.

### **Frazier Lake Airpark**

Frazier Lake Airpark is located approximately 4.5 nautical miles northwest of Hollister Municipal Airport and is privately-owned and operated by the Frazier Lake Airpark Corporation. Two runways are available for use at the airport, one waterway which is 3,000 feet long and a turf runway that is 2,500 feet long. The airport does not have an airport traffic control tower and no published instrument approach procedures. Approximately 90 aircraft are based at the airport, with tie-downs being the only service available.

### **REGIONAL AIRPORTS**

San Jose International Airport is a major carrier airport that provides San Benito County residents with airline service throughout the state, nation, and selected foreign countries. The airport is approximately 55 miles north of Hollister and 45 miles from San Juan Bautista. Primary access to San Jose International Airport is via SR 25, 156 and U.S. 101.

Monterey Peninsula Airport is a smaller regional airport that provides San Benito County residents with airline service within California and a few out-of-state destinations. The airport is approximately 40 miles southwest of Hollister and 35 miles from San Juan Bautista. Primary access to Monterey Peninsula Airport is via SR 156 and U.S. 101.

The airports service the needs of agriculture, tourism, government, and other business interests throughout the region. Almost 50% of the total air trips to the area through the regional airports are specifically for business purposes while another 40% of those trips are for tourism.

# 2040 RTP

## Chapter 5: Financing Our Transportation Investments



This chapter describes the nuts and bolts of the financial forecasts for the San Benito region.

## Chapter 5: Financing Our Transportation Investments

This chapter describes the financial strategy needed to operate, maintain, and expand the multi-modal list of transportation projects identified in the next chapter. In identifying which projects will advance the region's goals through the year 2040, the Council of Governments must consider how much funding is projected to be available to 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.*

As discussed in earlier chapters, the lack of adequate funding levels is the biggest challenge facing the San Benito region in its delivery of transportation projects and programs. As the region grows, the strain on available resources will continue to be a challenge. Given the funding circumstances, it is critical to set clear priorities for limited funds and pursue new revenues to address the backlog of transportation needs.

The fund projections included as Appendix B were developed in collaboration with regional partners in the Monterey Bay Region who subscribed to the same methodology in preparation of their Regional Transportation Plans. The Council of Governments developed the financial projections based on these guiding assumptions:

- Projections of revenues that rely on historical patterns of funding from federal, state, regional, and local sources, as well as conservative assumptions about future growth conditions (i.e. escalation rate).
- Funding identified in currently adopted plans and programs
- Guidance from local, state, and federal agencies
- Direction from policymakers regarding consideration of new, alternative revenues



## PROJECTED FUNDING THROUGH 2040

Transportation projects in the San Benito region are funded through a variety of federal, state, regional, and local funding sources. Based on projected revenue sources, approximately \$1.2 billion is reasonably anticipated to be available to finance \$1.8 billion in transportation project costs between the years 2018 and 2040.

Federal and state funding for transportation is critical; however, it is insufficient to cover the growing needs of the San Benito region. As illustrated in Figure 5-1, 40% or \$508 million of the anticipated revenues come from local sources, primarily from the transportation mitigation impact fee program.

State and federal sources account for a combined 43% or \$543 million in funding over the next 22-year timeframe. The “other” funding category includes monies from the Santa Clara County Valley Transportation Authority for two specific projects.<sup>1</sup> Regional funds consist of those provided by the Monterey Bay Air Resources District.

Like so many funding sources, transportation funding is often dedicated for specific uses. Some funding categories may be considered broad, generic groupings, while others have restrictions defined by federal and state law. For example, Active Transportation Program monies cannot be redirected to bridge projects.

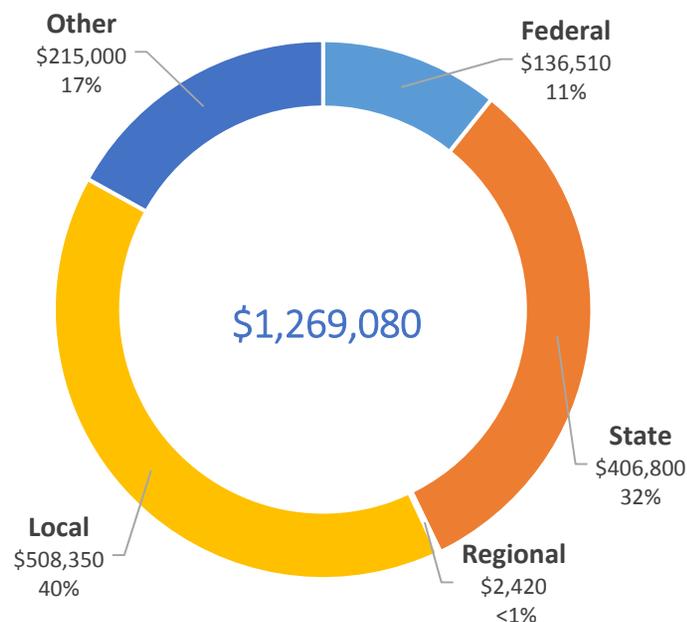


Figure 5-1, 22-Year Revenue Projections, Non Escalated (000's)

Source: Council of San Benito County Governments

<sup>1</sup> Highway 101/25 Interchange Project and the new SR 152 Alignment: Environmental Study

## DEDICATED VERSUS DISCRETIONARY FUNDS

The projected revenues, \$1.2 billion, are categorized as either “dedicated” to specific uses, or are considered “discretionary/flexible” and available for a variety of transportation uses.

As shown in Figure 5-2, 59% or \$746 million<sup>2</sup> is “dedicated” for use by specific jurisdictions and/or types of projects. For example, some funding sources are exclusively designated for capital projects on the state highways, while other flexible sources may be applied to projects that support both active transportation and roadway improvements, such as roundabouts.

“Discretionary” or relatively “flexible” funding is typically available for a variety of projects, this makes up 41% of the local, regional, state and federal funding or \$522 million. Discretionary monies must still meet the parameters of the specific funding source in which they derive from.

The following section outlines the major federal, state, local, regional, and “other” revenue assumptions for the San Benito region through the year 2040.

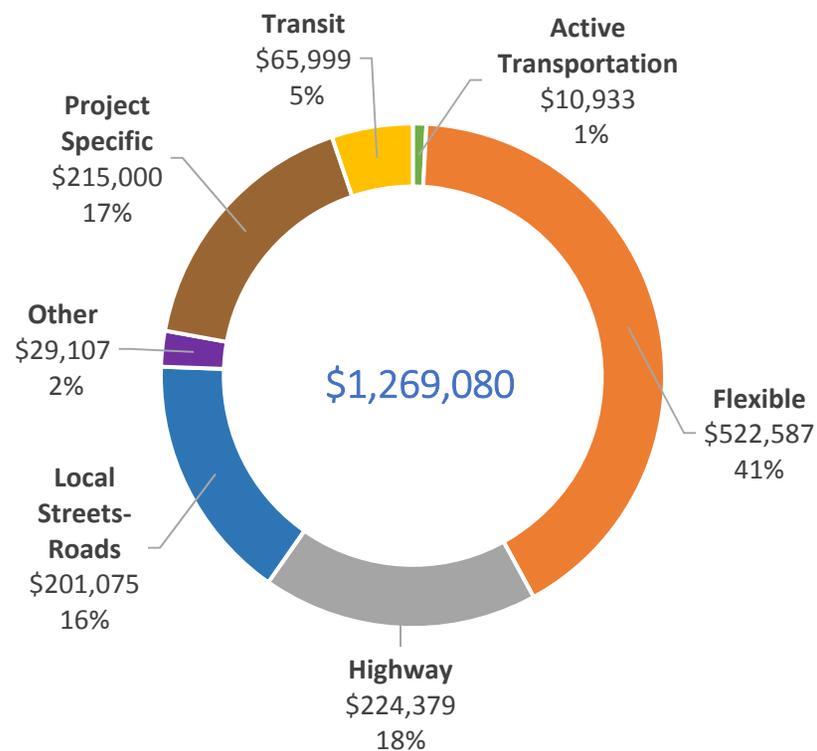


Figure 5-2, 22-Year Revenue Projections by Mode, Non Escalated (000's)  
Source: Council of San Benito County Governments

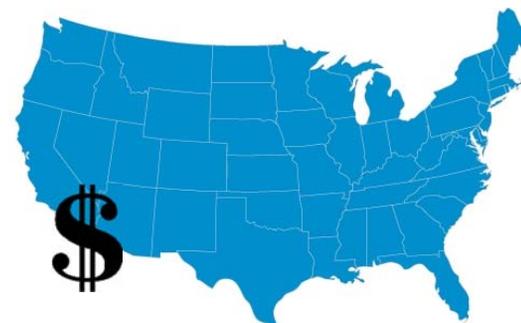
<sup>2</sup> Includes: Highway, Transit, Local Streets-Roads, Active Transportation, Project Specific and “other”

## TRANSPORTATION FUNDING

### FEDERAL FUNDING SOURCES

Over the next 22-years, 11% or \$136 million, of the transportation funds for the San Benito region are expected to come from federal funding sources.

Federal monies for transportation are delivered through the federal transportation funding bill. On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).



The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21. Setting the course for transportation investment in highways, the FAST Act:

- **Improves Mobility on America’s Highways**

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- **Creates Jobs and Supports Economic Growth**

The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.

- **Accelerates project delivery and promotes innovation**

Building on the reforms of MAP-21 and FHWA’s Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

This financial plan assumes that federal funds will continue to remain available; however, core revenues are expected to decline due to increasing fuel efficiency. A significant apportionment of funding comes through fuel taxes and fees, so a decline in fuel sales will lower revenues.<sup>3</sup>

Figure 5-3 illustrates the federal revenue sources that are projected for the San Benito region over the next 22-years.

Federal Program	Description	Projected Revenue (Dollars in 000s)
<b>Active Transportation Program</b>	The program allows cities, counties, transit agencies and other public agencies to compete for grants to build bicycle/pedestrian paths, install bike racks, and other projects or programs that make walking or biking easier, safer and more convenient.	10,933
<b>Highway Bridge Program</b>	The Highway Bridge Program provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance. <sup>4</sup>	\$70,774
<b>Highway Safety Improvement Program</b>	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. <sup>5</sup>	\$8,580

<sup>3</sup> Federal Highway Administration

<sup>4</sup> U.S. Department of Transportation, Federal Highway Administration

<sup>5</sup> U.S. Department of Transportation, Federal Highway Administration

<b>Enhanced Mobility of Seniors and Individuals with Disabilities (5310)</b>	The 5310 program awards grants to private non-profit organizations to serve the transportation needs of the elderly and persons with disabilities. <sup>6</sup>	\$2,387
<b>Federal Aviation Administration Airport Improvement Plan</b>	Airport Improvement provides grants to public agencies for planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems. <sup>7</sup>	\$3,300
<b>Federal Railroad Administration</b>	This program provides grant funds to develop safety improvements and encourage the expansion of passenger and freight rail infrastructure and services.	\$10,000
<b>FEMA/CALEMA/ER - Emergency Road Repair Funding</b>	FEMA's provides grant funding to eligible applicants for repair and replacement of non-Federal aid roads and bridges following a declared major disaster or emergency.	\$5,016
<b>Surface Transportation Block Grant</b>	Previously operated under the name Regional Surface Transportation Program. This program funds construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on federal and state highways, local roads, and bridges.	\$16,698
<b>Rural Area Formula Program (5311)</b>	This rural transit program provides funding for the purpose of supporting public transportation in rural areas, with a population of less than 50,000. <sup>8</sup>	\$7,370
<b>Transit Planning Grants (5304)</b>	The Transit Planning grant program is funded by the Federal Transit Administration, which has authorized Caltrans to distribute these grant funds. Funds can be used for transit planning for sustainable communities and for rural communities. <sup>9</sup>	\$440
<b>High Risk Rural Road</b>	The program provides funding for any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks.	\$1,012
<b>Total</b>		<b>\$136,510</b>
<b>Figure 5-3 Federal Funding Sources for the San Benito Region, Current Year Dollars (000's)</b>		
Source: Council of San Benito County Governments		

<sup>6</sup> U.S. Department of Transportation, Federal Transit Administration

<sup>7</sup> U.S. Department of Transportation, Federal Aviation Administration

<sup>8</sup> U.S. Department of Transportation, Federal Transit Administration

<sup>9</sup> California Department of Transportation

## STATE FUNDING SOURCES

Over the next 22-years, 32% or \$406 million, of the transportation funds for the San Benito region come from state funding sources.

California has a large and complex network of transportation systems that currently face several challenges, such as aging infrastructure and increased demand. In the fall of 2015, as part of a special legislative session to identify additional funding for transportation programs, the Governor proposed a transportation package to provide an ongoing increase in transportation funding and some measures intended to increase accountability and efficiency regarding the use of transportation funding.

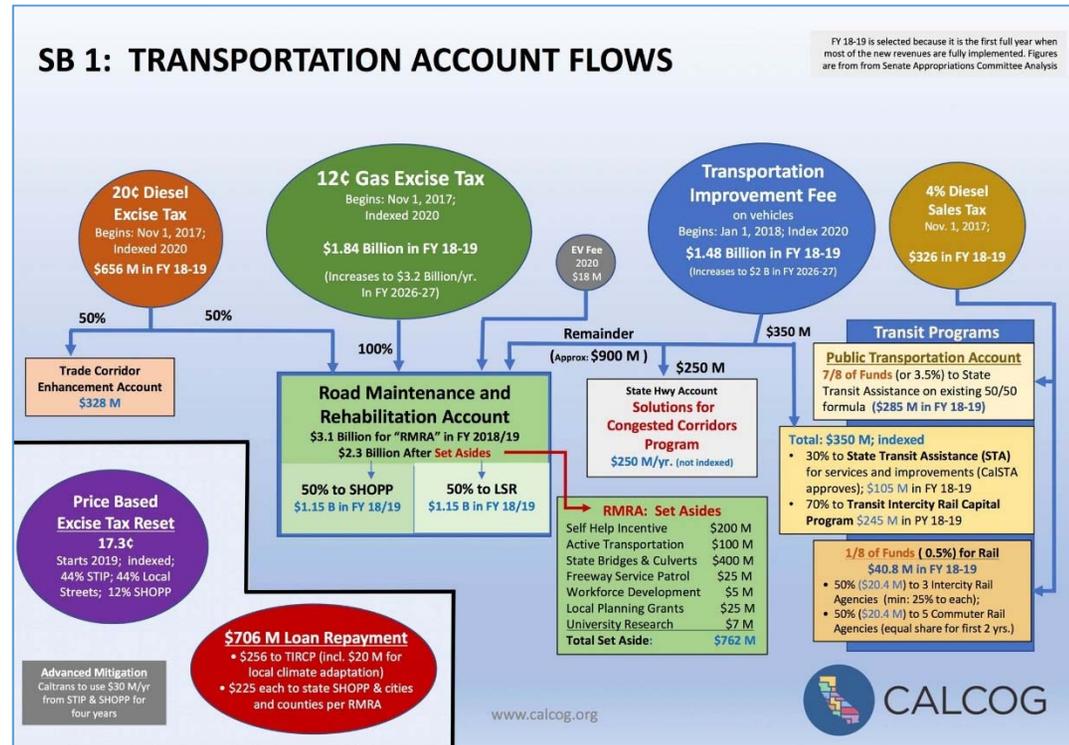
Funding for California’s transportation investments are comprised of some of the following taxes and fees:

- **State Fuel Excise Tax:** The State of California collects 35.3¢ per gallon excise tax on gasoline and 13¢ per gallon on diesel fuel, which historically has generated over \$3 billion a year.
- **Fuel Tax Swap (2011):** Eliminated the state sales tax on gasoline and instead imposed an additional excise tax on gasoline of 17.3¢ per gallon.
- **Senate Bill 1:** In 2017, the State of California passed Senate Bill 1, *Road Repair and Accountability Act*, which establishes stable funding for transportation funding in California. The bill will address existing transportation issues for cities and transit agencies across the state, it shows that California can raise significant funding for transportation in an era of dwindling federal resources. The transportation investment bill prioritizes local roads, freeways and bridges in communities across California and puts more dollars towards transit and safety.



Below, is a listing of the estimated statewide revenue that will be generated from SB 1 and the date of implementation.

- \$1.8 billion – 12 cent increase to gasoline excise tax (Nov. 1, 2017)
- \$730 million – 20 cent increase to diesel excise tax (Nov. 1, 2017)
- \$300 million – 4% addition to diesel sales tax (Nov. 1, 2017)
- \$704 million – One-time loan repayment (2017-2020)
- \$1.6 billion – \$25-\$175 transportation improvement fee (Jan 1, 2018)
- \$1.1 billion – 17.3 cent reset of price-based gas tax (July 1, 2019)
- \$20 million - \$100 zero emission vehicle registration fee (July 1, 2020)



SB 1 Transportation Account Flows

Source: California Association of Councils of Government (CALCOG)

The 22-year funding distribution of SB 1 monies, by San Benito local jurisdiction, is identified in Figure 5-4.

Figure 5-4 illustrates the state revenue sources that are projected for the San Benito region over the next 22-years.

State Program	Description	Projected Revenue (Dollars in 000s)
<b>Airport Improvement Program Match</b>	The program grants funds for planning, development, or noise compatibility projects that are at or associated with individual public-use airports including heliports and seaplane bases. <sup>10</sup>	\$176
<b>California Aid to Airports Program</b>	The purpose of the program is to assist in establishing and improving a statewide system of safe and environmentally compatible airports whose primary benefit is for general aviation. <sup>11</sup>	\$220
<b>California General Fund Loan Repayment</b>	Three Year State General Fund Loan Repayment Funds: SB1 stipulates the repayment of \$706 million by the state General Fund to transportation funds over the next three fiscal years: 2017-18, 2018-19, and 2019-20. The Governor and Legislature have been repaying transportation funds for previous borrowings for several years. Thus far the repayments have gone to other transportation programs that were owed. Under SB1, \$75 million will be allocated to local streets and roads from these loan repayments in each of the next three years. These funds will be allocated half to cities and half to counties with the city funds allocated among cities on a per capita basis, the county funds allocated among counties based on numbers of registered vehicles and county road mileage.	\$487
<b>Low Carbon Transit Operations Program</b>	Created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.	\$946
<b>SB1 RMRA Local Gas Tax: City of San Juan Bautista</b>	The Road Maintenance and Rehabilitation Account prioritizes funding for local roads, freeways and bridges in communities across California and put more dollars towards transit and safety.	\$680
<b>SB1 RMRA Local Gas Tax: City of Hollister</b>	The Road Maintenance and Rehabilitation Account prioritizes funding for local roads, freeways and bridges in communities across California and put more dollars towards transit and safety.	\$13,399
<b>SB1 RMRA Local Gas Tax: County of San Benito</b>	The Road Maintenance and Rehabilitation Account prioritizes funding for local roads, freeways and bridges in communities across California and put more dollars towards transit and safety.	\$38,104

<sup>10</sup> Federal Aviation Administration

<sup>11</sup> California Department of Transportation

<b>SB1 RMRA: State Highway Operations and Protection Program</b>	Road Maintenance and Rehabilitation Account funds for maintenance of the State Highway System and supporting infrastructure. Projects usually fall into the categories: collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other highway transportation facilities related to the state highway system.	\$74,910
<b>SB1 State Transit Assistance</b>	The Road Maintenance and Rehabilitation Account prioritizes funding for local roads, freeways and bridges in communities across California and put more dollars towards transit and safety.	\$7,060
<b>State Highway Operations and Protection Program</b>	The State Highway Operations and Protection Program funds the maintenance of the State Highway System and supporting infrastructure. Projects usually fall into the categories: collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the state highway system.	\$125,599
<b>State Transit Assistance</b>	Funds derived from the statewide sales tax on diesel fuel, are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.	\$7,102
<b>State Transportation Improvement Program-Interregional Share</b>	Funds are available to the California Department of Transportation (Caltrans) for state highway improvements, intercity rail, and regional highway and transit improvements. <sup>12</sup> Funds are divided into two categories: interregional and regional.	\$-81,169
<b>State Transportation Improvement Program-Regional Share</b>	Funds are available to Regional Planning Agencies for capital improvement program for state highway improvements, intercity rail, and regional highway and transit improvements. Funds are divided into two categories: interregional and regional.	\$15,654
<b>Transportation Development Act/LTF</b>	Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide.	\$35,200
<b>SB1 Programs</b>	Local Partnership Program, Trade Corridors, Solutions for Congested Corridors Program	\$4,400
<b>Transit Assistance State of Good Repair (SGR)</b>	A program that will provide additional revenues for eligible transit maintenance, rehabilitation and capital projects.	\$1,694
<b>Total</b>		<b>\$406,800</b>

**Figure 5-4 State Funding Sources for the San Benito Region, Current Year Dollars (000's)**

Source: Council of San Benito County Governments

<sup>12</sup> California Transportation Commission

## LOCAL FUNDING SOURCES

Over the next 22-years, 40% or \$508 million, of the transportation funds for the San Benito region come from local funding sources.

Local fund sources augment state and federal funds, allowing for additional transportation investments in the region. This funding is used on local streets and roads for maintenance and system preservation. Additional funds are generated by the adopted Traffic Impact Mitigation Fee program, which funds both local roads with bicycle facilities and state highway capacity projects.

These Traffic Impact Mitigation Fees pay for the costs attributable to the increased demand for public facilities reasonably related to development projects, per Government Code Section 66001. COG has also identified a 30 year ½ cent sales tax measure that would generate \$240 million to fund improvements to Highway 25, local street and road maintenance, and other local transportation improvement projects.



Figure 5-5 illustrates the local revenue sources that are projected for the San Benito region over the next 22-years.

Local Program	Description	Projected Revenue (Dollars in 000s)
<b>Airport Revenue</b>	Hollister Municipal Airport funding generated locally through a variety of methods including user fees and lease agreements.	\$14,960
<b>COG Transportation Sales Tax</b>	The Council of Governments identified a 30-year ½ cent sales tax for transportation. An estimate of twenty years of funding is included in this 2040 Regional Transportation Plan. The 30-year estimate would total \$234 million.	\$156,000
<b>Gas Tax (Highway User Tax)</b>	Cities and counties receive Highway User Tax revenue (\$0.13 per gallon for diesel fuel and \$0.18 per gallon for gasoline) based on population. <sup>13</sup>	\$69,050
<b>Public Transit Fares</b>	The Local Transportation Authority collects fares from passengers using the transit system.	\$3,801

<sup>13</sup> California City Finance

<b>Regional Developer Impact Fees</b>	Regional developer impact fees are assessed on new development to pay for new transportation infrastructure needs, as governed by AB1600 (1987). Fee levels are calculated based on a selected list of projects to be funded; due to nexus rules requiring a demonstrated reasonable relationship between the impact and improvement, these are almost exclusively road and highway system expansion. <sup>14</sup> In 2016, COG approved a new Regional Transportation Impact Mitigation Fee which identifies funding for a variety of projects, including improvements on Highway 25.	\$262,944
<b>Service Authority for Freeways and Expressways</b>	The goal of SAFE is to quickly identify and respond to freeway incidents such as breakdowns and accidents in order to minimize their impacts in terms of congestion, public safety and air quality, and to increase the reliability of the freeway system and better manage traffic flow. <sup>15</sup> This could be in form of providing emergency call boxes and/or freeway service patrols.	\$1,144
<b>Vanpool Lease</b>	The Council of Governments collects fees in exchange for the lease of vans to commuter groups.	\$451
<b>Total</b>		<b>\$508,350</b>
<b>Figure 5-5 Local Funding Sources for the San Benito Region, Current Year Dollars (000's)</b>		
Source: Council of San Benito County Governments		

<sup>14</sup> Statewide Transportation Needs Assessment Revenue Report

<sup>15</sup> California Department of Transportation

## REGIONAL AND OTHER FUNDING SOURCES

Over the next 22-years, 0% or \$2.4 million of the transportation funds for the San Benito region are expected to come from regional funding sources.

Figure 5-6 illustrates the regional revenue sources that are projected over the next 22-years.

Regional Program	Description	Projected Revenue (Dollars in 000s)
Assembly Bill 2766	The Monterey Bay Unified Air Pollution Control District allocates the vehicle registration surcharge fee to fund a grant program. The program funds planning, monitoring, enforcement, capital, and technical studies. <sup>16</sup>	\$2,420
<b>Total</b>		<b>\$2,420</b>
<p><b>Figure 5-6 Regional Funding Sources for the San Benito Region, Current Year Dollars (000's)</b>            Source: Council of San Benito Governments</p>		

Over the next 22-years, 17% or \$215 million of the transportation funds are identifies as “other” funding sources. In this case, the Regional Transportation Plan identifies two projects in Santa Clara County that are critical of circulation for the San Benito region.

Figure 5-7 illustrates the “other” revenue sources that are projected over the next 22-years.

“Other” Revenues	Description	Projected Revenue (Dollars in 000s)
Valley Transportation Authority	Funding provided by the Santa Clara County Valley Transportation Authority for the Highway 101/25 Interchange Project and the new SR 152 Alignment: Environmental Study.	215,000
<b>Total</b>		<b>\$215,000</b>
<p><b>Figure 5-7 “Other” Funding Sources for the San Benito Region, Current Year Dollars (000's)</b>            Source: Council of San Benito Governments</p>		

<sup>16</sup> Monterey Bay Unified Air Pollution Control District

## FUNDING UNCERTAINTIES

The Regional Transportation Plan assumes \$1.2 billion in projected revenues to be available within the 2040 planning period to support the transportation investments discussed in the next chapter.

These projections are intended to be used as a general tool to assist the Council of Governments, local jurisdictions and other project sponsors in determining the projects that are reasonable to prioritize in the short and long term of the Plan. The Council of Governments recognizes that funding projections may vary from year-to-year and may be impacted by the economy, state and federal laws and budgets, and fuel consumption and related gas tax revenues.

Financial projections were developed in coordination with partner agencies in the Monterey Bay region and are also used in the Association of Monterey Bay Area Governments' federally-mandated Metropolitan Transportation Plan (MTP). Projections are consistent with those figures shown in the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Fund Estimate, Federal Transportation Improvement Program (FTIP) and other relevant programming documents.

## NON-TRADITIONAL REVENUE SOURCES

The Council of Governments may consider non-traditional revenue streams to augment funding for transportation projects and programs. Opportunities to combine and phase construction of these projects using non-traditional funding sources is another option to meet the current and future needs of the traveling public.

## FUNDING AVAILABILITY VS. TRANSPORTATION COST

Although new funding sources have been identified in the Regional Transportation Plan, they are not sufficient to meet the transportation need in the San Benito region. Funding assumptions for revenue projections through the 2040 planning period continue to reflect a conservative fiscal growth.

As noted earlier, the San Benito region is projected to receive \$1.2 billion in funding through the year 2040. Although forecasted revenues may seem substantial, they account for less than what would be needed to fund the \$1.8 billion in transportation project costs that are identified in the next chapter.

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# 2040 RTP

## Chapter 6: Investments in our Transportation Future



This chapter describes the transportation investments proposed for the San Benito region that support the goals and objectives of the Regional Transportation Plan.

## Chapter 6 Investments in Our Transportation Future

This chapter sets forth the planned projects intended to most effectively address the short and long range transportation needs of the San Benito region. Federal, state, and local government agencies are responsible for funding and implementing these numerous investments, as discussed in the previous chapter.

In identifying the list of projects, it is crucial to recognize the multi-modal transportation system, as a whole, that includes a network of highways, local roads and alternative transportation facilities; such as bicycle, pedestrian and public transit, to accommodate residents that do not have access, or choose not to use, a private vehicle. Investments to airports, transportation demand management and transportation system management projects are also integral to the overall network.

In planning which program of projects will advance the region's goals, the Regional Transportation Plan must consider the available funding for the system. This includes the provision of appropriate financial resources, as discussed in the previous chapter, to operate, maintain and expand the multi-modal system. The cost to implement the entire transportation project list exceeds \$1.8 billion; however, only \$1.2 billion is estimated to be available in funding to the region over the next 22-years.

The list of infrastructure investments that will be financed with the available funds, \$1.2 billion, is referred herein as the *Financially Constrained Transportation Project List*. The Project List is aimed at meeting the mobility demands of residents, while making changes that can contribute to improvements in the region's quality of life, environmental quality, social equity and economic vitality.

### FINANCIALLY CONSTRAINED TRANSPORTATION PROJECT LIST

This Regional Transportation Plan sets forth a dynamic and extensive list of projects to help meet the demand of the users of the system, while meeting the goals of the Plan (Appendix A).

The project list is “Financially Constrained” and projects identified do not exceed anticipated funding revenues over the next 22-years (2018 through 2040).

This host of transportation investments, were identified based on input received from the public, policymakers, federal, state, regional and local partner agencies, see Chapter 7: Public Participation and Consultation.

## TRANSPORTATION PROJECT COSTS VS. PROJECTED FINANCIAL ASSUMPTIONS

As illustrated in Figure 6-1, the San Benito Regional Transportation Plan identifies **138 projects** and calls for over **\$1.8 billion** of investment in system expansion of alternative transportation modes, over the next 22-years (Appendix A).

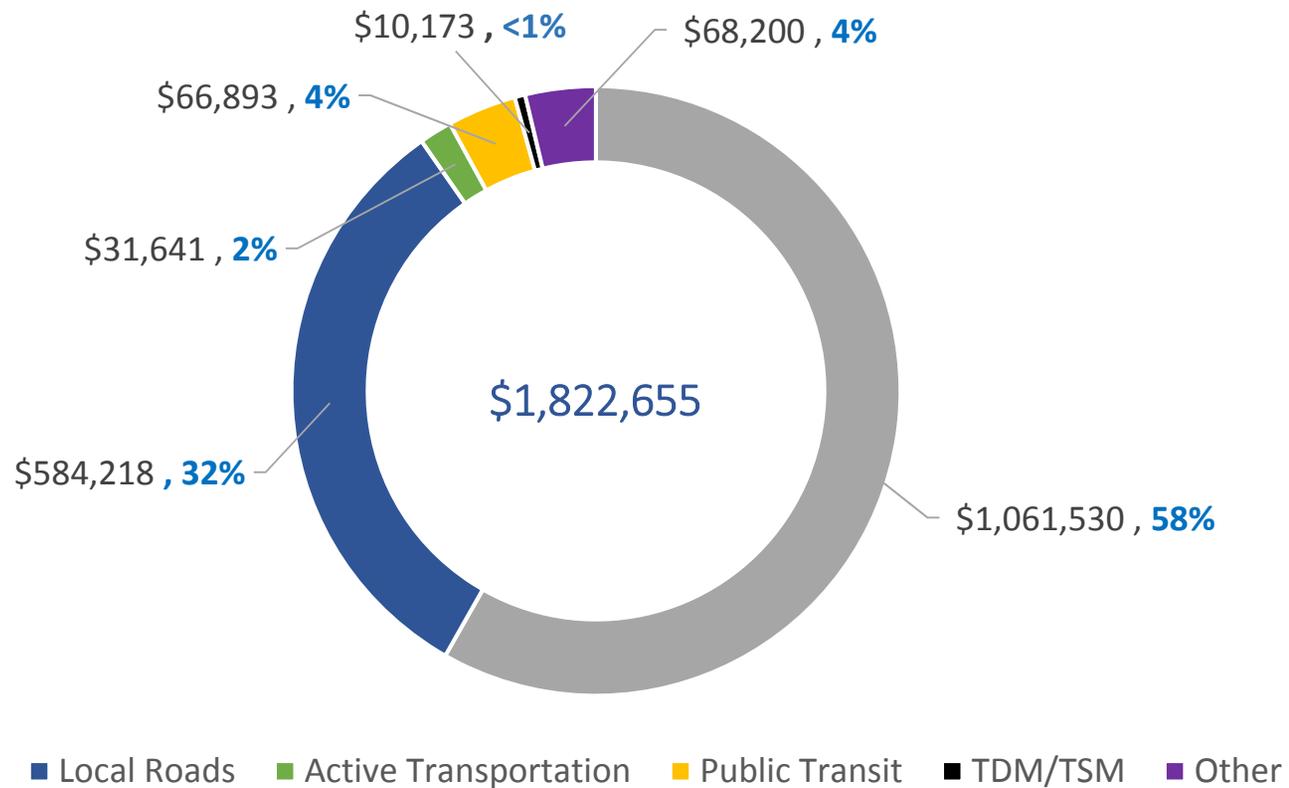


Figure 6-1, 22-Year Transportation Project Costs by Mode (000s)

Source: Council of San Benito County Governments

As previously noted, the San Benito region is projected to receive approximately \$1.2 billion (Appendix B) in funding over the next 22 years, which is less than what would be needed to fully fund the \$1.8 billion in transportation project costs (Appendix A). As illustrated in Figure 6-2, there is a \$553 million shortfall in transportation funding needed to meet the entire needs of the San Benito region (Appendix A).

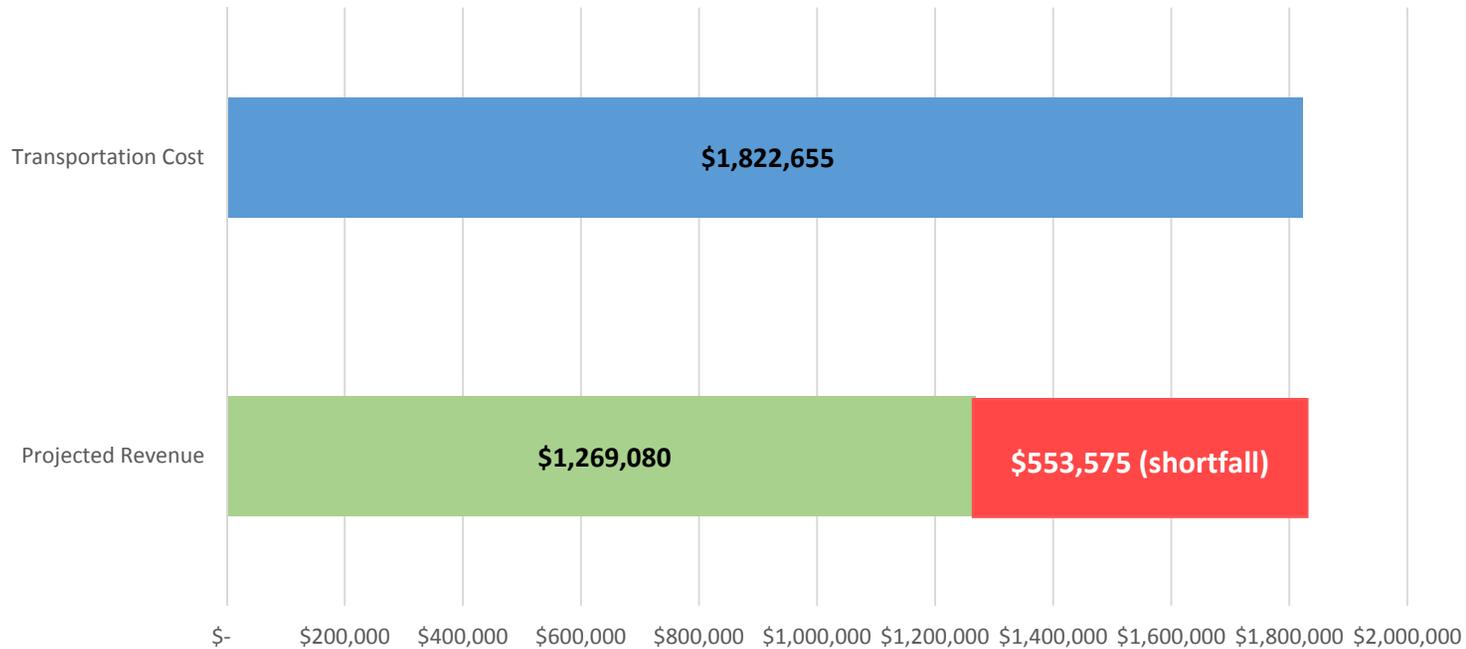


Figure 6-2, Transportation Project Costs vs. Projected Revenues Assumptions (000s)

Source: Council of San Benito County Governments

This funding shortfall means fewer needed projects will be constructed, maintenance of local streets and roads will be deferred, and fewer programs implemented. This also impacts the community in several other ways: less access to jobs, educational facilities, healthcare, shopping, and increased traffic congestion on commute routes.

Given the disproportion between project costs and projected revenue assumptions, the federal and state statutes require that the Regional Transportation Plan identify projects in one of two categories, which include:

- 1.) “Financially Constrained” list of projects that could be funded based on revenues reasonably expected over the next 22-years.
- 2.) “Financially Unconstrained” list of candidate projects that would be funded, only if additional monies become available. These projects are solely listed for illustrative purposes.

Figure 6-3 illustrates the “Financially Constrained” transportation projects (\$1.2 billion), the “Financially Unconstrained” projects (\$553 million) and the total project cost (\$1.8 billion).

Project Category	Constrained	Unconstrained	Total Project Cost <sup>1</sup>
<b>Highway Roadway Capacity, Operations, Maintenance</b>	\$647,530	\$414,000	\$1,061,530
<ul style="list-style-type: none"> <li>• State Route 25 Corridor Improvements Project</li> <li>• Highway 101/25 Interchange – VTA Project</li> <li>• SR 156 Widening - San Juan Bautista to Union Road</li> </ul>			
<b>Local Streets and Roads, Operations, Maintenance</b>	\$494,274	\$89,944	\$584,218
<ul style="list-style-type: none"> <li>• Traffic Impact Fee Program of Projects</li> <li>• Local roadway operations, maintenance, and safety</li> </ul>			
<b>Active Transportation/Community Enhancements</b>	\$13,976	\$17,665	\$31,641
<ul style="list-style-type: none"> <li>• Bikeway and Pedestrian Improvements</li> </ul>			
<b>Public Transit</b>	\$56,174	\$10,719	\$66,893
<ul style="list-style-type: none"> <li>• General transit service operations</li> </ul>			
<b>Transportation Demand Management/Transportation System Management</b>	\$2,818	\$7,355	\$10,173
<ul style="list-style-type: none"> <li>• Call Box Program, Rideshare Program</li> </ul>			
<b>Other</b>	\$54,308	\$13,892	\$68,200
<ul style="list-style-type: none"> <li>• Aviation, COG Planning and Administration</li> </ul>			
<b>TOTALS</b>	<b>\$1,269,080</b>	<b>\$553,575</b>	<b>\$1,822,655</b>

**Figure 6-3 22-Year Summary of RTP Transportation Investments (000s)**

Source: Council of San Benito County Governments

<sup>1</sup> Year of Expenditure (YOE) Dollars, total in millions.

Figure 6-4 illustrates the Financially Constrained Transportation Project List, by project category (Appendix A).

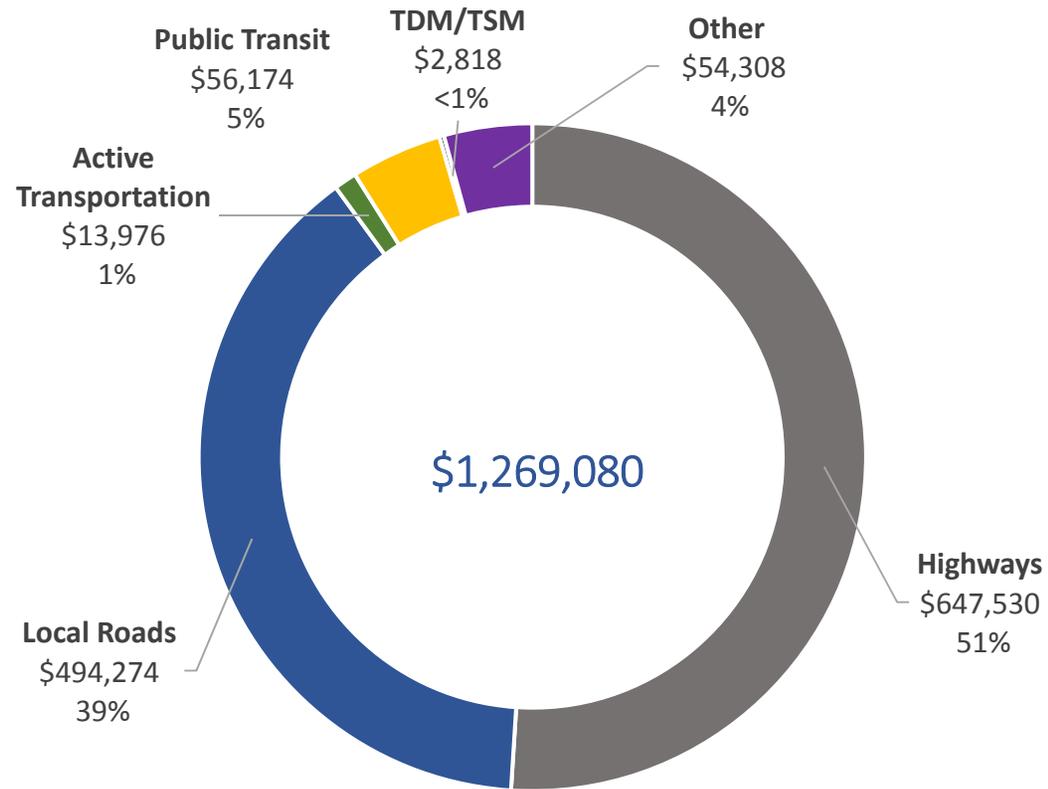


Figure 6-4, 22-Year Financially Constrained Project List Summary (000s)  
Source: Council of San Benito County Governments

The Regional Transportation Plan also includes inflated revenues (Appendix B) and escalated project cost estimates (Appendix A1) in year of expenditure.

The following section highlights some of the major “Financially Constrained” projects by transportation mode. This section also briefly highlights some of the “Financially Unconstrained” projects.

## HIGHWAY SYSTEM

In the San Benito region, the operation and maintenance of the highway system is a significant priority for transportation investment decisions. The highway system is owned and maintained by the California Department of Transportation (Caltrans).

## FINANCIALLY CONSTRAINED HIGHWAY PROJECTS

The Regional Transportation Plan’s Financially Constrained Transportation Project List identifies highway investments needed to maintain, operate and expand the highway system. Within the 22-year RTP period, the combined operations, maintenance and investment projects to the highway system total over \$647 million, Figure 6-5. Highway infrastructure projects represent 51% of all transportation investments on the “Financially Constrained” list of projects (Appendix A).

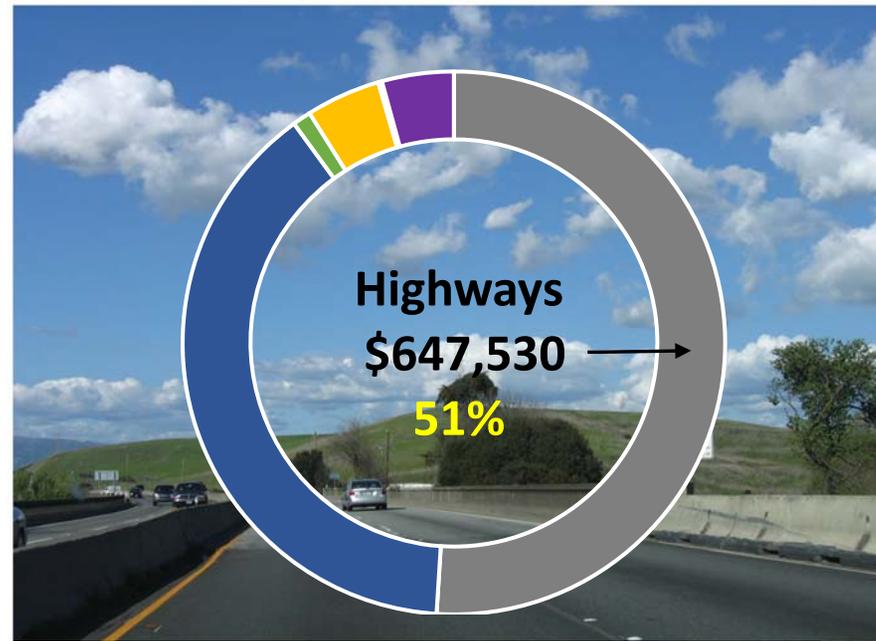


Figure 6-5, 22-Year Financially Constrained Highway Projects (000s)

Source: Council of San Benito County Governments

Figure 6-6 below illustrates the *Financially Constrained* highway projects, in green, that are proposed within the San Benito region.

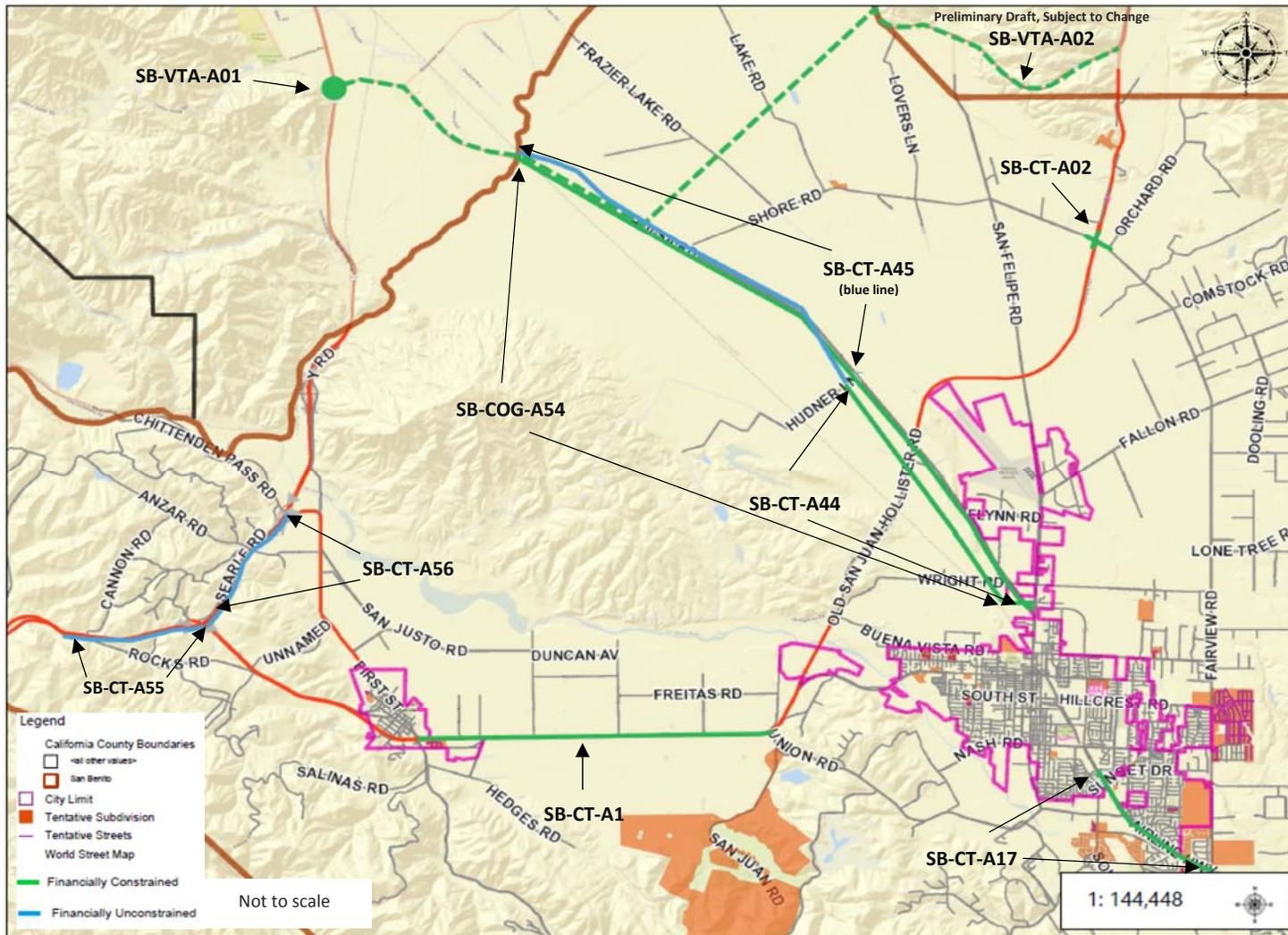


Figure 6-6, Map of Financially Constrained and Unconstrained Projects

Source: Council of San Benito County Governments

## HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

### State Route 25

#### *Highway 25 Widening Project, Phase I (Project No. SB-CT-A44)*

Caltrans, in cooperation with the Council of Governments and the Santa Clara Valley Transportation Authority, is proposing the eventual replacement of 11.2 miles of the existing State Route 25 two-lane conventional highway with a four-lane expressway in San Benito and in Santa Clara Counties. In San Benito County, the project would extend for 8 miles from San Felipe Road (within the City of Hollister) to the San Benito/Santa Clara County line, as illustrated in Figure 6-7.

This project is intended to add capacity along the corridor. For fiscal constraint reasons, the project was separated into Phase I and Phase II. Phase I consists of widening from San Felipe Road to Hudner Lane. Phase II of the project consists of widening from Hudner Lane to the Santa Clara County line and is “financially unconstrained” as funding is not foreseeably available over the next 22-year timeframe.

#### *State Route 25 Corridor Improvements Project (Project No. SB-CT-A54)*

In a measure to address the challenges with funding Phase I and II of the Highway 25 Widening Project, COG identified a more financially feasible design alternative to widen SR 25. The design alternative resulted in the identification of the SR 25 Corridor Improvements Project, which would enhance safety, improve traffic operations, and provide additional capacity to reduce congestion on Highway 25 between San Felipe Road and the San Benito/Santa Clara County line. This project is in the pre-project initiation document phase.



Figure 6-7, Highway 25 Widening Project Map

Source: Hollister to Gilroy State Route 25 Route Adoption

## State Route 156

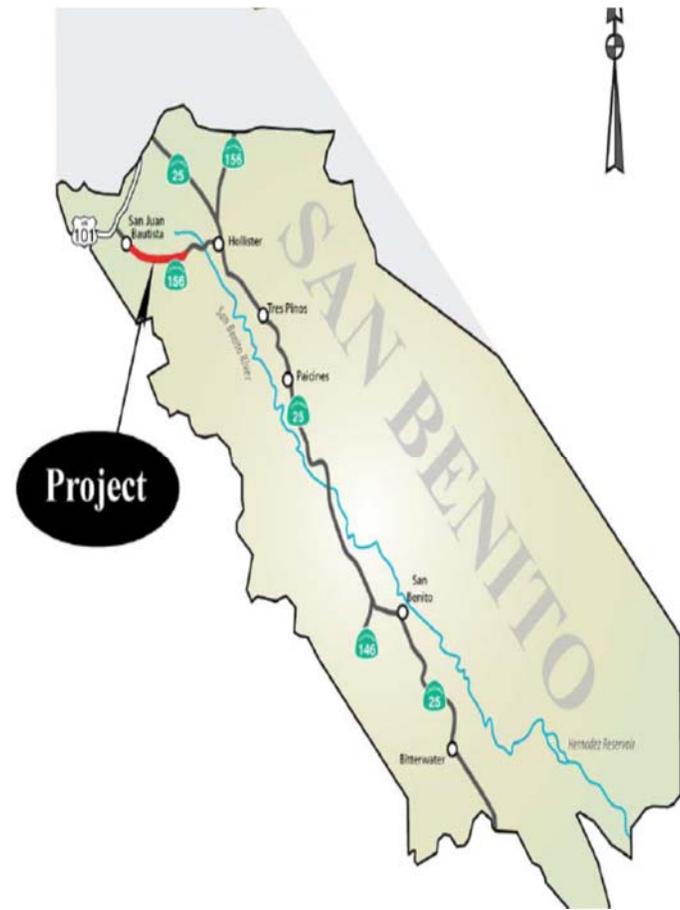
### ***State Route 156 Improvement Project (Project No. SB-CT-A01)***

The San Benito State Route 156 Improvement Project proposes improvements to State Route 156 between the cities of San Juan Bautista and Hollister in San Benito County.

The 5.2-mile project begins within the eastern city limits of San Juan Bautista at The Alameda and ends west of Hollister, approximately 0.2 miles east of Fourth Street (Business Route 156) in San Benito County. State Route 156 crosses the northern portion of San Benito County. It begins at U.S. 101 west of San Juan Bautista and passes through the cities of San Juan Bautista and Hollister, then continues to the San Benito/Santa Clara County line and connects with State Route 152, Figure 6-8

The purpose of the project is to improve route continuity, reduce congestion, and increase safety. The project is needed because the two-lane conventional highway between the existing expressways creates a conflict between slow-moving trucks and farm equipment and fast-moving private vehicles, which results in congestion and a lower Level of Service. In addition to reducing congestion, a controlled access expressway or conventional highway with greater capacity would decrease the potential for traffic accidents and provide drivers a larger recovery zone.

The State Route 156 Project is fully funded and construction is anticipated to begin in 2020.



**Figure 6-8, Highway 156 Project Location Map**

Source: Council of San Benito County Governments

## U.S. Highway 101

### ***U.S. 101/ SR 25 Interchange (Project No. SB-VTA-A01)***

The Santa Clara County Valley Transportation Authority is proposing the construction of a new interchange at the intersection of U.S. 101 and SR 25. The new interchange will increase capacity and improve traffic flow on both highways.

## State Highway Repair and Maintenance

### ***State Highway Operation and Protection (Project No. SB-CT-A42)***

Caltrans' Roadside State Highway Operation and Protection (SHOPP) funds the repair and preservation of the State Highway System, safety improvements, and some highway operational improvements. Funds are allocated to projects based upon ranking criteria, and the projects are prioritized and processed through a "programming" process. The project fund estimate includes work to be performed within the San Benito region State Highway System.

## HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

### ***Highway 25 Widening, Phase II (Project No. SB-CT-A45)***

Caltrans, in cooperation with the Council of Governments, the Santa Clara Valley Transportation Authority, is proposing the eventual replacement of 11.2 miles of the existing State Route 25 two-lane conventional highway with a four-lane expressway in San Benito and in Santa Clara Counties. In San Benito County, the project would extend for 8 miles from San Felipe Road (within the City of Hollister) to the San Benito/Santa Clara County line. This project is intended to add capacity along the corridor. For fiscal constraint reasons, the project is identified as Phase I and Phase II. Phase II consists of widening to 4-lane expressway from Hudner Lane to the Santa Clara County Line, which is "Financially Unconstrained."

There are two highway projects identified on the "Financially Unconstrained" list, which are illustrated in Figure 6-6.

## LOCAL STREET AND ROAD PROJECTS

Local streets and roads are vital to the strength of the region’s entire transportation system. They connect our communities and carry traffic in our region whether by automobile, bus, by foot or bicycle.

## FINANCIALLY CONSTRAINED LOCAL STREET AND ROAD PROJECTS

The Regional Transportation Plan’s “Financially Constrained” project list identifies investments needed to maintain, operate and expand the local street and roads system. Within the 22 year RTP period, the combined operations, maintenance and investment projects to the system total over \$494 million, Figure 6-9. Local Street and Road infrastructure projects represent 39% of all transportation investments on the “Financially Constrained” list of projects (Appendix A).

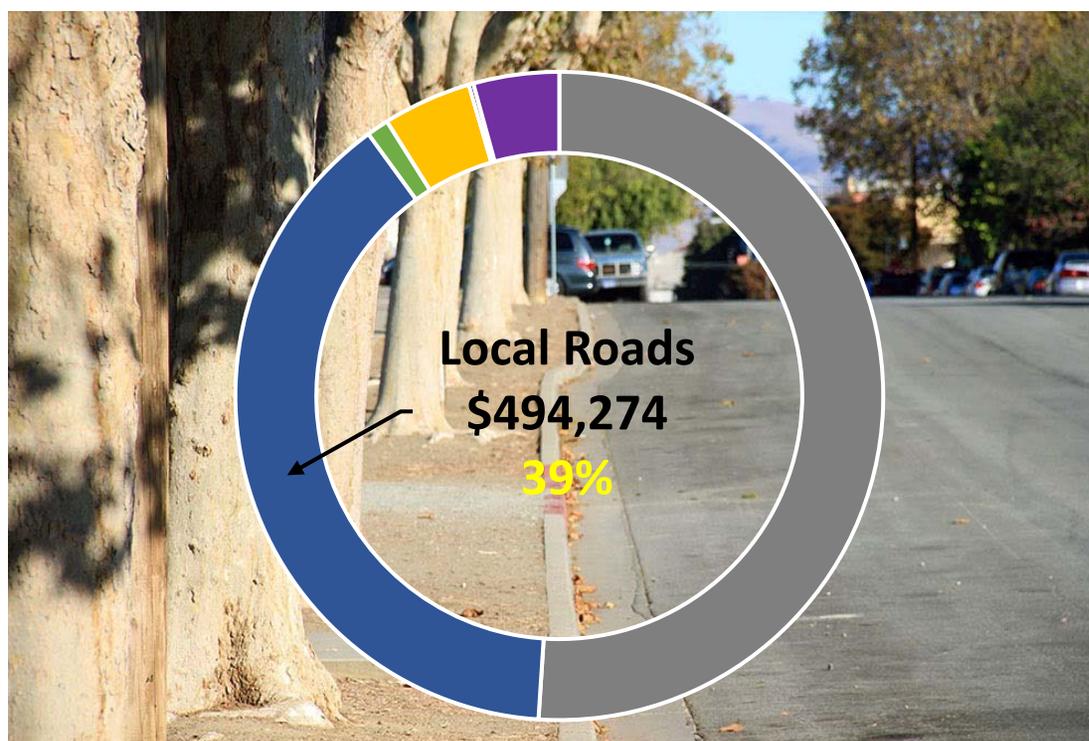


Figure 6-9, 22-Year Financially Constrained Local Street and Road Projects (000s)

Source: Council of San Benito County Governments

## HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

### *New Local Roads (Regional Transportation Impact Mitigation Fee Program)*

The Regional Transportation Plan identifies new segments of local roads for expansion by 2040. The Transportation Impact Mitigation Fee Program consists of the construction of transportation improvements intended to meet the needs generated by growth in the San Benito region totaling \$239,044,798 million. As growth in housing and commercial services occurs, the Program requires that these new developments adequately mitigate their traffic impacts. The projects listed in the Fee Program include: Arterial and collector road widening and extensions, bicycle lanes and pedestrian facilities, bridge replacements and widening, and intersection upgrades. These road segments are listed individually in the Regional Transportation Plan project list and are depicted in Figure 6-10. The new roadways will include bicycle and pedestrian facilities.



Figure 6-10, Financially Constrained Local Street and Road Projects

Source: Transportation Impact Mitigation Fee Program, 2016

### ***West Gateway Improvement Project (Project No. SB-COH-A13)***

The City of Hollister’s West Gateway Project will consist of a Complete Streets approach that will include sidewalks, landscaping, lighting, street furniture, and access to undeveloped properties. The propose improvements also include the replacement of the dual left-turn lane with a landscaped median, replacement of the traffic signal at the intersection of Graf Road and San Juan Road with the City’s first round-about. The Project will also consist of striping a Class II bike lane, addition of bulb-outs at the intersection to reduce the length of crossings. The West Gateway Project will improve student access between R.O. Hardin and Calaveras Elementary Schools. This Project was awarded an Active Transportation Program grant through the California Department of Transportation and the California Transportation Commission. The West Gateway project is set to begin construction on July 1, 2019.

### ***Highway Bridge Program (Project No. Various)***

The regional transportation plan identifies ten local bridges, under the Highway Bridge Program, for replacement or upgrade.

The purpose of the Program is to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. These bridges are listed individually in the Regional Transportation Plan project list (Appendix A).



**Figure 6-11, Complete Street Stock Photo**

*Source: Walk Sacramento*



**Figure 6-12, Union Road Bridge**

*Source: Hollister Free Lance Newspaper*

### Local Street and Roadway Maintenance

The operation and maintenance of the existing transportation system are significant priorities for transportation investment decisions.

The lack of appropriate funding for local roadway maintenance has been the greatest obstacle for local Cities and the County. Local roadway rehabilitation and maintenance are the responsibilities of each local jurisdiction within the region. This work accounts for activities to preserve and improve local roadway conditions involving traffic operations management, routine maintenance, preventative maintenance, and rehabilitation and reconstruction of pavement.

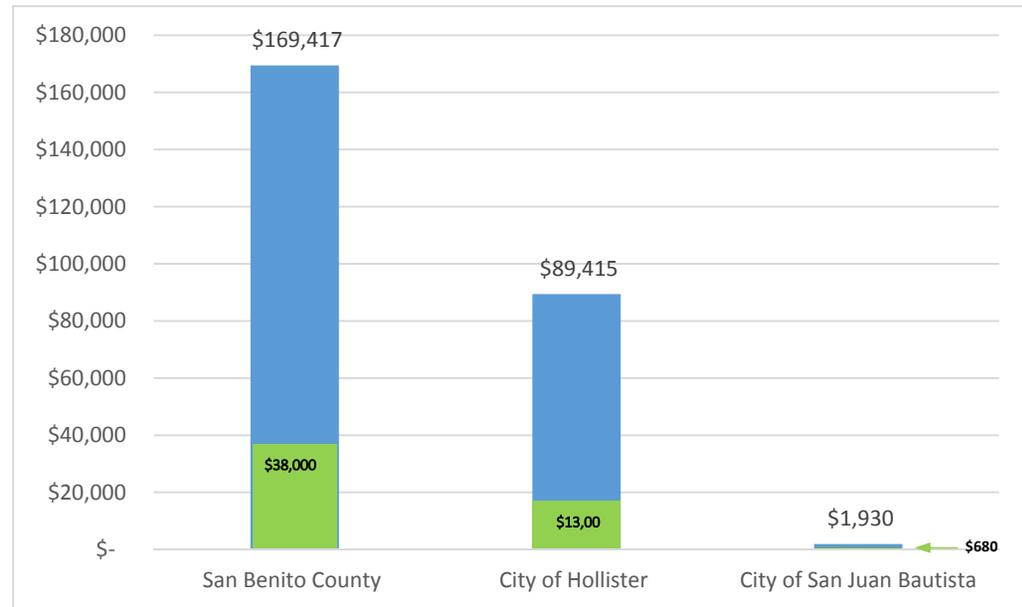


Figure 6-13, 22-Year Financially Constrained Local Street and Roadway Maintenance Projects (000s)  
Source: Council of San Benito County Governments

As illustrated in Figure 6-13, over the next 22-year time period, the *Financially Constrained Transportation Project List*<sup>2</sup> identifies:

- Over \$169 million in local street and roadway maintenance projects for the County of San Benito.
- Over \$89 million in local street and road maintenance projects for the City of Hollister.
- Over \$1.9 million in local street and road maintenance projects for the City of San Juan Bautista.

In 2017, Senate Bill 1, Road Repair and Accountability Act was approved, bringing over \$51 million to the San Benito County region over the next 22-year. The approximate distribution includes \$38 million for the County of San Benito, \$13 million for the City of Hollister and \$680,000 for the City of San Juan Bautista, as illustrated in Figure 6-13. However, these funding levels are insufficient to fund the entire local road rehabilitation and maintenance needs of the San Benito region, as illustrated in Figure 6-14.

<sup>2</sup> Financially Constrained list of projects that could be funded based on revenues reasonably expected over the next 22-years

## HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

### Local Street and Road Maintenance

The Regional Transportation Plan identifies the local road rehabilitation and maintenance project need for the City of Hollister and County of San Benito as partially funded or “Financially Unconstrained.”

As illustrated in Figure 6-14, the 22-year local road rehabilitation and maintenance project need, in red, is greater than the funds that are projected to be reasonably available for both the City of Hollister and County of San Benito.

The figure also illustrates in green, the “Financially Constrained” portion of local road rehabilitation and maintenance projects that may be reasonably funded over the next 22-years.

The City of San Juan Bautista’s local road rehabilitation and maintenance projects is completely “Financially Constrained” over the next 22-years.

The funding shortfall for local rehabilitation and roads maintenance for the City of Hollister and San Benito County will continue to be an issue beyond the 22-year timeframe of this Regional Transportation Plan. *As a priority, the Council of Governments identified the maximum funding possible, given the type of monies received for Local Road Rehabilitation and Maintenance Projects.*

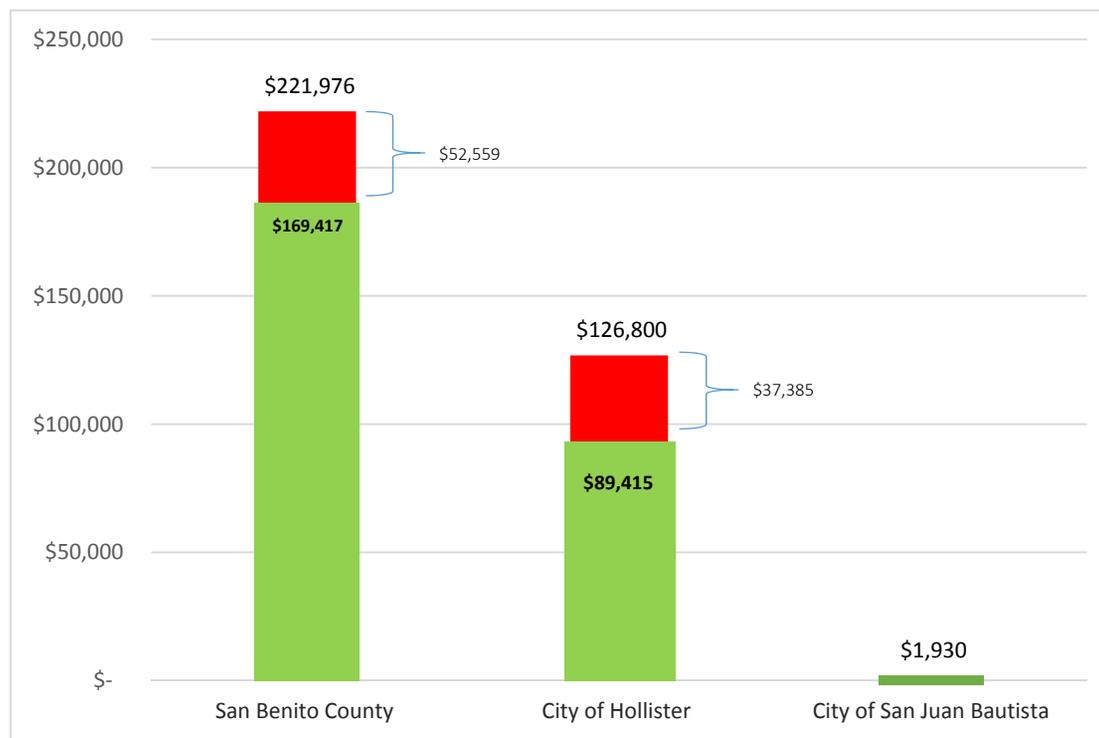


Figure 6-14, 22-Year Financially Constrained vs. Unconstrained Road Rehab and Maintenance Projects (000s)

Source: Council of San Benito County Governments

### ACTIVE TRANSPORTATION PROJECTS

Active transportation projects are those which facilitate walking and bicycling while travelling. These projects can help improve public health by reducing the amount of time spent sedentary in a car while making trips. These projects are also an important element of a well-rounded transportation plan, taking into consideration the needs of more than just vehicular travel.

### FINANCIALLY CONSTRAINED ACTIVE TRANSPORTATION PROJECTS

The Regional Transportation Plan’s “Financially Constrained” project list identifies investments needed to promote Active Transportation. Within the 22 year RTP period, the combined bicycle and pedestrian projects included to encourage increased use of active modes, such as biking and walking total over \$13 million, Figure 6-15. Active Transportation infrastructure projects represent 1% of all investments on the “Financially Constrained” list of projects (Appendix A).



Figure 6-15, 22-Year Financially Constrained Active Transportation Projects (000s)

Source: Council of San Benito County Governments

## HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

### ***San Benito Bikeway and Pedestrian Master Plan Implementation***

Regional Transportation Plan proposes over 40 bicycle and pedestrian infrastructure projects within San Benito region. These bicycle and pedestrian investments are listed individually in the Regional Transportation Plan list of project (Appendix A). Many of the local roadway projects, included in the “Financially Constrained” list, are multi-modal, which means that they include bicycle and pedestrian components. For example, a project on a local roadway may include bicycle lanes.

### ***Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street (Project No. SB-COH-A60)***

This Project is focused in a range of recommendations, from low-cost, near-term ideas to longer-term concepts. It is intended to be used by the City of Hollister as a guide for prioritizing investments in the public realm in these corridors. Implementing complete streets designs that address the needs of bicyclists and pedestrians is anticipated to have a wide range of benefits beyond improving safety for those users.

### ***San Benito River Recreational Trail, Phase 1 (Project No. SB-SBC-A65)***

The San Benito County River Parkway is a 20-mile-long trail corridor in northwestern San Benito County. The River Parkway would extend through unincorporated County land, primarily along the winding San Benito River, and through City of Hollister land near the 4<sup>th</sup> Street Bridge.



Figure 6-16, Students Crossing Street

Source: Council of San Benito County Governments



Figure 6-17, Complete Street Walking Audit on Tres Pinos Road

Source: Council of San Benito County Governments

## HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

### *San Benito River Recreational Trail, Phase 2 (Project No. SB-SBC-A66)*

The San Benito County River Parkway is a 20-mile-long trail corridor in northwestern San Benito County. The River Parkway would extend through unincorporated County land, primarily along the winding San Benito River, and through City of Hollister land near the 4<sup>th</sup> Street Bridge.

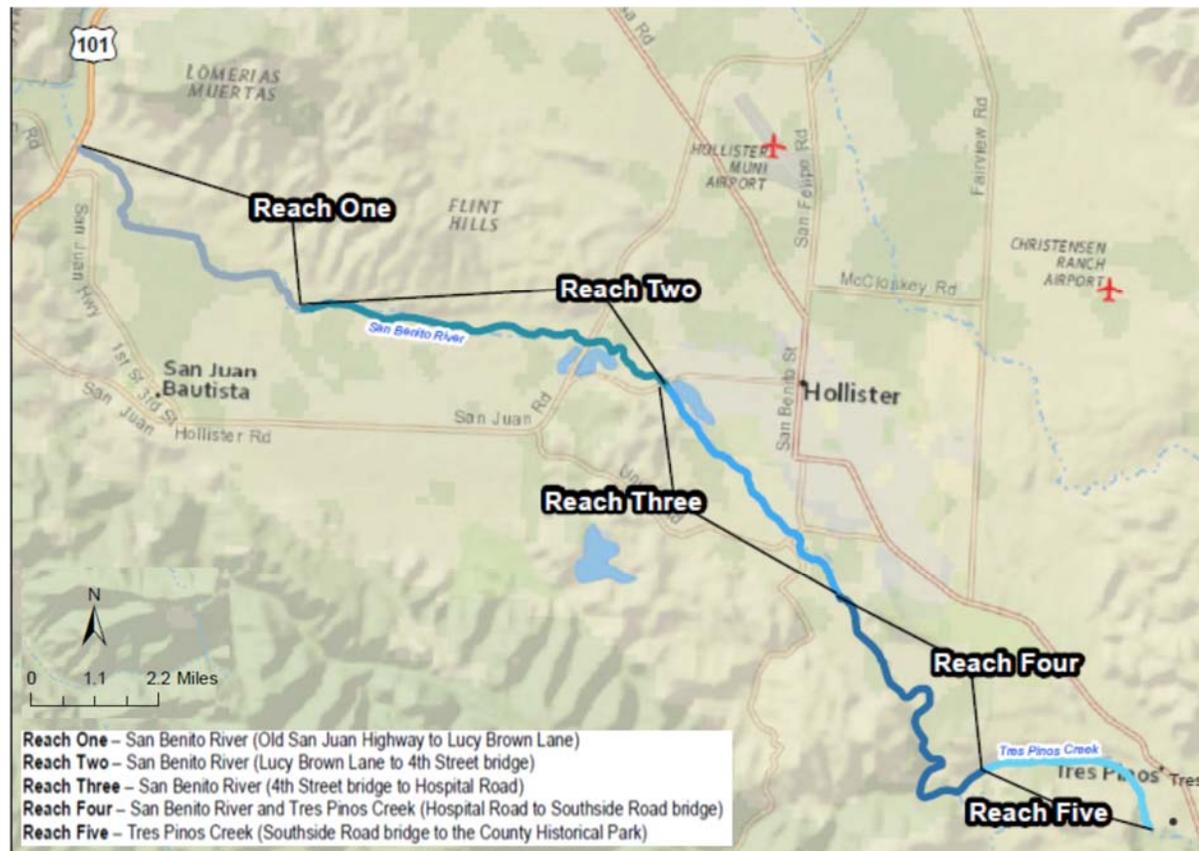


Figure 6-18, Financially Unconstrained San Benito River Recreational Trail

Source: River Parkway Master Plan

## PUBLIC TRANSIT PROJECTS

The Regional Transportation Plan supports transit as an essential service needed by many community members to maintain a minimum standard of living; it also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion and energy consumption, while improving air quality and the general quality of life for commuters.

The Regional Transportation Plan investments emphasize convenient, high quality regional transit and mobility services to meet the needs of transit users. Improved and expanded local and interregional bus services are included in this transit investment strategy as a means to improve mobility and accessibility, improve air quality and reduce congestion. The Plan also seeks to coordinate improved public transit services with complementary and supportive land use development—for instance, transit facilities surrounded by residential and commercial developments.

The Regional Transportation Plan supports the implementation of the San Benito Transit Design Guidelines, incorporating transit-friendly design in private development projects, making them able to be well served by transit, and encouraging transit use. Incorporating transit amenities with proposed development will help the region advance its transit presence and maximize its funding resources.

The Guidelines are designed for use by both planners and developers as a reference tool in the preparation and review of development plans. They are consistent with adopted local transportation policies; however, they are advisory, and not regulatory, to the Cities and County of San Benito.

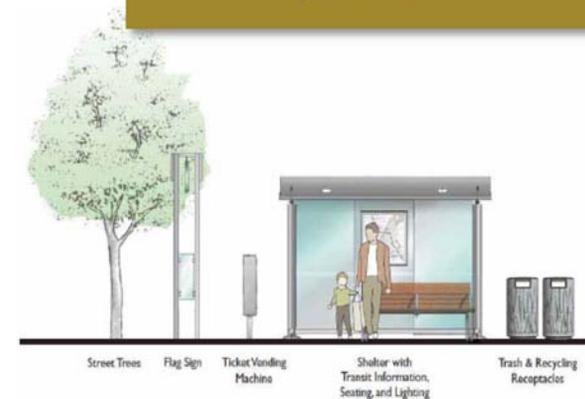
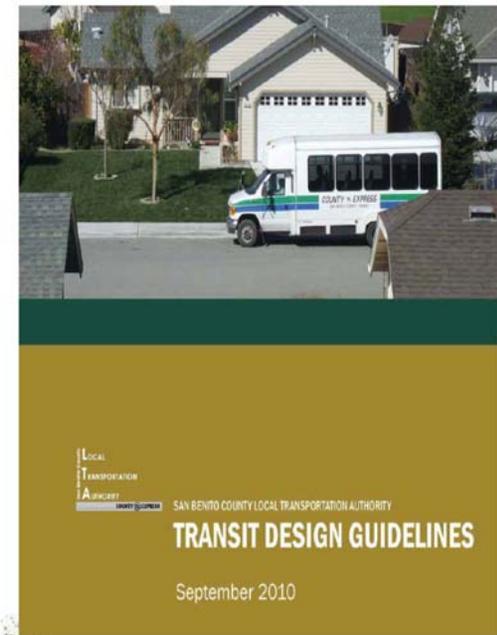


Figure 6-19, Transit Design Guidelines, 2010

Source: Council of San Benito County Governments

## FINANCIALLY CONSTRAINED PUBLIC TRANSIT PROJECTS

The Regional Transportation Plan’s “Financially Constrained” project list specifically calls for public transit capital and operational investments. Within the 22 year RTP period, the combined public transit projects total over \$56 million, Figure 6-20. Transit represents 5% of all investments on the “Financially Constrained” list of projects (Appendix A).

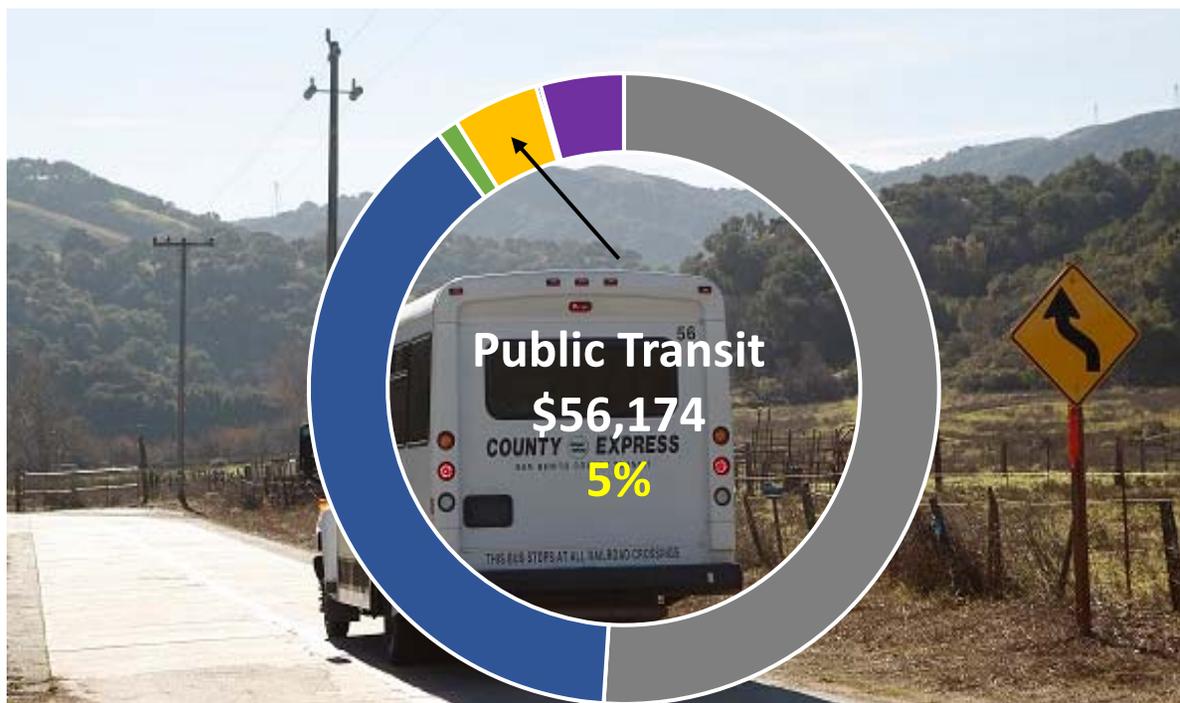


Figure 6-20, 22-Year Financially Constrained Public Transit Projects (000s)

Source: Council of San Benito County Governments

## HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

### ***General Transit Service Operations (Project No. SB-LTA-A37, A38, A46, A47)***

The Plan supports transit operations as an essential service needed by many community members to maintain a minimum standard of living; it also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes. Transit operations include services to neighboring counties such as in Monterey, Santa Cruz and Santa Clara.

### ***Regional Transit Planning (Project No. SB-LTA-A42)***

Planning presents a framework for examining the ways in which technical aspects of the regional transit planning process are changing in response to a broadening of goals and strategies. Planning often results in the implementation of transit infrastructure, new service, and operational improvements.

## HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

### ***Transit Vehicle Replacements (Project No. SB-LTA-A48)***

The Regional Transportation Plan identifies the Transit Vehicle Replacement Project as partially “Financially Unconstrained.” The expansion and replacement of transit vehicles includes the procurement of various bus vehicles needed to provide long-term services for County Express and Specialized Transportation Services.



**Figure 6-21, County Express Bus Riders**

Source: Council of San Benito County Governments

## TRANSPORTATION DEMAND MANAGEMENT (TDM) & TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROJECTS

Transportation Demand Management makes transportation options convenient, accessible, and safe. Strategies to manage demands on the region’s transportation roadway system in ways that reduce or eliminate traffic congestion during peak periods of demand.

Transportation System Management improves the ability of a highway or arterial street to efficiently move traffic without added capacity. This includes fairly low-cost improvements, such as: freeway auxiliary lanes, improved shoulders, individual intersection improvements, synchronized signals, and limiting left turn movements to major street connections.

## FINANCIALLY UNCONSTRAINED TDM & TMS PROJECTS

The Regional Transportation Plan’s “Financially Constrained” project list identifies TDM &TMS investments. Within the 22 year RTP period, the combined projects total over \$2 million, Figure 6-22. The projects represent less than 1% of all investments on the “Financially Constrained” list of projects (Appendix A).

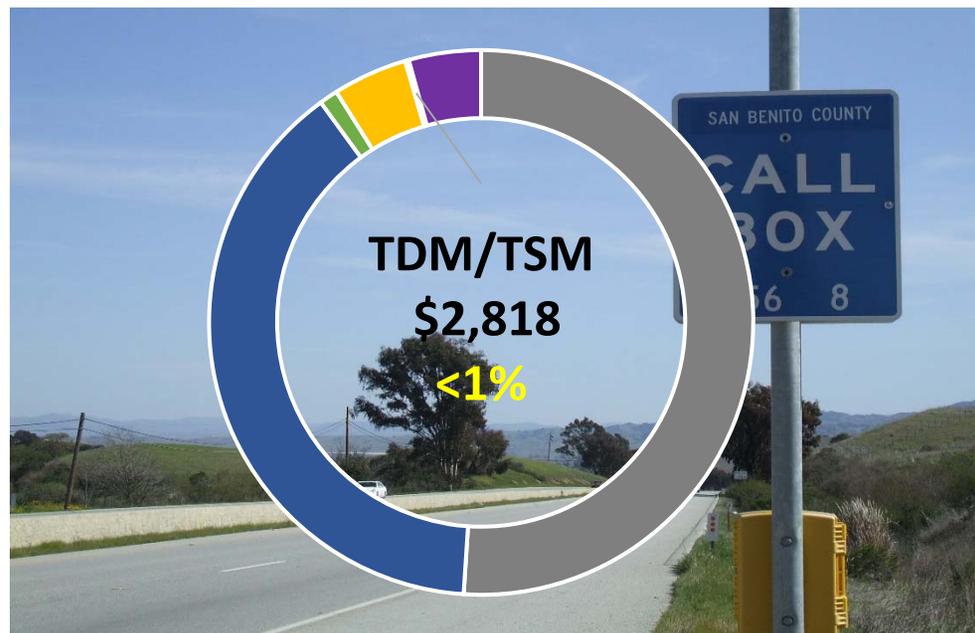


Figure 6-22, 22-Year Financially Constrained TDM & TSM Projects (000s)

Source: Council of San Benito County Governments

## HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

### Transportation Demand Management

#### ***Regional Vanpool Program (Project No. SB-COG-A53)***

The Council of Governments operates a commuter program aimed at providing commuter transportation options, reducing traffic congestion and reducing vehicle emission within the San Benito County region.

#### ***Regional Rideshare Program (Project No. SB-COG-A08)***

The Council of Governments offers services that assist users in defining alternatives to driving alone and encourage the use of alternative modes of transportation.

### Transportation System Management

#### ***Emergency Call Box Program (Project No. SB-COG-A44)***

The San Benito Service Authority for Freeways and Expressways (SAFE) operates emergency call boxes along Highways 25, 146, 101 and 156, as well as some rural County roads. The Emergency Call Box Program helps improve the safety and security of residents and visitors to San Benito County by connecting drivers with roadside assistance.

## HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

#### ***Intelligent Transportation Lump Sum Projects (Project No. SB-COG-A56)***

Commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system. Recognized as having the ability to either increase the efficiency of the existing transportation system or incorporate ITS features and the resultant benefits to a new capital project, ITS provides the opportunity of system enhancement at significant savings to larger, capital- and/or operating-intensive projects.



Figure 6-23, San Benito Regional Vanpool Program  
Source: Council of San Benito County Governments

## “OTHER” CATEGORY PROJECTS

The Regional Transportation Plan identifies several projects under this category, including those related to the local airports and administration and planning efforts of the Council of San Benito County Governments.

## FINANCIALLY CONSTRAINED “OTHER” CATEGORY PROJECTS

The Regional Transportation Plan’s “Financially Constrained” project list identifies “Other” category investments. Within the 22-year RTP period, the combined projects total over \$54 million, Figure 6-24. The projects represent 4% of all investments on the “Financially Constrained” list of projects (Appendix A).

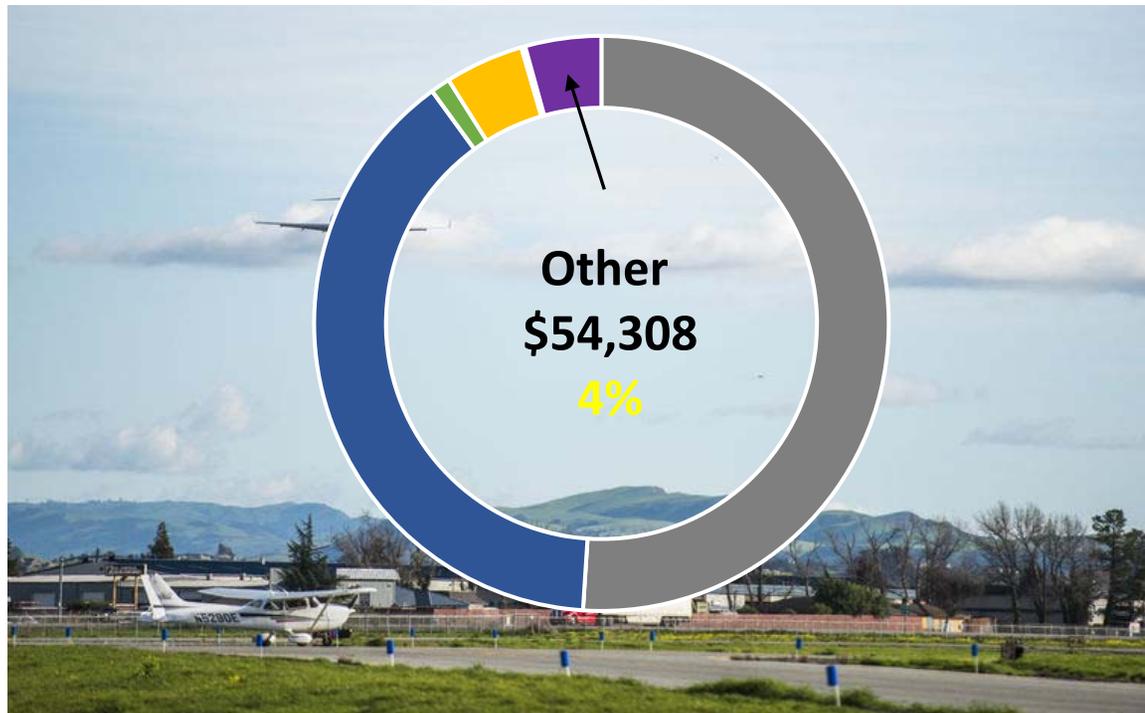


Figure 6-24, 22-Year Financially Constrained “Other” Category Projects (000s)  
Source: Council of San Benito County Governments

## HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

### ***COG Planning and Administration (Project No. SB-COG-A58)***

The Council of San Benito County Governments and the San Benito Local Transportation Authority perform a variety of short and long range transportation planning activities and studies.

The work performed under these planning efforts is funded through the Transportation Development Act (TDA) for COG administration, transit, bicycle and pedestrian facilities.

## HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

### ***Hollister Airport Operations & Maintenance (Project No. SB-COH-A40)***

Recognizing the airport’s role as an economic driver and important asset, the Regional Transportation Plan proposes investments for airport improvements in the future. The Regional Transportation Plan identifies this project as partially “Financially Unconstrained.”

### ***Hollister Airport Capital Improvements (Project No. SB-COH-A41)***

Capital improvements grouped project list from the Airport Capital Improvement Program. The Regional Transportation Plan identifies this project as partially “Financially Unconstrained.”



Figure 6-25, Hollister Municipal Airport  
Source: Benitolink

The “multimodal nature” of most of the above-mentioned projects provide for seamless implementation of Complete Streets concepts. For example, incorporating bicycle lanes as a matter of course in a roadway expansion will be explored when transportation projects and land use development is implemented in the San Benito region.

## COMPLETE STREETS

The term “Complete Streets” refers to a transportation network that is planned, designed, constructed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit and rail riders, commercial vehicles and motorists appropriate to the function and context of the facility.

The California Complete Streets Act of 2008 (AB 1358) ensures that the general plans of California cities and counties meet the needs of all users, including pedestrians, transit, bicyclists, the elderly, motorists, movers of commercial goods, and the disabled. AB 1358 requires cities and counties to identify how the jurisdiction will provide accommodation of all users of roadways during the revision of the circulation element of their general plan. The Governor’s Office of Planning and Research amended guidelines for the development of the circulation element to accommodate all users. A comprehensive update of the General Plan Guidelines in 2016 includes guidance on how cities and counties can modify the circulation element to plan for a balanced, integrated, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The Council of Governments (COG) is committed to planning for complete streets, and that commitment is reflected in the Regional Transportation Plan, with investments in bicycle and pedestrian facilities and other enhancements to the system. In 2013, the Council of Governments partnered with the Association of Monterey Bay Area Governments, the Santa Cruz County Regional Transportation Commission, and the Transportation Agency for Monterey County to develop a Complete Streets Guidebook.

The Guidebook builds upon best practices from across the nation and was developed to assist local jurisdictions in planning, designing and implementing complete streets projects. Complete Streets are streets that are comfortable and safe to use regardless of age, ability, or mode of transportation. Complete Street designs include amenities for bicyclists and pedestrians, such as bike lanes, wider sidewalks, and safer crossings.



**Figure 6-16 Example of Complete Streets**  
*Source: Monterey Bay Complete Streets Guidebook*

The Complete Streets Guidebook also addresses the link between Complete Streets design and economic development and includes a White Paper on the economics of Complete Streets. The Paper concludes that while we cannot say that implementing Complete Streets design will always have a significant positive impact on economic vitality, there is often a link. Several case studies have shown that when Complete Streets concepts are implemented, the area experiences economic growth.

Figure 6-28 demonstrates the economic framework for evaluation of Complete Streets:

Categories of Economic Activity	Direct and Non-Direct Transportation Impacts	Effect on Economic Activity			
		Possibly Negative	Possibly None	Possibly Positive	Possibly Very Positive
Business Activity	Access <sup>a</sup>			●	●
Business Activity	Trip Volume		●	●	
Business Activity / Investment	Trips Duration <sup>b</sup>	●	●	●	
Fiscal Impact	Construction <sup>c</sup>	●	●	●	●
Fiscal Impact	Maintenance		●	●	
Property Values / Investment	Amenities		●	●	
Economic Growth	Health <sup>d</sup>			●	●

**Figure 6-28 Economic Framework for Evaluating Complete Streets**

Source: Santa Cruz County Regional Transportation Commission, White Paper on Economic Impacts of Complete Streets

Notes:

- <sup>a</sup> New facilities for non-automobiles are likely to have a larger positive impact on economic activity than improving existing facilities.
- <sup>b</sup> An increase in trip duration for automobiles may negatively impact economic activity while a reduction in trip duration for non-automobiles may result in a positive on economic activity.
- <sup>c</sup> Construction of new facilities may have significant economic impacts, while adding new elements may have no to little impact economic impacts.
- <sup>d</sup> If Complete Streets contribute to healthier people by encouraging regular physical activity. As reflected in Caltrans ‘Main Street, California,’ encouraging walking and bicycling as a frequent mode of travel can reduce health spending at a state and federal level.

## **ENVIRONMENTAL REVIEW**

The San Benito Regional Transportation Plan must comply with the California Environmental Quality Act (CEQA), which requires that governmental agencies consider the cumulative regional impact and analyze the environmental consequences of planned transportation projects. As the lead agency, Association of Monterey Bay Area Governments conducts an extensive environmental review process, in partnership with the Council of Governments, which also includes public review and a public hearing.

The Association of Monterey Bay Area Governments established a Memorandum of Understanding between the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission to prepare one Environmental Impact Report (EIR), which included each Regional Transportation Plan collectively in the Metropolitan Transportation Plan/Sustainable Communities Strategy (Appendix F). The Environmental Impact Report presents a regional assessment of the impacts of the proposed 2040 MTP/SCS and the Regional Transportation Plans prepared by the Monterey, San Benito, and Santa Cruz RTPAs.

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# 2040 RTP

## Chapter 7: Public Participation and Consultation



This chapter describes the public involvement process and role that interagency coordination and public participation plays in the transportation decision-making of this Plan.

## Chapter 7 Public Participation and Consultation

Providing opportunities for public participation in the Regional Transportation Plan is important to the Council of San Benito County Governments. Early and frequent public involvement is essential to ensure that the community gains a clear understanding of the Council of Governments' role as the Regional Transportation Planning Agency for San Benito County. Furthermore, public involvement helps the Council of Governments policymakers, staff and partner agencies to better understand the needs and concerns of the community, leading to more meaningful planning efforts, projects, programs and activities.

The San Benito Regional Transportation Plan includes outreach efforts consisted of early and continuous public involvement opportunities that provided timely information about transportation issues and decision-making processes to, affected public agencies, private providers of transportation (including bus operators), users of public transportation, users of pedestrian walkways and bicycle facilities, representatives of the disabled, and other interested parties with reasonable opportunities.



**Figure 7-1 Public Workshop at Hollister Community Center**  
*Source: Council of Governments*

## TITLE VI OF THE CIVIL RIGHTS ACT

As part of the public involvement process and in compliance with the Title VI of the Civil Rights Act, COG sought out and considered the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households. This effort led to the identification of transportation system improvements that will provide a fair share of benefits to all residents, regardless of race, ethnicity or income level.

Title VI is a law set a standard that authoritatively outlawed discrimination in the conduct of all federal activities. The Federal Highway Administration (FHWA) has set policies for integrating environmental justice principles into existing operations to address disproportionate, adverse effects on low-income and minority populations.

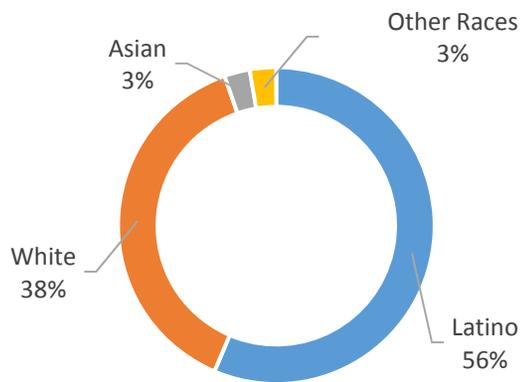
During the San Benito Regional Transportation Plan development process, the Council of Governments complied with its locally adopted 2015 Title VI Program and Language Assistance Plan (LAP) for Limited English Proficiency (LEP) Individuals Plan. The Council of Governments also utilized the Monterey Bay Area Public Participation Plan to develop the Regional Transportation Plan, which provides direction for public participation activities. It outlines the processes and strategies the Council of Governments uses to reach out to a broad range of stakeholders to gain their input.

The Monterey Bay Area Public Participation Plan acknowledges that in order to develop an effective public outreach process that is specific to the needs of San Benito County residents, it is important to acknowledge the community's demographics. To help inform the public of opportunities for input on the 2040 Regional Transportation Plan, the Council of Governments developed a comprehensive public outreach strategy, which is discussed in the following next section.

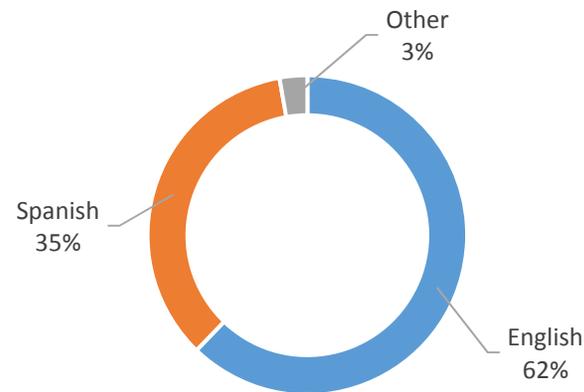
## Title VI

" No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. "

In San Benito County approximately 56 percent of the residents are Latino; however, Spanish is not always the primary language spoken in these households. According to the U.S. Census, approximately 38 percent of San Benito County residents speak a language other than English at home. As such, the majority of Regional Transportation Plan announcements, surveys, and general information were provided in both English and Spanish. Bilingual staff also attended all public and project meetings. The Council of Governments has strived to ensure that the public have the opportunity to voice their thoughts and concerns during the development of the Regional Transportation Plan.



**Figure 7-2 Race in San Benito County**  
*Source: 2010 U.S. Census*



**Figure 7-3 Languages Spoken in San Benito County**  
*Source: 2010 U.S. Census*

## PUBLIC PARTICIPATION ACTIVITIES

For this Regional Transportation Plan, the Council of Governments sought public participation through various forms. Public input helped provide direction on regional priorities for the Regional Transportation Plan’s policy element and influenced the list of projects. The public participation findings helped COG identify issues that require more study outside the Regional Transportation Plan and as projects move forward. The Council of Governments conducted the following outreach activities, in chronological order, prior to the adoption of the 2040 San Benito Regional Transportation Plan.

### 1. COMMUNITY SURVEY

In 2015 and 2016, the Council of Governments conducted bilingual transportation telephone surveys of San Benito County voters. The purpose of the survey was to obtain insight on the transportation priorities of the community and to obtain insight on a transportation sales tax expenditure plan for the November 2016 election.

### 2. METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY AND REGIONAL TRANSPORTATION PLAN PUBLIC OPEN HOUSE

Date: Thursday, April 6, 2017

Location: Hollister Community Center, 300 West Street, Hollister, CA.

The Association of Monterey Bay Area Governments (AMBAG) invited San Benito residents to an open house to learn about new tools to help shape the future in a collaborative way. The open house began with a brief presentation describing the Sustainable Communities Strategy and the new toolkits we’ve created to help local communities plan for a more sustainable future and high quality of living. After the presentation, the public roamed among stations to learn in more detail about housing, economic and transportation options for the region. The Council of Governments also provided information on the development of the San Benito Regional Transportation and project schedule.



### 3. INDIGENOUS CULTURES DAY

Date: Sunday, May 21, 2017

Meeting Location: Saint Benedict Church, 1200, Fairview Road, Hollister, CA.

Community Solutions hosted a meeting on ways to better serve indigenous populations from Oaxaca, Mexico living in San Benito County. Council of Governments staff attended and provided bilingual information on the Draft 2040 Regional Transportation Plan update.



### 4. PLANNING COMMISSION JOINT MEETING MAY 23, 2017

Date: Tuesday, May 23, 2017

Meeting Location: 649 San Benito Street, Hollister, CA

Council of Governments staff provided information on the development of the Draft Regional Transportation Plan to City of Hollister, City of San Juan Bautista, and County of San Benito Planning Commissioners.

### 5. HOLLISTER DOWNTOWN ASSOCIATION NIBBLE & NETWORK AT CENTURY 21 SHOWCASE

Date: Wednesday, May 24, 2017

Meeting Location: Century 21 Showcase, 330 Tres Pinos Road, Hollister, CA

Council of Governments staff provided information on the development of the Draft San Benito 2040 Regional Transportation Plan to meeting attendees.

### 6. WHAT'S HAPPENING IN WEST HOLLISTER OPEN HOUSE

Date: Wednesday, May 31, 2017

Meeting Location: City of Hollister, 375 Fifth Street, Hollister, CA.

City of Hollister, District 2, Councilmember Mickie Solorio Luna hosted an open house to inform and solicit community input on planned developments and transportation projects. COG staff provided information on the Draft Regional Transportation Plan update, safe routes to school and other long range projects. Bilingual staff was available at the public meeting.



## 10. PUBLIC WORKSHOP

Date: January 11, 2018

Meeting Location: San Benito Library, Hollister, CA.

As part of release of the Draft Metropolitan Transportation Plan/Sustainable Communities Strategy, the Association of Monterey Bay Area Governments (AMBAG) conducted a community workshop in Hollister, CA. The purpose of the workshop is to present the draft 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy to San Benito residents and interested parties. The Council of Governments also provided information on the Draft 2040 San Benito Regional Transportation Plan. Bilingual staff were available at the public meeting.



### OPEN HOUSE

#### Draft San Benito Regional Transportation Plan

Thursday, January 11, 2018  
San Benito County Library  
6 p.m. to 8:00 p.m.



COUNCIL OF SAN BENITO COUNTY GOVERNMENTS (COG)

#### On the Move in the San Benito Region

The Council of San Benito County Governments prepares a Regional Transportation Plan (RTP) every four years that sets forth the vision and guide for transportation investments over the next 22 years.

#### Public Outreach and Community Input

The Regional Transportation Plan will be better with your input. We want to hear your ideas throughout the entire plan. The best way to help make the San Benito region a safer, livable, and more sustainable place is to get involved.

#### More Public Comment Opportunities and Schedule:

December 4, 2017 – February 5, 2018: Public Comment Period  
January 18, 2018: Public hearing on the Draft Plan  
June 21, 2018: COG Board considers adopting the Plan

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



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### Junta Pública

#### Plan Regional de Transportación del Condado de San Benito (Copia Conceptual)

Jueves, 11 de enero 2018  
Biblioteca San Benito County  
6 p.m. to 8:00 p.m.



Concilio de Gobiernos del Condado de San Benito

#### En Movimiento en la Región de San Benito

El Concilio de Gobiernos del Condado de San Benito prepara un Plan de Transportación Regional cada cuatro años que establece la visión y guía para las inversiones en transporte durante los próximos 22 años.

#### Alcance público y aportes de la comunidad

El Plan Regional de Transportación será mejor con su aporte. Queremos escuchar sus ideas a lo largo de todo el plan. La mejor manera de ayudar a que la región de San Benito sea un lugar más seguro, habitable y más sostenible es involucrarse.

#### Más Oportunidades de Comentarios Públicos y Calendario:

4 de diciembre, 2017 al 5 de febrero, 2018: Período de Comentario Público.  
18 de enero, 2018: Audiencia Pública Sobre el Plan Conceptual.  
21 de junio, 2018: Concilio de Gobiernos considera la adopción del Plan.

**Misión:**  
El Concilio de los Gobiernos del Condado de San Benito mejora la movilidad de los viajeros del Condado de San Benito planeando e invirtiendo en un sistema de transporte multimodal que sea seguro, económicamente viable y respetuoso con el medio ambiente.



Gerente de Proyecto: Veronica Lezama  
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## 11. PUBLIC HEARING ON THE DRAFT 2040 SAN BENITO REGIONAL TRANSPORTATION PLAN

Date: Thursday, January 18, 2018

Meeting Location: San Benito County Board Chambers, 481 Fourth Street, Hollister, CA.

The Council of Governments conducted a public hearing on the Draft San Benito Regional Transportation Plan. The purpose of the Public Hearing is to obtain information from the public on transportation issues, policies, programs, plans, and/or projects. Bilingual staff was available at the public hearing. Notice of said public hearing was published in the Hollister Freelance Newspaper on December 8, 2017.



## 12. HOLLISTER DOWNTOWN ASSOCIATION QUARTELY BREAKFAST

Date: Wednesday, January 24, 2018

Meeting Location: Paine's Restaurant, Hollister, CA.

The Council of Governments provided a presentation on the Draft San Benito Regional Transportation Plan. The Hollister Downtown Association is a non-profit community based organization. As a Main Street Program City, the continued revitalization of our historic downtown is important.



### 13. Intergovernmental Committee Meeting

Date: Thursday, February 1, 2018

Meeting Location: Hollister City Hall

The Intergovernmental Committee is composed of two representatives of each of the local jurisdictional Boards (Hollister and San Juan Bautista City Councils and County Board of Supervisors). Council of Governments staff provided the Committee with an update on the Draft Regional Transportation Plan.

### 14. Meeting with Congressman Jimmy Panetta

Date: Friday, February 2, 2018

Meeting Location: COG Office 330 Tres Pinos Road, C7

Council of Governments staff and the COG Board Chair meet with Congressman Jimmy Panetta, 20<sup>th</sup> Congressional District, to discuss the transportation priorities of San Benito County as they relate to the Regional Transportation Plan. A copy of the Draft Regional Transportation Plan was provided to Congressional staff.



### 15. Intergovernmental Committee Meeting

Date: June 7, 2018

Meeting Location: Hollister City Hall

The Intergovernmental Committee is composed of two representatives of each of the local jurisdictional Boards (Hollister and San Juan Bautista City Councils and County Board of Supervisors). Council of Governments staff provided the Committee with a presentation on the Draft Regional Transportation Plan.

## 16. NEWSPAPER ARTICLES ON THE DRAFT SAN BENITO REGINAL TRANSPORTATION PLAN:

Benitolink (online local news source):

- <https://benitolink.com/news/update-transportation-planning-san-benito-region>
- <https://benitolink.com/news/san-benito-regional-transportation-plan-reviewed-hollister-meeting>



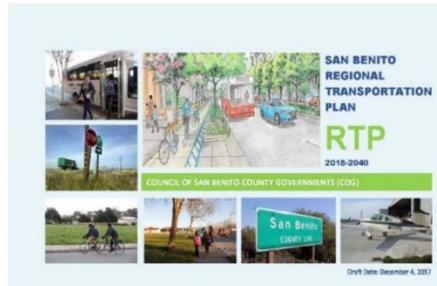
More News

### Update on Transportation Planning in the San Benito Region

posted on Fri, 12/08/2017 - 07:30am by Council of San Benito County Governments - CDG

Add a comment [Facebook](#) [Recommend](#) [Email this Article](#)

Draft long-range regional transportation plan now available for comment. Meetings allow comment are scheduled for January.



More News

### San Benito Regional Transportation Plan reviewed at Hollister meeting

posted on Mon, 12/05/2017 - 09:31am by Thomas Leyva - Reporting for BenitoLink

Add a comment [Facebook](#) [Recommend](#) [Email this Article](#)

Council of San Benito County Governments discusses Transportation Plan RTP 2018-2040 at a meeting in Hollister.



Hollister Free Lance Newspaper:

<https://sanbenito.com/2017/12/14/county-draft-transportation-plan-released/>

## County draft transportation plan released

Nearly \$2 billion in projects are identified

BY NICHOLAS PRECIADO - DECEMBER 14, 2017



Highway 25 at San Felipe Road

## COORDINATION WITH ADVISORY COMMITTEES

The Council of San Benito County Governments' advisory committees advise and makes recommendations to the Board of Directors on a variety of regional transportation issues. Those Committees consist of the following:

1. **Technical Advisory Committee (TAC):** This committee advises the Council of Governments on matters related to transportation planning. The Council of Committee consisted with the TAC on the development of the Regional Transportation Plan on the following dates: September 1, 2016, September 7, 2017, October 5, 2017 and December 7, 2017. TAC members include:
  - Mary Gilbert, COG Executive Director
  - Bryan Swanson, City of Hollister
  - Danny Hillstock, Engineer, City of Hollister Engineering Department
  - Michael LaForge, City Manager, City of San Juan Bautista
  - John Guertin, Director, San Benito County Resource Management Agency
  - Chris Miceli, Officer, California Highway Patrol
  - Jill Morales, Regional Planner, Caltrans
  - Heather Adamson, Association of Monterey Bay Area Governments
2. **Social Services Transportation Advisory Council (SSTAC) -** The Council of Governments presented the 2040 Regional Transportation to SSTAC on September 29, 2017. SSTAC members are appointed by the Council of Governments and are recruited from social service agencies and transit providers representing the elderly, persons with disabilities and persons of limited means, in accordance with the Public Utilities Code (Article 3, Section 99238). SSTAC members include:
  - Caroline Medina Interim General Manager, MV Transportation, Chair
  - Maggie Bilich, Transit User, Vice Chair
  - Pauline Valdivia, Executive Director, Jovenes de Antaño
  - Esther Alva, Community Services and Workforce Development
  - Clay Kempf, Executive Director, Area Agency on Aging
  - Ann Ross, Member of the Public
  - Jim Parker, Transit User

## **DRAFT 2040 SAN BENITO REGIONAL TRANSPORTATION PLAN PUBLIC COPIES**

The Draft 2040 San Benito Regional Transportation Plan was made available for public review at the following locations:

- Gavilan College, 365 4th St, Hollister, CA 95023
- San Benito Free Library, 470 5th St, Hollister, CA 95023
- San Juan Bautista Free Library, 801 2nd St, San Juan Bautista, CA
- Council of Governments Office, 330 Tres Pinos Road, Hollister, CA
- County of San Benito, 481 Fourth Street, Hollister, CA
- San Benito COG Website: [www.SanBenitoCog.org](http://www.SanBenitoCog.org)
- San Benito COG Facebook: [www.facebook.com/SanBenitoCOG/](http://www.facebook.com/SanBenitoCOG/)
- San Benito County Express Facebook: [www.facebook.com/SanBenitoCountyExpress/](http://www.facebook.com/SanBenitoCountyExpress/)
- San Benito Rideshare Facebook: [www.facebook.com/SanBenitoRideshare/](http://www.facebook.com/SanBenitoRideshare/)

## **COORDINATION WITH PARTNER AGENCIES**

The Council of San Benito County Governments distributed the Draft Regional Transportation Plan to various public and private community organizations to gather input on transportation needs facing San Benito County. These organizations were also notified of the Public Hearing for the Draft Environmental Impact Report. A list of these agencies are included in Appendix C.

## ENVIRONMENTAL REVIEW

The Association of Monterey Bay Area Governments (AMBAG) conducted an extensive environmental review process, in accordance with the California Environmental Quality Act (CEQA), which also includes public review period and a public hearing.

The Association of Monterey Bay Area Governments (AMBAG) established a Memorandum of Understanding between the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission to prepare one Environmental Impact Report (EIR) which included each Regional Transportation Plan collectively in the Metropolitan Transportation Plan (MTP).

The decision to participate in a joint Environmental Impact Report was at the discretion of the board of directors for each agency. The completion of the Draft Environmental Impact Report included an extensive 55-day public review period, in which the Association, as the lead agency, responded to written public comments. The Council of Governments Board of Directors considered a resolution certifying the Environmental Impact Report at its meeting on June 21, 2018.

## PUBLIC REVIEW AND FINAL PLAN ADOPTION

The Draft 2040 San Benito Regional Transportation Plan included a 63-day public comment period, in excess of the required 30-day public comment period. The Council of Governments received a total of 28 comments on the Draft Regional Transportation Plan. The letters and responses to the comments received are included in Appendix D. All public comment was considered and revisions to the Final Regional Transportation Plan were made, as appropriate.

A public notice was published in a local newspaper of general circulation on June 1, 2018 notifying the public that the Council of Governments Board of Directors will conduct a public meeting to consider the Final 2040 San Benito Regional Transportation Plan and its Final Environmental Impact Report. The Final Plans were presented to the Council of Governments' Board of Directors for adoption at the June 21, 2018 meeting.

## Appendix A Financially Constrained and Unconstrained Transportation Project List

2040 San Benito Regional Transportation Plan

Appendix A: Financially Constrained and Unconstrained Transportation Project List

Financially Constrained Projects: list of projects that could be funded based on revenues reasonably expected over the next 22-years.  
 Financially Unconstrained Projects: list of candidate projects that would be funded, only if additional monies become available or projects that are partially Constrained. These projects are solely listed for illustrative purposes.  
 \* Partially Constrained and Unconstrained

The following added language has been incorporated: The Federal Transportation Act and state guidelines require that the RTP reflect the cost of implementing projects in "year of expenditure dollars" (YOE) and must be financially constrained to match escalated projected revenues. While it is unknown the exact year that most projects will be implemented, this spreadsheet demonstrates how much it would cost to implement the constrained RTP project list if the annual escalation rate were 1.075%. Since the actual year that a project will be constructed may vary and numerous economic and external factors can impact actual cost, actual costs will likely vary. This list includes "Constrained" projects which could be funded within the projected revenues identified in this document. "Unconstrained" project are also identified for illustrative purposes.

(All figures in 1,000's)

		Project Number	Project Title	Project Description/Scope	Project Type	Regionally Significant	2020	2035	2040	Total Project Cost (Need)	Constrained	Unconstrained
Council of Governments	1	SB-COG-A08	Rideshare Program	Promote the use of alternative modes of transportation	TDM	N	10	75	25	\$ 110	\$ 110	
	2	SB-COG-A44	Motorist Aid System (SAFE)	Emergency call box program	TSM	N	104	780	260	\$ 1,144	\$ 1,144	
	3	SB-COG-A53	Vanpool Program	Provide vehicle lease program, planning and coordination	TDM	N	121	121	121	\$ 364	\$ 364	
	4	SB-COG-A54	State Route 25 Corridor Improvements Project	To enhance safety, improve traffic operations, and provide additional capacity to reduce congestion for all transportation modes on Highway 25 between San Felipe Road and the San Benito/Santa Clara County line	H-NEW	Y		15,549	119,451	\$ 135,000	\$ 135,000	
	5	SB-COG-A55	Wayfinding Sign Program	Signs that provide direction of vehicles and pedestrians to specific destinations within the predefined areas	TSM	N		1,200		\$ 1,200	\$ 1,200	
	6	SB-COG-A56	Intelligent Transportation Systems Lump Sum Projects	Implement projects identified in the Central Coast Intelligent Transportation Systems Plan	TSM	N				\$ 7,355		\$ 7,355
	7	SB-COG-A57	Safe Routes to Schools Implementation Program	Infrastructure improvements to achieve safer routes to schools for walking and bicycling at R.O. Hardin & Calaveras Elementary Schools. Lead agency role will vary from the City of Hollister, County and the Hollister School District	AT	N		1,126		\$ 1,126	\$ 1,126	
	8	SB-COG-A58	COG Planning and Administration	COG and LTA short and long range transportation planning studies. Transportation Development Act (TDA) for COG administration, transit, bicycle & pedestrian facilities, approx. \$1.6M/year	OTHER	N	3,200	24,000	8,000	\$ 35,200	\$ 35,200	
	9	SB-COH-A11	Union Road (formerly Crestview Drive) Construction	Construct new 2-lane road	LSR-NEW	N		11,000		\$ 11,000	\$ 11,000	
	10	SB-COH-A13	West Gateway Improvement Project	Streetscape and intersection improvements	LSR-OMR	N	4,237			\$ 4,237	\$ 4,237	
City of Hollister	11	SB-COH-A16	Memorial Drive Extension: Meridian St. to Santa Ana Road	Construct 4-lane road extension with bicycle lanes. TIF	LSR-NEW	N		3,355		\$ 3,355	\$ 3,355	
	12	SB-COH-A18	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Rd. to Southside Rd./San Benito St. Intersection with bicycle lanes. TIF	LSR-NEW	N			13,360	\$ 13,360	\$ 13,360	
	13	SB-COH-A19	North Street (Buena Vista) between College Street and San Benito Street	Construct 2-lane road with bicycle lanes. TIF	LSR-NEW	N			4,207	\$ 4,207	\$ 4,207	
	14	SB-COH-A20	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	AT	N			21	\$ 21	\$ 21	
	15	SB-COH-A23	Ladd Lane Bike Lane	Construct II bike lane from Tres Pinos Road to existing Class II on Ladd Lane	AT	N			5	\$ 5	\$ 5	
	16	SB-COH-A24	South St/Hillcrest Rd. Bike Lane	Construct II bike lane from McCray St. to proposed Class II on Hillcrest Road	AT	N				\$ 14	\$ -	\$ 14
	17	SB-COH-A25	Central Ave. Bike Lane	Construct Class II bike lane from Bridge Rd. to East St.	AT	N	50			\$ 50	\$ 50	
	18	SB-COH-A26	Memorial Drive Bike Lane	Construct Class II bike lane from Sunset Dr. to Meridian St.	AT	N				\$ 34	\$ -	\$ 34
	19	SB-COH-A28	4th Street Bike Lane	Construct Class III from McCray St. to Westside Blvd.	AT	N				\$ 11	\$ -	\$ 11
	20	SB-COH-A29	Sally Street Bike Lane	Construct Class III bike lane from Nash Rd. to 4th St.	AT	N				\$ 13	\$ -	\$ 13
	21	SB-COH-A30	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Dr. to McCray St.	AT	N			32	\$ 32	\$ 32	
	22	SB-COH-A31	San Felipe Road Bike Lane	Construct Class II bike lane from Santa Ana Rd. to Northern San Benito County	AT	N				\$ 197	\$ -	\$ 197
	23	SB-COH-A32	Sunset Drive Bike Lane	Construct Class III bike lane from Cerra Vista Rd. to Airline Hwy.	AT	N				\$ 11	\$ -	\$ 11
	24	SB-COH-A33	Hillcrest Road Bike Lane	Construct Class II from Fairview Rd. to Proposed Class III on Hillcrest Rd.	AT	N				\$ 53	\$ -	\$ 53
	25	SB-COH-A36	Monterey Street Bike Lane	Construct Class III bike lane from Nash Rd. to 4th St.	AT	N				\$ 14	\$ -	\$ 14
	26*	SB-COH-A40	Hollister Airport Operations & Maintenance	Continued operations and maintenance of the airport	OTHER	N	1,421	10,658	3,553	\$ 16,500	\$ 15,632	\$ 868
	27*	SB-COH-A41	Hollister Airport Capital Improvements	Capital improvements grouped project list from the Airport Capital Improvement Program	OTHER	N	316	2,370	790	\$ 16,500	\$ 3,476	\$ 13,024
	28	SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	LSR-NEW	N			13,842	\$ 13,842	\$ 13,842	
	29	SB-COH-A57	Pacific Way (New Road): San Felipe Rd. to Memorial Dr.	New 2-lane road from San Felipe Rd. to future Memorial Dr. north extension with bicycle lanes. TIF	LSR-NEW	N			7,412	\$ 7,412	\$ 7,412	
	30	SB-COH-A58	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	LSR-OMR	N			575	\$ 575	\$ 575	
	31	SB-COH-A59	Westside Boulevard Extension (Intersection)	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; 4 approaches, turning lanes will be constructed at Westside Boulevard & San Benito Street. TIF	LSR-OMR	N		500		\$ 500	\$ 500	
	32	SB-COH-A60	Complete Streets Project for Nash/Tress Pines/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts, and more.	AT	N		6,760		\$ 6,760	\$ 6,760	

	Project Number	Project Title	Project Description/Scope	Project Type	Regionally Significant	2020	2035	2040	Total Project Cost (Need)			
City of Hollister	33	SB-COH-A61	City of Hollister Local Street & Roadway Maintenance: 2019-2030	System preservation and maintenance	LSR-OMR	N	6,724	50,206		\$ 56,930	\$ 56,930	
	34*	SB-COH-A62	City of Hollister Local Street & Roadway Maintenance: 2031-2040	System preservation and maintenance	LSR-OMR	N	9,483	8,449	1,154	\$ 56,471	\$ 19,086	\$ 37,385
	35	SB-COH-A63	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration.	LSR-OMR	N		550		\$ 550	\$ 550	
	36	SB-COH-A64	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration with bicycle lanes. TIF	LSR-OMR	N		400		\$ 400	\$ 400	
	37	SB-COH-A65	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	LSR-OMR	N		700		\$ 700	\$ 700	
	38	SB-COH-A66	McCray Street Bike Lane	Class II, .61 miles, Hillcrest to Santa Ana Road, Tier No. 2.	AT	N			18	\$ 18	\$ 18	
	39	SB-COH-A67	Cerra Vista Bike Lane	Class III, .73 miles, Union Road to Sunnyslope Road	AT	N			10	\$ 10	\$ 10	
	40	SB-COH-A68	Hawkins Street Bike Lane	Class III, .45 miles, Monterey Street to Prospect Avenue, Tier No. 2	AT	N				\$ 6	\$ -	\$ 6
	41	SB-COH-A69	Clearview Drive Bike Lane	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2	AT	N				\$ 15	\$ -	\$ 15
	42	SB-COH-A70	Steinbeck Drive Bike Lane	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3	AT	N			1	\$ 1	\$ 1	
	43	SB-COH-A71	Meridian Road Bike Lane	Class III, .47 miles, End of Meridian to Memorial Drive, Tier No. 3	AT	N			6	\$ 6	\$ 6	
	44	SB-COH-A72	Bridgevale Road Bike Lane	Class III, .26 miles, from Fourth Street (Previously San Juan Road) to Central Avenue, Tier No. 3	AT	N			3	\$ 3	\$ 3	
	45	SB-COH-A73	Beverly Drive Bike Lane	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3	AT	N			7	\$ 7	\$ 7	
	46	SB-COH-A74	Flynn Road & San Felipe Road Intersection	New signalization of 4-lane arterial with 4-lane arterial. TIF	LSR-OMR	N		800		\$ 800	\$ 800	
	47	SB-COH-A75	Memorial Drive & Santa Ana Road Memorial Drive South Extension (Intersection)	New signalization of future 4-lane arterial (Memorial) with non-TIMF widening to 4-lane arterial: 4 approaches, turning lanes will be constructed.	LSR-OMR	N		800		\$ 800	\$ 800	
	48	SB-COH-A76	Memorial Drive South Extension: Meridian Street to Memorial Drive (Intersection)	New signalization of future 4-lane arterial (memorial) with 4-lane arterial; 4 approaches, turning lanes will be constructed. TIF	LSR-OMR	N		800		\$ 800	\$ 800	
	49	SB-COH-A77	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	LSR-OMR	N		525		\$ 525	\$ 525	
	50	SB-COH-A78	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New Roundabout. TIF	LSR-OMR	N		700		\$ 700	\$ 700	
	51	SB-COH-A79	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue, Tier No. 1.	AT	N		5		\$ 5	\$ 5	
	52	SB-COH-A80	SB1 RMRA: City of Hollister (2018- 2040)	System preservation and maintenance	LSR-OMR			13,399		\$ 13,399	\$ 13,399	
Caltrans	53	SB-CT-A01	SR 156 Widening - San Juan Bautista to Union Road	Construct a four-lane expressway south of the existing State Route 156 and use the existing SR 156 as the northern frontage road. Partial TIF	H-NEW	Y	14,998	53,341		\$ 68,339	\$ 68,339	
	54	SB-CT-A02	Highway 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	H-OMR	Y		6,824		\$ 6,824	\$ 6,824	
	55	SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	Widen to 4-lane expressway with bicycle lanes. TIF	H-NEW	N		28,214		\$ 28,214	\$ 28,214	
	56	SB-CT-A43	SHOPP Group Lump Sum Project Listing	Varies, grouped project listing, 2018-2040.	H-OMR	N	18,228	68,355	45,570	\$ 132,153	\$ 132,153	
	57	SB-CT-A44	Highway 25 4-Lane Widening, Phase 1	Widen to 4-lane expressway, San Felipe Road to Hudner Lane. Partial TIF.	H-NEW	Y	8,000	54,000		\$ 62,000	\$ 62,000	
	58	SB-CT-A45	Highway 25 4-Lane Widening, Phase 2	Widen from 2 to 4 Lanes from Hudner Lane to County Line. Partial TIF.	H-NEW	Y				\$ 168,000	\$ -	\$ 168,000
	59	SB-CT-A55	U.S. 101: Las Aromitas: Monterey/San Benito County Line to State Route 156	Highway widening from 4 to 6 lanes	H-NEW	Y				\$ 246,000	\$ -	\$ 246,000
	60	SB-CT-A56	U.S. 101: SR 156 to SR 129, Widen to 6-Lane Freeway	Highway widening from 4 to 6 lanes and upgrade facility to freeway standards	H-NEW	Y				\$ -		
Local Transportation Authority	61	SB-LTA-A37	General Transit Service Operations	Ongoing operation of fixed route, other transit service, and expansion	TR-OPS	N	1,378	24,802	1,378	\$ 27,558	\$ 27,558	
	62	SB-LTA-A38	Express Bus Service to Gilroy - Gavilan	Express bus service from the City of Hollister to Gavilan College	TR-NEW	Y		5,020		\$ 5,020	\$ 5,020	
	63	SB-LTA-A39	Express Bus Service to Gilroy - Caltrain Station	Express bus service from the City of Hollister to Gilroy Caltrain Station	TR-NEW	Y		1,674		\$ 1,674	\$ 1,674	
	64	SB-LTA-A42	Regional Transit Planning	Planning transit infrastructure, new service, and operational improvements	TR-OPS	N	361	361	361	\$ 1,084	\$ 1,084	
	65	SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas	TR-NEW	Y		3,113		\$ 3,113	\$ 3,113	
	66	SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville	TR-NEW	Y		3,124		\$ 3,124	\$ 3,124	
	67*	SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles	TR-REHAB	N	851			\$ 11,570	\$ 851	\$ 10,719
	68	SB-LTA-A51	Bus Stop Improvement Program	Transit Facilities to accommodate regional transit connections to Gilroy, Watsonville, and Salinas	TR-REHAB	N		2,750		\$ 2,750	\$ 2,750	
	69	SB-LTA-A52	Transit Technology & Infrastructure Improvements	Improve transit infrastructure to accommodate operations	TR-OPS	N		1,000		\$ 1,000	\$ 1,000	
	70	SB-LTA-A53	Commuter Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	TR-NEW	Y			10,000	\$ 10,000	\$ 10,000	

	Project Number	Project Title	Project Description/Scope	Project Type	Regionally Significant	2020	2035	2040	Total Project Cost (Need)			
County of San Benito	71	SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	LSR-NEW	Y		5,463		\$ 5,463	\$ 5,463	
	72	SB-SBC-A05	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	LSR-NEW	Y		15,448		\$ 15,448	\$ 15,448	
	73	SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Rd with bicycle lanes. TIF	LSR-NEW	N		20,790		\$ 20,790	\$ 20,790	
	74	SB-SBC-A14	San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street	LSR-NEW	N		565		\$ 565	\$ 565	
	75	SB-SBC-A22	Airline Highway Bike Lane	Construct Class I bike lane from Sunset Dr. to existing Class I on Airline Highway (Tres Pinos Town)	AT	N			42	\$ 42	\$ 42	
	76	SB-SBC-A34	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II Bike Lane, 3.97 miles, partially located in the City of Hollister.	AT	N		118		\$ 118	\$ 118	
	77	SB-SBC-A50	Hospital Road Bridge	Hospital Road over San Benito River, between South Side Rd. and Cienega Rd. Replace lane low water crossing with 2 lane bridge. Bridge No. 00L0026.	LSR-NEW	N		15,200		\$ 15,200	\$ 15,200	
	78	SB-SBC-A51	Y Road Bridge	Y road over San Benito River replace 2-lane Low-Water Crossing with 2-lane bridge. Bridge No. 00L0069. HBP	LSR-OMR	N		15,200		\$ 15,200	\$ 15,200	
	79	SB-SBC-A52	Union Road Bridge	Union Road Over San Benito River, East Cienega Rd. Replace bridge, no added capacity. Bridge No. 43C0002. HBP	LSR-OMR	N		24,450		\$ 24,450	\$ 24,450	
	80	SB-SBC-A53	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	LSR-OMR	N		3,700		\$ 3,700	\$ 3,700	
	81	SB-SBC-A54	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road , over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	LSR-OMR	N		4,825		\$ 4,825	\$ 4,825	
	82	SB-SBC-A55	Shore Road Bridge	Shore road, over Tequisquita Slough Overflow and bridge No. 43C0051, San Felipe Road, over branch of Santa Ana Creek. Replace bridge railings. Bridge No. 43C0012 and 43C0051. HBP	LSR-OMR	N		329		\$ 329	\$ 329	
	83	SB-SBC-A56	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Rd. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	LSR-OMR	N		3,300		\$ 3,300	\$ 3,300	
	84	SB-SBC-A57	Limekiln Road Bridge	Limekiln Rd over Pescadero Creek, 0.1 Mi S Cienega Rd. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	LSR-OMR	N		2,800		\$ 2,800	\$ 2,800	
	85	SB-SBC-A58	Rocks Road Bridge	Rock Rd over Pinacate Rock Creek, East Little Merrill Rd. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	LSR-OMR	N		2,540		\$ 2,540	\$ 2,540	
	86	SB-SBC-A59	Anzar Road Bridge	Anzar Rd over San Juan Creek, 0.35 Miles with San Juan Hwy R. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	LSR-OMR	N		2,870		\$ 2,870	\$ 2,870	
	87	SB-SBC-A60	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister), Tier No. 2	AT	N				\$ 205	\$ -	\$ 205
	88	SB-SBC-A61	Valley View Drive Bike Lane	Class II, .52 miles, Sunset Drive to Union Road, Tier No. 2	AT	N				\$ 16	\$ -	\$ 16
	89	SB-SBC-A62	The Alameda - Salinas Road Bike Lane	Class III, .65 miles, 4th Street to Old Stagecoach Road, Tier No. 3	AT	N				\$ 9	\$ -	\$ 9
	90	SB-SBC-A63	Union Road Bike Lane	Class III, 3.83 miles, Highway 156 to Cienega Road, Tier No. 3	AT	N			51	\$ 51	\$ 51	
	91	SB-SBC-A64	Buena Vista Road Bike Lane	Class III, .74 miles, Proposed Class II on Buena Vista to Highway 156	AT	N				\$ 10	\$ -	\$ 10
	92	SB-SBC-A65	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River	AT	N			5,627	\$ 5,627	\$ 5,627	
	93	SB-SBC-A66	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River	AT	N				\$ 8,538	\$ -	\$ 8,538
	94	SB-SBC-A67	Shore Road Extension	4-Lane Arterial with Class II Bike Lanes	LSR-NEW	N		20,350		\$ 20,350	\$ 20,350	
	95	SB-SBC-A68	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles, Construct a multi-use path adjacent to the Union Pacific Railroad right of way, Tier No. 2	AT	N				\$ 7,800	\$ -	\$ 7,800
	96	SB-SBC-A69	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north&south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Rd. widening. TIF	LSR-OMR	N		600		\$ 600	\$ 600	
	97	SB-SBC-A70	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north&south legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Rd. added with Project No. 8; turning lanes on Union Rd. Included as regional component of developer-constructed improvements. TIF	LSR-OMR	N		655		\$ 655	\$ 655	
	98	SB-SBC-A71	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project No. 5. with bicycle lanes. TIF	LSR-OMR	N		700		\$ 700	\$ 700	
99	SB-SBC-A73	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	LSR-OMR	N		734		\$ 734	\$ 734		
100	SB-SBC-A74	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	LSR-OMR	N		600		\$ 600	\$ 600		
101	SB-SBC-A75	Fairview Road & Fallon Road Intersection	New signalization of 4lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	LSR-OMR	N		944		\$ 944	\$ 944		
102	SB-SBC-A77	San Benito County Local Street & Roadway Maintenance: 2019-2030	System preservation and maintenance	LSR-OMR	N	20,000	101,564	2,816	\$ 124,380	\$ 124,380		
103*	SB-SBC-A78	San Benito County Local Street & Roadway Maintenance: 2031-2040	System preservation and maintenance	LSR-OMR	N	1,301	5,632		\$ 59,492	\$ 6,933	\$ 52,560	
104	SB-SBC-A79	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road	LSR-NEW	N		3,000		\$ 3,000	\$ 3,000		
105	SB-SBC-A80	Fallon Road Bike Lane	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County	AT	N				\$ 30	\$ -	\$ 30	
106	SB-SBC-A81	Meridian Street Extension: 185 feet east of Clearview Rd. to Fairview Rd.	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	LSR-NEW	N		9,445		\$ 9,445	\$ 9,445		
107	SB-SBC-A82	Flynn Road Extension	San Felipe Rd. to Memorial Dr. north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	LSR-NEW	N		7,709		\$ 7,709	\$ 7,709		

	Project Number	Project Title	Project Description/Scope	Project Type	Regionally Significant	2020	2035	2040	Total Project Cost (Need)			
San Benito County	108	SB-SBC-A83	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east&west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	LSR-OMR	N		850		\$ 850	\$ 850	
	109	SB-SBC-A84	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	LSR-OMR	N		765		\$ 765	\$ 765	
	110	SB-SBC-A85	San Juan-Hollister Road Bike Lane	Stripping a bike Lane on San Juan- Hollister Road	AT	N				\$ 10	-	10
	111	SB-SBC-A86	John Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	LSR-OMR	N		2,200		\$ 2,200	\$ 2,200	
	112	SB-SBC-A87	SB1 RMRA: San Benito County (2018- 2040)	System preservation and maintenance	LSR-OMR	N	3,464	25,980	8,660	\$ 38,104	\$ 38,104	
	113	SB-SBC-A88	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue. 0.23 miles east from Carpenteria Road intersection	LSR-OMR	N		657		\$ 657	\$ 657	
City of San Juan Bautista	114	SB-SJB-A01	Roundabout at The Alameda & Fourth Street	Constructing a Roundabout	LSR-OMR	N		300		\$ 300	\$ 300	
	115	SB-SJB-A02	Roundabout at Muckelemi Street & Monterey Street	Constructing a Roundabout	LSR-OMR	N		300		\$ 300	\$ 300	
	116	SB-SJB-A03	Roundabout at First Street, Old San Juan Hwy & Lavanigno Rd	Slight widening/re-paving and construction of roundabout	LSR-OMR	N		350		\$ 350	\$ 350	
	117	SB-SJB-A04	Roundabout at San Juan- Hollister Rd & San Juan Canyon Road	Constructing a Roundabout and repaving	LSR-OMR	N		200		\$ 200	\$ 200	
	118	SB-SJB-A05	Roundabout at Third Street & Donner Street	Stripping a roundabout widening Third Street	LSR-OMR	N		100		\$ 100	\$ 100	
	119	SB-SJB-A06	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156	AT	N		50		\$ 50	\$ 50	
	120	SB-SJB-A07	Third Street Extension	Constructing Third Street to connect to First Street	LSR-NEW	N		400		\$ 400	\$ 400	
	121	SB-SJB-A08	Lavanigno Drive Construction	Construction of Lavanigno Drive, split lanes with island in the middle, total 4 lanes	LSR-NEW	N		500		\$ 500	\$ 500	
	122	SB-SJB-A09	Connect Lang Street to Lang Street to The Alameda	Construct and connect Lang Street, 2 lanes.	LSR-NEW	N		750		\$ 750	\$ 750	
	123	SB-SJB-A11	Third Street Bike Lane	Stripping a Bike Lane on Third Street	AT	N			10	\$ 10	\$ 10	
	124	SB-SJB-A12	First Street Bike Lane	Stripping a Bike Lane on First Street	AT	N			10	\$ 10	\$ 10	
	125	SB-SJB-A13	Fourth Street Bike Lane	Stripping a Bike Lane on Fourth Street	AT	N		10		\$ 10	\$ 10	
	126	SB-SJB-A14	Reconstruction of Muckelemi Street to Monterey Street	Reconstruction of Muckelemi Street to Monterey adding planting strip median	LSR-NEW	N		160		\$ 160	\$ 160	
	127	SB-SJB-A15	City of San Juan Bautista Local Street & Roadway Maintenance: 2019-2030	System preservation and maintenance	LSR-OMR	N	100	577		\$ 677	\$ 677	
	128	SB-SJB-A16	City of San Juan Bautista Local Street & Roadway Maintenance: 2031-2040	System preservation and maintenance	LSR-OMR	N		573		\$ 573	\$ 573	
	129	SB-SJB-A17	Franklin Street Bike Lane	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, Tier No. 2	AT	N			2	\$ 2	\$ 2	
	130	SB-SJB-A18	4th Street- San Jose Bike Lane	Class III, .16 miles, 4th Street to North side of San Juan Bautista Historic Park, Tier No. 3	AT	N			2	\$ 2	\$ 2	
	131	SB-SJB-A19	San Jose Street - The Alameda Bike Lane	Class III, .54 miles, The Alameda to Monterey Street, Tier No. 3	AT	N			7	\$ 7	\$ 7	
	132	SB-SJB-A20	Second Street Bike Lane	Class III, .14 miles, San Jose Street to Monterey Street, Tier No. 3	AT	N			2	\$ 2	\$ 2	
	133	SB-SJB-A21	San Juan Bautista Historic Park Bike Lane	Class I, .29 miles, Franklin Street to 1st Street, Tier No. 3	AT	N				\$ 253	\$ -	\$ 253
134	SB-SJB-A22	Monterey Street Bike Lane	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park	AT	N				\$ 426	\$ -	\$ 426	
135	SB-SJB-A23	1st Street Bike Lane	Class III, .10 miles, Monterey Street to existing Class II on 1st Street, Tier No. 3	AT	N			1	\$ 1	\$ 1		
136	SB-SJB-A24	SB1 RMRA: City of San Juan Bautista (2018- 2040)	System preservation and maintenance	LSR-OMR	N		680		\$ 680	\$ 680		
VTA	137	SB-VTA-A01	Highway 101/25 Interchange	New interchange at Highway 101 and Highway 25 in Santa Clara County	H-NEW	Y	53,750	131,250		\$ 185,000	\$ 185,000	
	138	SB-VTA-A02	New State Route 152 Alignment: Environmental Study	Construct new alignment of State Route 152 from State Route 156 to U.S. 101	H-NEW	Y		30,000		\$ 30,000	\$ 30,000	
					<b>TOTAL</b>		<b>148,097</b>	<b>873,590</b>	<b>247,393</b>	<b>\$ 1,822,655</b>	<b>\$ 1,269,080</b>	<b>\$ 553,576</b>

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## Appendix A1 Financially Constrained Escalated Costs by Project Type

**2040 San Benito Regional Transportation Plan**

**Appendix A1: Financially Constrained Escalated Costs by Project Type**

All figures in 1,000's

The Federal Transportation Act and state guidelines require that the RTP reflect the cost of implementing projects in "year of expenditure dollars" (YOE) and must be financially constrained to match escalated projected revenues. While it is unknown the exact year that most projects will be implemented, this spreadsheet demonstrates how much it would cost to implement the constrained RTP project list if the annual escalation rate were 1.75%. Since the actual year that a project will be constructed may vary and numerous economic and external factors can impact actual cost, actual costs will likely vary. Additional information each project is provided in a separate appendix. This list only includes "Constrained" projects which could be funded within the projected revenues identified in this document.

Project Type (Category)	Current Non-escalated Costs						Future Escalated Costs (4)					
	Year of Expenditure FY 2020 <sup>(1)</sup>	Year of Expenditure FY 2035 <sup>(2)</sup>	Year of Expenditure FY 2040 <sup>(3)</sup>	Total Cost in Current Dollars	Percent of Total Cost	Year of Expenditure FY 2020 <sup>(1)</sup>	Year of Expenditure FY 2035 <sup>(2)</sup>	Year of Expenditure FY 2040 <sup>(3)</sup>	Total Cost in Future Dollars <sup>(4)</sup>	Percent of Total Cost (Future Dollars)		
Highways	\$ 94,976	\$ 387,533	\$ 165,021	\$ 647,530	51.02%	\$ 110,136	\$ 449,392	\$ 191,362	\$ 750,890	51.02%		
Local Roads	\$ 45,309	\$ 396,939	\$ 52,026	\$ 494,274	38.95%	\$ 52,541	\$ 460,299	\$ 60,330	\$ 573,171	38.95%		
Public Transit	\$ 2,590	\$ 41,845	\$ 11,739	\$ 56,174	4.43%	\$ 3,003	\$ 48,524	\$ 13,613	\$ 65,141	4.43%		
Active Transportation	\$ 50	\$ 8,069	\$ 5,857	\$ 13,976	1.10%	\$ 58	\$ 9,357	\$ 6,792	\$ 16,207	1.10%		
TDM/TSM <sup>(5)</sup>	\$ 235	\$ 2,176	\$ 407	\$ 2,818	0.22%	\$ 273	\$ 2,523	\$ 472	\$ 3,267	0.22%		
Other	\$ 4,937	\$ 37,028	\$ 12,343	\$ 54,308	4.28%	\$ 5,725	\$ 42,938	\$ 14,313	\$ 62,977	4.28%		
				\$ 1,269,080	100%				\$ 1,471,652	100%		

(1) Year of Expenditure Dollars, FY 2018/19 through FY 2019/20

(2) Year of Expenditure Dollars, FY 2020/21 through FY 2034/35

(3) Year of Expenditure Dollars, FY 2035/36 through FY 2039/40

(4) Escalated Cost, Estimate

(5) Transportation Demand Management/Transportation System Management

Appendix B 22-Year San Benito Regional Revenue Assumptions (2018 - 2040)

2040 San Benito Regional Transportation Plan

Appendix B: 22-Year San Benito Regional Revenue Assumptions (2018 - 2040)

All figures in 1,000's

Index No.	Revenue Sources	Funding Mechanism	Funding Type	Base Year(1) (Not Escalated)	2020 (Not Escalated)	2035 (Not Escalated)	2040 (Not Escalated)	Total (22-Year Total, Not Escalated)	Escalated(2)	(1.0175%)
<b>LOCAL REVENUE SOURCES</b>										
1.00	Gas Tax (Highway User Tax)	Dedicated-Local	Local Streets-Roads	\$ 3,139	\$ 6,277	\$ 47,080	\$ 15,693	\$ 69,050	\$ 69,050	\$ 69,050
1.01	Airport Revenues	Dedicated	Other	\$ 680	\$ 1,360	\$ 10,200	\$ 3,400	\$ 14,960	\$ 14,960	\$ 18,374
1.02	Rail Line Lease Revenue	Discretionary	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.03	Regional Developer Fees	Dedicated-Regional	Flexible	\$ 11,952	\$ 23,904	\$ 179,280	\$ 59,760	\$ 262,944	\$ 262,944	\$ 322,951
1.04	Transit Fares	Dedicated	Transit	\$ 173	\$ 346	\$ 2,591	\$ 864	\$ 3,801	\$ 3,801	\$ 4,668
1.05	Transit non-fare revenue	Dedicated	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.06	Transit Sales Tax	Dedicated	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.07	SAFE	Dedicated-SAFE	Highway	\$ 52	\$ 104	\$ 780	\$ 260	\$ 1,144	\$ 1,144	\$ 1,405
1.08	Vanpool Lease	Dedicated	Other	\$ 21	\$ 41	\$ 308	\$ 103	\$ 451	\$ 451	\$ 554
1.09	Local Transportation Sales Tax 2020	Dedicated	Flexible	\$ 7,800	\$ -	\$ 117,000	\$ 39,000	\$ 156,000	\$ 156,000	\$ 188,108
			<b>Subtotal Local</b>	<b>\$ 23,816</b>	<b>\$ 32,032</b>	<b>\$ 357,239</b>	<b>\$ 119,080</b>	<b>\$ 508,350</b>	<b>\$ 508,350</b>	<b>\$ 605,110</b>
<b>REGIONAL REVENUE SOURCES</b>										
2.00	AB2766	Discretionary	Flexible	\$ 110	\$ 220	\$ 1,650	\$ 550	\$ 2,420	\$ 2,420	\$ 2,972
			<b>Subtotal Regional</b>	<b>\$ 110</b>	<b>\$ 220</b>	<b>\$ 1,650</b>	<b>\$ 550</b>	<b>\$ 2,420</b>	<b>\$ 2,420</b>	<b>\$ 2,972</b>
<b>STATE REVENUE SOURCES</b>										
3.00	SB1 RMRA Local Gas Tax: San Benito County	Dedicated-Local	Local Streets-Roads	\$ 1,732	\$ 3,464	\$ 25,980	\$ 8,660	\$ 38,104	\$ 38,104	\$ 38,104
3.01	SB1 RMRA Local Gas Tax: City of Hollister	Dedicated-Local	Local Streets-Roads	\$ 609	\$ 1,218	\$ 9,136	\$ 3,045	\$ 13,399	\$ 13,399	\$ 13,399
3.02	SB1 RMRA Local Gas Tax: City of San Juan Bautista	Dedicated-Local	Local Streets-Roads	\$ 31	\$ 62	\$ 464	\$ 155	\$ 680	\$ 680	\$ 680
3.03	CA General Fund Loan Repayment	Dedicated-Local	Local Streets-Roads	\$ 162	\$ 325	\$ 162	\$ -	\$ 487	\$ 487	\$ 487
3.04	Transportation Development Act/LTF	Dedicated	Transit	\$ 1,600	\$ 3,200	\$ 24,000	\$ 8,000	\$ 35,200	\$ 35,200	\$ 43,233
3.05	Airport Improvement Program match	Discretionary	Other	\$ 8	\$ 16	\$ 120	\$ 40	\$ 176	\$ 176	\$ 216
3.06	California Aid to Airports Program	Dedicated	Other	\$ 10	\$ 20	\$ 150	\$ 50	\$ 220	\$ 220	\$ 270
3.07	Freeway Service Patrol	Dedicated	Highway	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.08	SHOPP	Dedicated-SHOPP Projects	Highway	\$ 5,709	\$ 11,418	\$ 85,636	\$ 28,545	\$ 125,599	\$ 125,599	\$ 154,262
3.09	RMRA SHOPP	Dedicated-SHOPP Projects	Highway	\$ 3,405	\$ 6,810	\$ 51,075	\$ 17,025	\$ 74,910	\$ 74,910	\$ 92,005
3.10	State Transit Assistance (STA)	Dedicated-Transit	Transit	\$ 323	\$ 646	\$ 4,842	\$ 1,614	\$ 7,102	\$ 7,102	\$ 8,723
3.11	SB1 Transit Assistance (STA)	Dedicated-Transit	Transit	\$ 321	\$ 642	\$ 4,814	\$ 1,605	\$ 7,060	\$ 7,060	\$ 8,671
3.12	Transit Assistance (STA) State of Good Repair (SGR)	Dedicated-Transit	Transit	\$ 77	\$ 154	\$ 1,155	\$ 385	\$ 1,694	\$ 1,694	\$ 2,081
3.13	STIP - Interregional Share	Dedicated-Hwy	Flexible	\$ 3,690	\$ 7,379	\$ 55,343	\$ 18,448	\$ 81,169	\$ 81,169	\$ 99,693
3.14	STIP - Regional Share	Discretionary	Flexible	\$ 45	\$ 14,755	\$ 674	\$ 225	\$ 15,654	\$ 15,654	\$ 15,802
3.15	Low Carbon Transit Operations Program	Discretionary	Transit	\$ 43	\$ 86	\$ 645	\$ 215	\$ 946	\$ 946	\$ 1,162
3.16	State Local Partnership Program	Discretionary	Flexible	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.17	Affordable Housing & Sustainable Communities	Discretionary	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.18	Fixed Guideway Capital Investment Grants (5309)	Discretionary	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.19	SB1 Programs (Local Partnership Program, Trade Corridors, Solutions for Congested Corridors Program)	Formula	Flexible	\$ 200	\$ 400	\$ 3,000	\$ 1,000	\$ 4,400	\$ 4,400	\$ 4,400
			<b>Subtotal State</b>	<b>\$ 17,965</b>	<b>\$ 50,594</b>	<b>\$ 267,195</b>	<b>\$ 89,011</b>	<b>\$ 406,800</b>	<b>\$ 406,800</b>	<b>\$ 483,188</b>
<b>FEDERAL REVENUE SOURCES</b>										
4.00	Active Transportation Program	Dedicated-Bike, Ped	Active Transportation	\$ 497	\$ 994	\$ 7,455	\$ 2,485	\$ 10,933	\$ 10,933	\$ 13,429
4.01	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Formula	Transit	\$ 109	\$ 217	\$ 1,628	\$ 543	\$ 2,387	\$ 2,387	\$ 2,932
4.02	State Planning (5304)	Formula	Transit	\$ 20	\$ 40	\$ 300	\$ 100	\$ 440	\$ 440	\$ 540
4.03	Metropolitan Planning (5303)	Formula	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.04	Rural Area Formula Program (5311)	Formula	Transit	\$ 335	\$ 670	\$ 5,025	\$ 1,675	\$ 7,370	\$ 7,370	\$ 9,052
4.05	Urbanized Area Formula Program (5307)	Formula	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.06	Small Transit Intensive Cities (5307c)	Formula/Performance Based	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.07	State of Good Repair Grants (5337)	Discretionary	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.08	Bus and Bus Facilities Formula Program (5339)	Formula	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.09	Bus and Bus Facilities Discretionary Program (5339b)	Discretionary	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.10	High Risk Rural Road (HR3)	Discretionary	Highway	\$ 46	\$ 92	\$ 690	\$ 230	\$ 1,012	\$ 1,012	\$ 1,242
4.11	Highway Bridge Program (HBP)	Discretionary	Local Streets-Roads	\$ 3,217	\$ 6,434	\$ 48,255	\$ 16,085	\$ 70,774	\$ 70,774	\$ 86,925
4.12	Highway Safety Improvement Program (HSIP)	Discretionary	Local Streets-Roads	\$ 390	\$ 780	\$ 5,850	\$ 1,950	\$ 8,580	\$ 8,580	\$ 10,538
4.13	Surface Transportation Block Grant	Dedicated	Highway	\$ 759	\$ 1,518	\$ 11,385	\$ 3,795	\$ 16,698	\$ 16,698	\$ 20,509
4.14	FEMA/CALEMA/ER - Emergency Road Repair Funding	Dedicated - (Emergency)	Highway	\$ 228	\$ 456	\$ 3,420	\$ 1,140	\$ 5,016	\$ 5,016	\$ 6,161
4.15	FAA Airport Improvement Program (AIP)	Dedicated	Other	\$ 150	\$ 300	\$ 2,250	\$ 750	\$ 3,300	\$ 3,300	\$ 4,053
4.16	Federal Railroad Administration (FRA)	Discretionary	Other	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
			<b>Subtotal Federal</b>	<b>\$ 15,750</b>	<b>\$ 11,501</b>	<b>\$ 86,257</b>	<b>\$ 38,752</b>	<b>\$ 136,510</b>	<b>\$ 136,510</b>	<b>\$ 165,382</b>
<b>OTHER REVENUE SOURCES</b>										
5.00	Valley Transportation Authority (VTA) (3)	Dedicated	Project Specific	\$ 26,875	\$ 53,750	\$ 161,250	\$ -	\$ 215,000	\$ 215,000	\$ 215,000
			<b>Subtotal Other</b>	<b>\$ 26,875</b>	<b>\$ 53,750</b>	<b>\$ 161,250</b>	<b>\$ -</b>	<b>\$ 215,000</b>	<b>\$ 215,000</b>	<b>\$ 215,000</b>
			<b>TOTAL</b>	<b>\$ 84,516</b>	<b>\$ 148,097</b>	<b>\$ 873,590</b>	<b>\$ 247,393</b>	<b>\$ 1,269,080</b>	<b>\$ 1,269,080</b>	<b>\$ 1,471,652</b>

(1) Average revenues for one year in current year dollars (not escalated).

(2) Escalated costs assume a 1.075% cost increase per year for most funding sources.

(3) Funding identified as financially constrained the 2040 VTA Long Range Transportation Plan for Santa Clara County and in the 2016 Measure B Expenditure Plan.

## Appendix C 2040 Regional Transportation Plan interested Parties Distribution List

## 2040 Regional Transportation Plan interested Parties Distribution List



Organization	Contact	Phone	Address	Email
Hollister School District	Dr. Lisa Andrew, Superintendent	(831) 630-6306	2690 Cienega Rd. Hollister, CA 95023	landrew@hesd.org
	Jesus Romero, Administrative Assistant to the Superintendent	(831) 630-6305		jromero@hesd.org
San Benito County Chamber of Commerce	Liz Sparling, Executive Director	(831) 637-5315	650 San Benito St. Ste.130 Hollister, CA95023	Info1@sanbenitocountychamber.com
SJB Chamber of Commerce	Halina Pochron Kleinsmith, Executive Director	(831) 623-2454	San Juan Bautista Chamber of Commerce P.O. Box 1037 San Juan Bautista, CA 95045	sjbc@hollinet.com
Hollister Downtown Association	Amalia Ellis, Executive Director	(831)636-8406	455 San Benito St. Ste.21 Hollister, CA 95023	admin@downtownhollister.org
San Benito County Community Services & Workforce Development	Enrique Arreola, Executive Director	(831) 637-9293	1111 San Felipe Rd. Ste. 206 Hollister, CA 95023	earreola@cosb.us
San Benito County Health & Human Services Agency Public Health Services	Lynn Mello, Director of Nursing Public Health Administrator	(831) 637-5367	439 4th St., Hollister, CA 95023- 3801	lmello@cosb.us

Hazel Hawkins Hospital Foundation	Kris Waller, Foundation Director	(831) 636-2653	911 Sunset Dr. Hollister, CA 95023	kewaller@hazelhawkins.com
Community Foundation of San Benito County	Gary Byrne, President/CEO	(831) 630-1924	829 San Benito St. Ste.200 Hollister, CA 95023	gbyrne@cffsbc.org
	Curt Mead, Director of Operations and Grants			cmead@cffsbc.org
Gavilan College	Dr. Kathleen Rose, Superintendent/President	(408) 848-4712	5055 Santa Teresa Blvd. Gilroy, CA 95020  (408) 848-4800 main	krose@gavilan.edu
	Comm. Dev. & Grants Mgmt.			
	Randy Brown	(408) 848-4847		rbrown@gavilan.edu
	Debra Casella	(408) 848-4859		dcasella@gavilan.edu
	Sydney LaRose	(408) 848-4828		slarose@gavilan.edu
	Ana Rocha	(408) 852-2824		arocha@gavilan.edu
	Judy B. Rodriguez, Instructional Site Director	(831) 636-3783		Hollister Site Briggs Building 365 Fourth Street Hollister, CA 9502
League of United Latin American Citizens (LULAC)	Cesar Flores, President	T: (831) 637-2009 F: (831) 637-0146	San Benito County Council #2890 P.O. Box 1446 Hollister, CA 95024	N/A
San Benito Child Care Association	Debbie Pereira	T:(831) 630-0977 F:(831) 637-6938	1700 Airline Hwy. PMB 446 Hollister, CA 95023	

YMCA of San Benito County	Mayra Zendejas, Center Director	T:(831) 637-8600 F:(831)637-8636	351 Tres Pinos Rd, Hollister, CA 95023	mzendejas@ymcacentralcoast.org
San Benito County Resource Management Agency	N/A	T:(831) 637-5313 F:(831) 637-5334	2301 Technology Parkway, Hollister, CA 95023-9174	sbcplan@cosb.us
San Benito High School	Adrian Ramirez, Principal	(831)637-5831	1220 Monterey St. Hollister, CA 95023	aramirez@sbhds.k12.ca.us
San Benito County Office of Education	Krystal Lomanto, County Superintendent of Schools	(831) 637-5393	460 Fifth Street Hollister, California 95023	sbcoe@sbcoe.org
Bureau of Land Management Central Coast Field Office	Rick Cooper, Manager	T:(831) 582-2200 F:(831) 582-2266	940 2nd Ave. Marina, CA 93933	BLM_CA_Web_CC@blm.gov
San Benito County Farm Bureau	Pat Wirz, President	(831)637-7643	530 San Benito St. STE 201 Hollister, CA 95023	sbcfb@garlic.com
Old Mission San Juan Bautista	Julie Borges, Secretary	T:(831) 623-2127 F:(831) 623-2433	406 Second St Post office Box 400 San Juan Bautista, CA 95045	julieb@oldmissionsjb.org
Pinnacle National Monument		(831) 389-4486	5000 Highway 146 Paicines, CA 95043	
City of San Juan Bautista	Ed Tewes, Interim City Manager Trish Paetz, Administrative Service	(831) 623-4661 x13	311 2nd Street P.O. Box 1420 San Juan Bautista, CA 95045	tpaetz@san-juan-bautista.ca.us
San Juan Oaks Golf Club	Scott Fuller, General Manager	(831) 636-6113	3825 Union Road, Hollister, CA 95023	feedback@sanjuanoaks.com or rgiusiana@sanjuanoaks.com

City of Hollister Development Services	Mary Paxton, Program Manager	(831) 636-4316 x16	339 Fifth Street, Hollister, CA 95023	mary.paxton@hollister.ca.gov
Office of Emergency Services and Emergency Medical Services	Kevin O’Neill, Emergency Services Manager	T:(831) 636-4168 M:(831) 540-8942 F:(831)636-4165	471 Fourth Street Hollister, CA 95023	koneill@cosb.us
Monterey Bay Air Resources District	Richard Stedman, Air Pollution Control Officer	T:(831) 647-9411 F:(831) 647-8501	24580 Silver Cloud Court Monterey, CA 93940	rstedman@mbard.org
Association of Monterey Bay Area Governments	Heather Adamson	T: (831) 883.3750 F. (831) 883.3755	24580 Silver Cloud Ct Monterey, CA 93940	hadamson@ambag.org
San Benito County Resource Management Agency	John Guertin	T: 831.636.4170 F: 831.636.4176	2301 Technology Parkway, Hollister, CA 95023	JGuertin@cosb.us

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The following letters were received during the Public Comment period December 4, 2017 through January 5, 2018 for the 2040 San Benito Regional Transportation Plan and have been included in this appendix and responded to. In addition, oral comments received at one Public Hearings for the Regional Transportation Plan were also included and responded to in this appendix.

Summary of 2040 RTP Comments on the Draft 2040 San Benito Regional Transportation Plan		
Comment No.	Commenter	Date Received
1.	Mr. Wayne Norton	January 18, 2018
2.	California Department of Transportation, District 5	February 5, 2018
3.	Monterey Bay Air Resources District, per Association of Monterey Bay Area Governments	February 6, 2018

**COMMENT NO. 1**

**Commenter**

**Date:** January 18, 2018

**Name:** Wayne Norton

**Organization:** Aromas Resident

**Comment Format:** COG Public Hearing

**Comment**

**COG Response**

1. How can Appendix A, Financially Constrained and Unconstrained Project List, be revised to include Carr Avenue Bridge in Aromas.
2. Rocks Road Bridge and Anzar Road Bridge do not need to be redone.

1. The Council of Governments has modified Appendix A to include Carr Avenue Bridge as Financially Constrained.
2. Rocks Road Bridge and Anzar Road Bridge are funded through Caltrans Highway Bridge Program. Caltrans evaluates the candidate projects for eligibility requirements and includes the successful candidate projects in the Highway Bridge Program. The projects are included in the Regional Transportation Plan based on local jurisdiction’s priorities and needs. The Highway Bridge Program is intended to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

**COMMENT NO. 2**

**Date:** February 5, 2018  
**Name:** Kelly McClendon  
**Organization:** Caltrans, District 5  
**Comment Format:** Letter (attached)

COMMENT	COG RESPONSE
<b>Overall Comments</b>	
3. Caltrans commends the work of SBtCOG staff on developing its draft San Benito RTP 2040. The document appears comprehensive, thorough and well organized. The high level of involvement that the staff has coordinated with the public and stakeholder agencies, including Caltrans, is appreciated.	Thank you for your comment.
<b>General Comments</b>	
4. The SBtCOG RTP successfully addresses and supports the use of active transportation and transit. The RTP includes a discussion of regional bicycle and pedestrian needs. The RTP is exceptional in describing the public outreach coordination and complying with all Title VI laws.	Thank you for your comment.
5. SBtCOG is commended for: coordinating with the Association of Monterey Bay Area Governments (AMBAG) to develop a comprehensive plan and EIR, including diagrams and explanations that show the differences in bike facility classifications from Class I through VI; Utilizing a participation plan that was well strategized and detailed; and overall message of the RTP being well outlined and direct.	Thank you for your comment.
6. In general, the document would benefit with comprehensive editing throughout.	Thank you for your comment, comprehensive editing has been performed.

<b>Specific Comments:</b>	
<b>Executive Summary:</b> 7. Under executive summary / Transportation Funding – the paragraph should be revised to state that some STIP <i>funding was restored under SB1</i> .	Added clarification stating that some STIP funding was restored under SB1.
<b>Chapter 4</b>	
8. Page 4-19, Thank you for identifying the Caltrans statewide bicycle and pedestrian plan. Would it be possible to reference it by name as well (“Toward an Active California”) and include the link to the plan webpage? ( <a href="http://www.goactiveca.org">http://www.goactiveca.org</a> )	Added the name: Toward an Active California - Bicycle and Pedestrian Plan.
9. Page 4-21, Figure 4-18. It is difficult to read the road labels and distinguish existing and proposed facilities especially in the City of Hollister and San Juan Bautista areas. Increased resolution is needed so that if and when you zoom in on the pdf you can read it. However, if you are trying to read printed version of this page at 100% it is impossible to read regardless of the resolution. Consider revising the map so that it can be legible in both print and web format.	The bicycle facilities map has been updated accordingly.
10. 4-34: A brief description of TDM would be beneficial at the beginning.	Added TDM language has been incorporated.
11. 4-35, last paragraph: Paragraph seems to be out of place, and unnecessary, since it refers to the next chapter.	The paragraph has been deleted.
<b>Appendices</b> <b>Appendix E Regional Transportation Plan Checklist</b> <b>General</b>	
12. Item 2: Pursuant to 23 CFR 450.32(b), the RTP shall include both long-range and short-range strategies/actions. Please provide more detail for the short-range strategies that will be used to help compliment the long –range goals required of this plan by 2040.	Added language has been incorporated to address long-range and short-range strategies/actions, please see page 2-2.

13. (Page1-3) What goals will be met by the short range actions and the long range actions?	Added language has been incorporated to address what goals will be met by the short and long range actions, please see page 2-2.
14. Item 5: The project intent is defined better in the Executive Summary and Chapter 1. Please list the appropriate page numbers on the RTP Checklist.	The checklist has been revised accordingly.
15. Refer to narrative sections in Executive Summary and Chapter 1.	The checklist has been revised accordingly.
<b>Modal Discussion</b>	
16. Item 1: This section could use a more robust discussion on connectivity issues in the region. Please include more detail.	Added language on connectivity issues in the region has been included.
17. Item 10: Please change the page reference on the RTP Checklist to 3-17.	The checklist has been revised accordingly.
<b>Financial</b>	
18. Item 5: Please provide a short explanation on how “year of expenditure dollars: were used to inform the project list in Appendix A.	The following added language has been incorporated: The Federal Transportation Act and state guidelines require that the RTP reflect the cost of implementing projects in "year of expenditure dollars" (YOE) and must be financially constrained to match escalated projected revenues. While it is unknown the exact year that most projects will be implemented, this spreadsheet demonstrates how much it would cost to implement the constrained RTP project list if the annual escalation rate were 1.075%. Since the actual year that a project will be constructed may vary

	and numerous economic and external factors can impact actual cost, actual costs will likely vary. This list includes "Constrained" projects which could be funded within the projected revenues identified in this document. "Unconstrained" project are also identified for illustrative purposes.
19. Explain methodology and justification for inflation rate.	Inflation rate reflects standard increases in construction, operating, and maintenance costs and the increases in demand for new facilities.
<b>Environmental</b>	
20. Currently Appendix F does not contain the EIR or a link to the EIR on San Benito's website. Please either provide a link to the EIR through AMBAG's website or attach the EIR to the document that is currently posted online.	This section has been revised to include a link to the EIR.
21. Include brief explanation of how this RTP is nested within the AMBAG MTP.	Added language has been included to clarify how the RTP is nested within the AMBAG MTP.

**COMMENT NO. 3**

**Date:** February 6, 2018

**Name:** David Frisbey

**Organization:** Monterey Bay Air Resources District

Comment Format: Letter (attached)

**COMMENT**

**COG RESPONSE**

22. A major hurdle to completing transportation projects is inadequate funding. In the long term, the limited completion of projects will result in more congestion and increase emissions. Unfortunately, many of the transportation projects are focused on maintain and expanding existing road networks and not enough on active transportation. The Air District suggest that active transportation projects have a higher priority in scheduling and funding.

The Draft 2040 MTP/SCS includes \$643 million for Active Transportation projects. Additional improvements are also included as part of local streets and road improvements.

The Draft 2040 RTP includes \$31 million for Active Transportation projects. Additional improvements are also included as part of local streets and road improvements.

23. Prioritize the use of roundabouts at new intersections and adaptive signal control at existing intersections.

This is included in the 2040 MTP/SCS. The local agencies within San Benito County will continue to consider roundabouts where appropriate.

24. Since much of the areas' congestion is due to people traveling in single occupancy vehicles, a higher priority needs to be given to transportation projects that focus on the reduction of vehicle miles traveled.

A number of programs and projects are included in the 2040 MTP/SCS and RTP that reduce VMT and provide transportation options to driving alone.

25. Expand the development of projects electrifying the medium to heavy-duty truck fleets as they are a significant source of regional emissions.

The electrification of medium to heavy duty truck fleets is not in COG's planning scope, but we will continue to coordinate with the California Air Resources Board.

<p>26. Emphasize a transition away from fossil fuels for bus and part-transit fleets in the region.</p>	<p>AMBAG and COG will continue to work with our transit partners to encourage and provide efficient buses.</p>
<p>27. Promote guidelines for developing regional, County and municipal and codes to support the development of electric vehicle infrastructure.</p>	<p>AMBAG developed a number of toolkits to help local jurisdictions implement the SCS including electric vehicle infrastructure. AMBAG also prepared a study, Electric Vehicle Infrastructure for the Monterey Bay Area which is available to all local jurisdictions. San Benito COG was a partner agency in the development of the Electric Vehicle Infrastructure for the Monterey Bay Area. The Regional Transportation Plan includes a discussion on the subject matter in the Executive Summary.</p>
<p>28. Consider development around emerging technologies such as connectivity, autonomous vehicles, carsharing programs and fleet modernization. Discuss the expansion of these technologies and their impact on traffic congestion.</p>	<p>Emerging and future transportation technologies are continually being studied and evaluated included and discussed as part of future MTP/SCS updates as appropriate.</p> <p>The Regional Transportation Plan includes a discussion on the subject matter in the Executive Summary. Added language has been included to address the impacts of expansion of these technologies and their impact on traffic congestion.</p>

**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3329  
FAX (805) 549-3259  
TTY 711

<http://www.dot.ca.gov/dist05/>



*Making Conservation,  
a California Way of life.*

February 5, 2018

Ms. Mary Gilbert, Executive Director  
San Benito County Council of Governments  
330 Tres Pinos Road, Suite C7  
Hollister, CA 95023

**DRAFT SAN BENITO REGIONAL TRANSPORTATION PLAN – RTP 2040, COUNCIL OF  
SAN BENITO COUNTY GOVERNMENTS**

Dear Ms. Gilbert:

Thank you for the opportunity to review your agency's draft San Benito Regional Transportation Plan (RTP) 2040. We highly regard our partnership with the Council of San Benito County Governments (SBtCOG) in strategically planning, financing, and achieving long-term goals for the region. Caltrans supports an RTP that is consistent with state and federal planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety.

Caltrans values the continuing, cooperative, and comprehensive partnership with SBtCOG in integrating regional and state processes for planning the region's transportation system. Caltrans supports how the plan addresses the importance of the SR 156 Improvement Project in San Benito County. Working to raise the profile of State Route (SR) 156 and emphasizing its statewide significance continues to be a top priority for Caltrans. This project will reduce peak hour traffic congestion, provide capacity for future travel demand, and facilitate the flow of goods and services.

Lastly, we commend SBtCOG for producing an excellent plan addressing existing and future transportation needs, supporting multi-modal options and greenhouse gas emission reduction.

Please note our additional detailed comments are included in a separate attachment. If you have any questions, please contact me at (805)-549-3510 or [kelly.mcclendon@dot.ca.gov](mailto:kelly.mcclendon@dot.ca.gov)

Sincerely,

A handwritten signature in blue ink, appearing to read "Kelly McClendon".

Kelly McClendon

Senior Transportation Planner

## Attachment

### Detailed Comments by Caltrans Draft San Benito (RTP) 2040

#### **Overall Comments:**

- Caltrans commends the work of SBtCOG staff on developing its draft San Benito RTP 2040. The document appears comprehensive, thorough and well organized. The high level of involvement that staff has coordinated with the public and stakeholder agencies, including Caltrans, is appreciated.

#### **General Comments:**

- The SBtCOG RTP successfully addresses and supports the use of active transportation and transit. The RTP includes a discussion of regional bicycle and pedestrian needs. The RTP is exceptional in describing the public outreach coordination and complying with all Title VI laws.
- SBtCOG is commended for: coordinating with the Association of Monterey Bay Area Governments (AMBAG) to develop a comprehensive plan and EIR, including diagrams and explanations that show the differences in bike facility classifications from Class I through IV; Utilizing a participation plan that was well strategized and detailed; and the overall message of the RTP being well outlined and direct.
- In general, the document would benefit with comprehensive editing throughout.

#### **Specific Comments:**

#### **Executive Summary:**

- Under executive summary / Transportation Funding – the paragraph should be revised to state that some *STIP funding* was restored *under SBI*.

#### **Chapter 4:**

- Page 4-19, Thank you for identifying the Caltrans statewide bicycle and pedestrian plan. Would it be possible to reference it by name as well (“Toward an Active California”) and include the link to the plan webpage? (<http://www.goactiveca.org/>)
- Page 4-21, Figure 4-18. It is difficult to read the road labels and distinguish existing and proposed facilities especially in the City of Hollister and San Juan Bautista areas. Increased

resolution is needed so that if and when you zoom in on the pdf you can read it. However, if you are trying to read a printed version of this page at 100% it is impossible to read regardless of the resolution. Consider revising the map so that it can be legible in both print and web format.

- 4-34: A brief description of TDM would be beneficial at the beginning.
- 4-35, last paragraph: Paragraph seems to be out of place, and unnecessary, since it refers to next chapter.

**Appendices:**

**Appendix E Regional Transportation Plan Checklist:**

**General**

- Item 2: Pursuant to 23 CFR 450.324(b), the RTP shall include both long-range and short-range strategies/actions. Please provide more detail for the short-range strategies that will be used to help compliment the long-range goals and requirements of this plan by 2040.
- (Page 1-3) What goals will be met by short range actions and long range actions?
- Item 5: The project intent is defined better in the Executive Summary and Chapter 1. Please list the appropriate page numbers on the RTP Checklist.
- Refer to narrative sections in Exec Summary and Chapter 1.

**Modal Discussion**

- Item 1: This section could use a more robust discussion on connectivity issues in the region. Please include more detail.
- Item 10: Please change the page referenced on the RTP Checklist to 3-17.

**Financial**

- Item 5: Please provide a short explanation on how “year of expenditure dollars” were used to inform the project list in Appendix A.
- Explain methodology and justification for inflation rate.

**Environmental**

- Currently Appendix F does not contain the EIR or a link to the EIR on San Benito's website. Please either provide a link to the EIR through AMBAG's website or attach the EIR to the document that is currently posted online.
- Include brief explanation of how this RTP is nested within the AMBAG MTP.

February 5, 2018

Heather Adamson  
AMBAG  
24580 Silver Cloud Ct.  
Monterey, CA 93940

Email: [hadamson@ambag.org](mailto:hadamson@ambag.org)

Re: Draft EIR for the 2040 MTP/SCS and RTPs for Monterey, San Benito and Santa Cruz Counties

Dear Ms. Adamson:

Thank you for providing the Monterey Bay Air Resources District (Air District) with the opportunity to comment on the Draft EIR for the 2040 MTP/SCS. We found that the document adequately addressed the issues identified in the comments the Air District submitted during the comment period for the NOP. However, we do have some additional comments:

**Mitigation Measure AQ-3, Project-Level PM10 Emissions Reduction, Page 153**

One of the mitigation measures for excessive PM10 emissions is to provide funding through the Air District's Carl Moyer Memorial Grant Program. While this program does reduce quantifiable emissions, a specific program could be developed to provide emissions offsets specific to transportation and land use projects. The Air District requests that AMBAG work with the Air District to initiate an offset emission reduction program. Please contact David Frisbey, Planning and Air Monitoring Manager, at the Air District office at (831) 647-9411 or [dfrisbey@mbard.org](mailto:dfrisbey@mbard.org) for assistance in developing an offset program.

**Mitigation Measure GHG-1, Construction GHG Reduction Measures, Page 280**

This section suggests the use of diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy duty diesel engines. Please make this measure consistent with Mitigation Measure AQ-2(b) Diesel Equipment Emissions Standards on page 151 which recommends the use of Tier 4 certified engines to the maximum extent feasible.

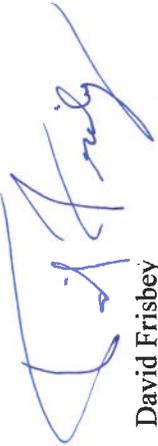
In addition to the comments on the Draft EIR, the Air District has the following general comments on the MTP and the Counties' RTPs:

- A major hurdle to completing transportation projects is inadequate funding. In the long term, the limited completion of projects will result in more congestion and increased emissions. Unfortunately, many of the transportation projects are focused on maintaining and expanding existing road networks and not enough on active transportation. The Air District suggests that active transportation projects have a higher priority in scheduling and funding.
- Prioritize the use of roundabouts at new intersections and adaptive signal control at existing intersections.
- Since much of the areas' congestion is due to people traveling in single occupancy vehicles, a higher priority needs to be given to transportation projects that focus on the reduction of vehicle miles traveled.
- Expand the development of projects electrifying the medium to heavy-duty truck fleets as they are a significant source of regional emissions.
- Emphasize a transition away from fossil fuels for bus and para-transit fleets in the region.

- Promote guidelines for developing regional, County and municipal and codes to support the development of electric vehicle infrastructure.
- Consider development around emerging technologies such as connectivity, autonomous vehicles, carsharing programs and fleet modernization. Discuss the expansion of these technologies and their impact on traffic congestion.

Please let me know if you have any questions. I can be reached at (831) 647-9418 ext. 234 or [dfrisbey@mbard.org](mailto:dfrisbey@mbard.org).

Best Regards,



David Frisbey  
Planning and Air Monitoring Manager

cc: Alan Romero, Hanna Muegge, Chris Duymich

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## Appendix E Regional Transportation Plan Checklist



## Regional Transportation Plan Checklist

(Revised February 2010)

*(To be completed electronically in Microsoft Word format by the MPO/RTPA and submitted along with the draft RTP to Caltrans)*

**Name of MPO/RTPA:**

Council of San Benito County Governments

**Date Draft RTP Completed:**

December 4, 2017

**RTP Adoption Date:**

June 21, 2018

**What is the Certification Date of the Environmental Document (ED)?**

June 21, 2018

**Is the ED located in the RTP or is it a separate document?**

Separate document: <http://www.ambag.org/programs-services/planning/metro-transport-plan/2040-MTP-SCS>

*By completing this checklist, the MPO/RTPA verifies the RTP addresses all of the following required information within the RTP.*

REGIONAL TRANSPORTATION PLAN CONTENTS		Yes/No	Page #
General	1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))	Yes	Chapter 1: pg. 1-3
	2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR part 450.322(b))	Yes	Chapter 1: pg. 1-3 Chapter 2: pg. 2-2 through 2-7 and Appendix A
	3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Chapters 2,5,6 Appendix A, A1, B
	4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)? <b>(MPOs only)</b>	N/A	N/A
	a. Identify the general location of uses, residential densities, and building intensities within the region? <b>(MPOs only)</b>	N/A	N/A
	b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth? <b>(MPOs only)</b>	N/A	N/A
General	c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584? <b>(MPOs only)</b>	N/A	N/A
	d. Identify a transportation network to service the transportation needs of the region? <b>(MPOs only)</b>	N/A	N/A
	e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01? <b>(MPOs only)</b>	N/A	N/A
	f. Consider the state housing goals specified in Sections 65580 and 65581? <b>(MPOs only)</b>	N/A	N/A

	g. Utilize the most recent planning assumptions, considering local general plans and other factors? <b>(MPOs only)</b>	N/A	N/A
	h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB? <b>(MPOs only)</b>	N/A	N/A
	i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1))? <b>(MPOs only)</b>	N/A	N/A
	j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)? <b>(MPOs only)</b>	N/A	N/A
	5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Executive Summary: pg. 0-1 and Chapter 1: pg. 1-3
	6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2) <b>(MPOs only)</b>	N/A	N/A
Consultation/Cooperation	1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)?	Yes	Chapter 7: pg. 7-1 through 7-13
	2. Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23CFR450.316(3)(b))	Yes	Chapter 7: pg. 7-1 through 7-13 and Appendix C
	3. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP?	Yes	Appendix C: pg. C-3
Consultation/Cooperation	4. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.322(g))	Yes	Appendix C

5. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.322(g))	N/A, but discussed in DEIR	N/A Appendix F Section 4.4.1.e.
6. Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (Title 23 CFR part 450.316(c))	N/A	N/A
7. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(i))	Yes	Chapter 7: pg. 7-2 and Appendix C
8. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.316 (a))	Yes	Chapter 7: pg. 7-4 through 7-9
9. Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) <b>(MPO nonattainment and maintenance areas only)</b>	N/A	N/A
10. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan?	Yes	Chapter 4: pg. 4-26
11. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j))	Yes	Chapter 7: pg. 7-12
12. Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D)) <b>(MPOs only)</b>	N/A	N/A
13. Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E)) <b>(MPOs only)</b>	N/A	N/A

Modal Discussion	1. Does the RTP discuss intermodal and connectivity issues?	Yes	Chapters 4: pg. 4-12
	2. Does the RTP include a discussion of highways?	Yes	Chapter 4: pg. 4-3 Chapter 6: pg. 6-6
	3. Does the RTP include a discussion of mass transportation?	Yes	Chapter 4: pg. 4-6 Chapter 6: pg. 6-19
	4. Does the RTP include a discussion of the regional airport system?	Yes	Chapter 4: pg. 4-37 Chapter 6: pg. 6-25
	5. Does the RTP include a discussion of regional pedestrian needs?	Yes	Chapter 4: pg. 4-17 Chapter 6: pg. 6-16
	6. Does the RTP include a discussion of regional bicycle needs?	Yes	Chapter 4: pg. 4-17 Chapter 6: pg. 6-16
	7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) <b>(For MPOs and RTPAs located along the coast only)</b>	N/A	N/A
Modal Discussion	8. Does the RTP include a discussion of rail transportation?	Yes	Chapter 4: pg. 4-36
	9. Does the RTP include a discussion of maritime transportation (if appropriate)?	N/A	N/A
	10. Does the RTP include a discussion of goods movement?	Yes	Chapter 4: pg. 4-12
Programming/ Operations	1. Is a congestion management process discussed in the RTP? (23 CFR part 450.450.320(b)) <b>(MPOs designated as TMAs only)</b>	N/A	N/A
	2. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?	Yes	Chapter 4: pg. 4-32
	3. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	Chapter 2: pg. 2-8

	4. Does the RTP contain a list of un-constrained projects?	Yes	Appendix A: pg. A1 through A-4
Financial	1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10)?	Yes	Appendix B: pg. B-1
	2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (2006 STIP Guidelines, Section 19)	Yes	Chapter 2: pg. 2-13 and Appendix A
	3. Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.322(f)(10)(ii))	Yes	Appendix B: pg. B-1
	4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	Appendix A pg. A1- through A-4
	5. Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.322(f)(10)(iv))	Yes	Appendix A1
	6. After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.322(f)(10)(i))	Yes	Chapter 5: pg. 5-1 through 5-14 and Appendix B: pg. B-1
	7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2006 STIP Guidelines section 33)	Yes	Chapter 2: pg. 2-13
	8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP? (2006 STIP Guidelines section 19)	Yes	Chapter 2: pg. 2-13

	9. Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.322(f)(10)(vi) <b>(nonattainment and maintenance MPOs only)</b> )	N/A	N/A
Environmental	1. Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	Appendix F
	2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	N/A
	3. Does the RTP contain a discussion of SIP conformity, if applicable? <b>(MPOs only)</b>	N/A	N/A
	4. Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7))	Yes	Appendix F
	5. Where does the EIR address mitigation activities?	Yes	Appendix F: pg. 4
	6. Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	N/A	N/A
	7. Does the RTP specify the TCMs to be implemented in the region? <b>(federal nonattainment and maintenance areas only)</b>	N/A	N/A

I have reviewed the above information and certify that it is correct and complete.

  
 \_\_\_\_\_  
 (Must be signed by MPO/RTPA Executive Director or designated representative)

5/25/18  
 \_\_\_\_\_  
 Date

\_\_\_\_\_  
 Mary Gilbert  
 Print Name

\_\_\_\_\_  
 Executive Director  
 Title

## Appendix F Environmental Impact Report

The 2040 Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) is a long-range planning document required by both State and Federal law. The Environmental Impact Report (EIR) was prepared for the 2040 Metropolitan Transportation Plan-Sustainable Communities Strategy (2040 MTP/SCS) and the Regional Transportation Plans (RTPs) for the counties of Monterey, San Benito and Santa Cruz. The EIR contains a compilation of the projects proposed in the Regional Transportation Plans (RTPs) prepared by the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCCRTC) as the state-designated Regional Transportation Planning Agencies (RTPAs) for Monterey, San Benito and Santa Cruz Counties, respectively.

The 2040 Metropolitan Transportation Plan/ Sustainable Communities and San Benito Regional Transportation Plan Environmental Impact Report is located at the following link.

<http://www.ambag.org/programs-services/planning/metro-transport-plan/2040-MTP-SCS>



## Staff Report

---

To: Council of San Benito County Governments  
From: Kathy Postigo, Administrative Services Specialist **Telephone:** (831) 637-7665  
Date: June 21, 2018  
**Subject: Council of Governments Final Budget – FY 2018/19**

---

### Staff Recommendation:

**APPROVE** FY 2018/19 Council of Governments Final Budget.

### Summary:

The Council of Governments Final Budget – FY 2018/19 has been prepared using funding assumptions that match information received from the State with respect to revenue estimates. This Final Budget is balanced. A second fiscal year is included in the Final Budget for financial planning purposes.

### Financial Considerations:

The Council of Governments Final Budget – FY 2018/19 totals \$3.76 million. This Final Budget includes fund transfers in the amount of \$2.28 million, administration costs of \$233,639, operating cost of \$643,118 and \$566,383 for planning activities.

The Final Budget includes direct expenditures for the various upcoming projects and programs as reflected in the FY 2018/19 Final Overall Work Program. Administration and Services and Supplies are also included to support those projects and programs.

The Final Budget includes conservative revenue assumptions that are based on apportionments and distributions identified through State and Federal resources. Revenue funding from the various sources is outlined in the Revenue Summaries section of the budget.

The Final Budget has increased by \$29,531 in Personnel, this is attributed mainly to steps, COLAs and the reclassification of two staff in 2017. Services and Supplies have an increase of \$47,873 this is attributed mainly to the cost associated with the one percent sales tax on the November 2018 ballot. The Contracts line item has increased due to the implementation of new projects. The “Other” line item has increased due to new funding expected in 2018/19 and transferred to programs.

**Background:**

The Final Budget was prepared using the line item format. This style is easy to use and identifies where funds are spent.

The Final Budget includes seven accounts:

1. Council of Governments Administration
2. Local Transportation Fund
3. State Transit Assistance Fund
4. Highway 25 Safety Project
5. Vanpool Program
6. Rideshare Program
7. Transportation Planning State Subvention

The most important component of the Final Budget focuses on matching expenditures with revenues.

**Staff Analysis:**

The Council of Governments limits administrative and operations costs to 6.2% and directs agency funds to the priority transportation planning and construction activities identified in the Council’s Overall Work Program for 2018/19. Approximately 60.6% of the budget includes revenue transfers to the Local Transportation Authority, the Council of Governments Administration, and the County and Cities of Hollister and San Juan Bautista for transportation projects. The remaining 33.2% of the budget is directed to transportation planning activities.

The State and Federal Rideshare Program funding has ended. The Council of Governments would like to continue the Bike to School Program and staff has budgeted \$3,500 from the Vanpool Program to fund this activity for fiscal year 2018/2019. This will pay for flyers and supplies for the one day event at the local elementary schools.

In summary, the Council of Governments Final Budget meets the goals and objectives of the agency and matches revenues with expenses.

Unless already awarded, pending grant applications and the funding associated with these are not assumed as a part of the Final Budget.

Executive Director Review: \_\_\_\_\_

Counsel Review:   N/A  

Attachment: Council of Governments Final Budget – FY 2018/19



## **Council of San Benito County Governments**

# **Final Budget Fiscal Year 2018/2019**

*Prepared and Compiled by:*

**Kathy Postigo**  
Administrative Services Specialist

**Contact Information:**

330 Tres Pinos Road, Suite C 7  
Hollister, California 95023  
(831) 637-7665  
[www.SanBenitoCOG.org](http://www.SanBenitoCOG.org)

**COUNCIL OF SAN BENITO COUNTY  
GOVERNMENTS  
FINAL BUDGET  
FISCAL YEAR 2018/2019**

*Published by Order of the:*  
**Board of Directors**

**Jaime DeLaCruz**  
County of San Benito

**Tony Boch**  
City of San Juan Bautista

**Ignacio Velazquez**  
City of Hollister

**Jim Gillio**  
City of Hollister

**Anthony Botelho**  
County of San Benito

**Executive Director**  
Mary Gilbert

*Prepared and  
Compiled by:*  
**Kathy Postigo**  
Administrative Services Specialist

**Approved: June 21, 2018**  
**Contact Information:**  
330 Tres Pinos Road, Suite C 7  
Hollister, California 95023  
(831) 637-7665

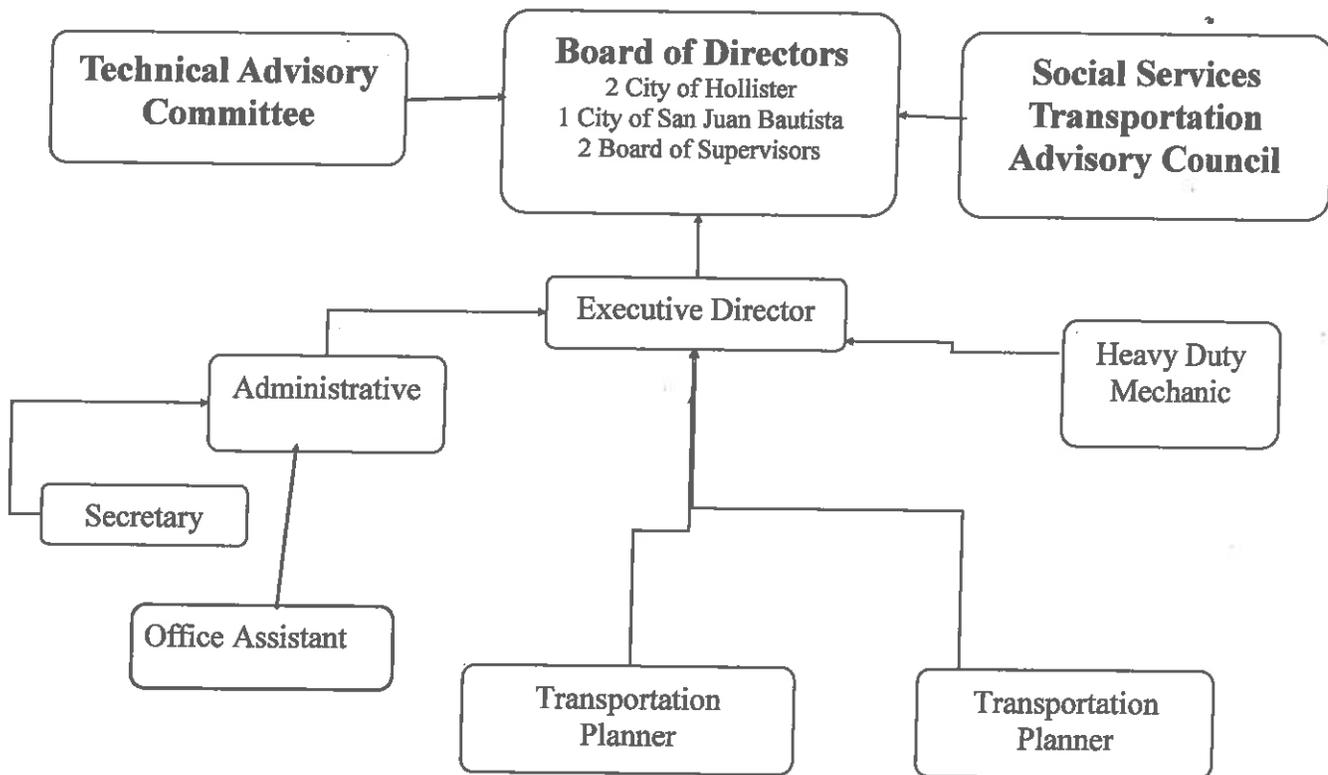
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# Council of San Benito County Governments Organizational Chart

Council of San Benito County  
Governments  
(RTPA)

San Benito County Local  
Transportation Authority  
(CTSA)



## **Council of San Benito County Governments Advisory Committees**

### **Technical Advisory Committee**

Mary Gilbert, Executive Director	Council of Governments
John Guertin, Director of Resource Management Agency	San Benito County
Danny Hillstock, City Engineering Manager	City of Hollister
Mary Paxton, City of Hollister Development Services	City of Hollister
Jill Morales, Regional Planner	Caltrans
Heather Adamson, Director of Planning	AMBAG
Scott Parker, Captain	California Highway Patrol
Michael LaForge, City Manager	City of San Juan Bautista

### **Social Services Transportation Advisory Committee**

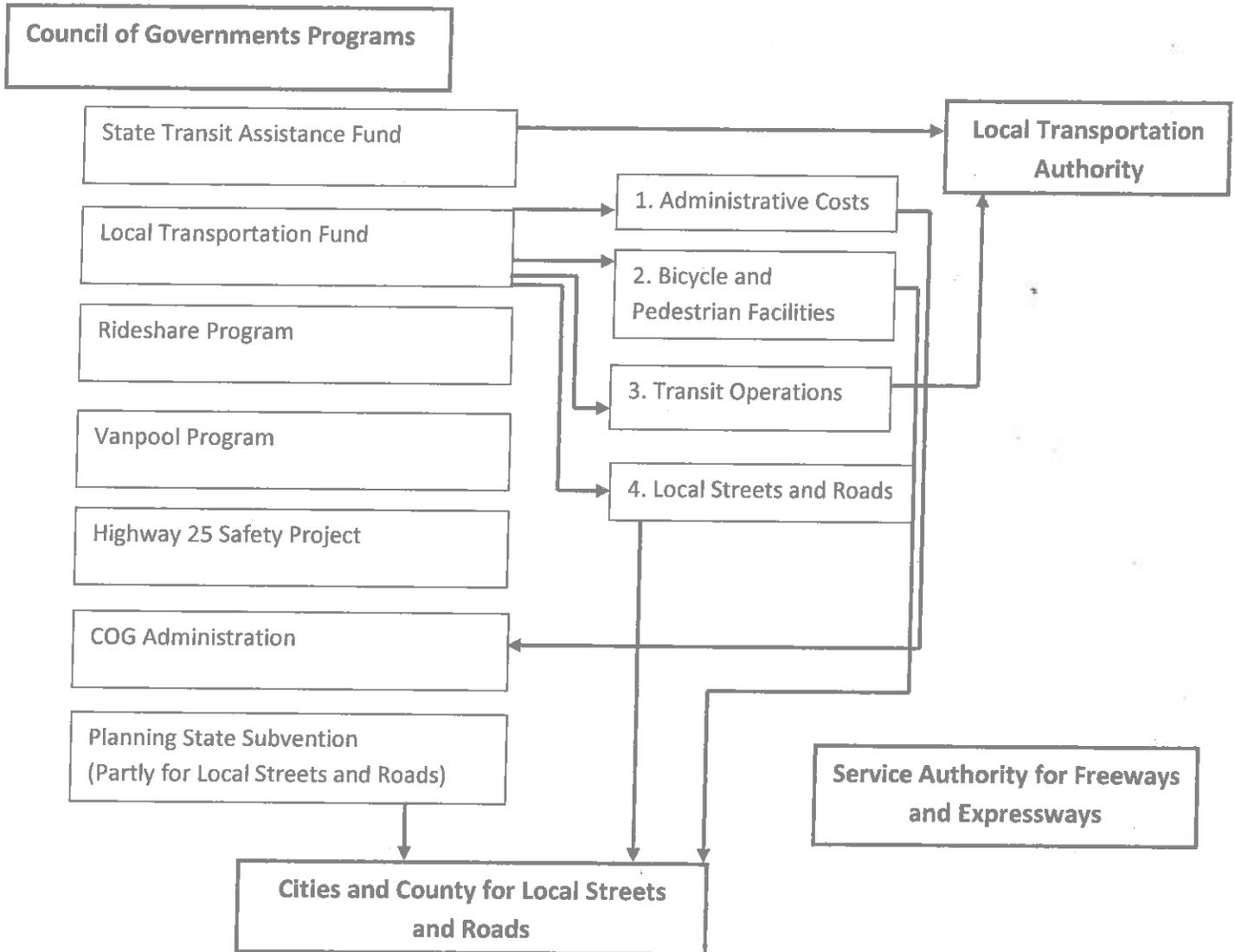
Mary Margaret Bilich, Chair	Disabled Transit User
Caroline Medina, Vice Chair	County Express
Pauline Valdivia, Member	Jovenes de Antaño
Vacant	CSWD - Limited Resources
Clay Kempf, Member	Area Agency on Aging
Jim Parker, Member	Public
Ann Ross, Member	Public

### **Bicycle and Pedestrian Advisory Committee**

Cathy Buck	Danny Hillstock	Scott Parker
John Teliha	Valerie England	

# Council of Governments

## Funding Diagram



**Mission:**

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

## **Executive Summary**

The Council of San Benito County Governments is designated as the Regional Transportation Planning Agency for the San Benito County region. As such, the Council of Governments plans and finances transportation projects and programs of regional importance. Projects include bicycle and pedestrian facilities, highways, local streets and roads, transit, and ridesharing and vanpooling.

This Budget continues the goal of prudent and conservative fiscal management. While reserves have been used in the past to bridge a short-term budget gap, this Budget relies on adequate revenues to match only necessary expenditures.

### ***Budget Goals and Objectives***

The Council of San Benito County Governments' goals and objectives for the FY 2018/2019 Budget are to continue funding the federal and state transportation plans and programs and coordinate with various federal, state, regional and local agencies on transportation projects and programs.

Additionally, the Budget continues the approach of conservative funding scenarios and realistic expenditures. Conservative funding estimates allow the agency to realistically balance the budget without assuming potential revenue streams. Grant applications which are pending a decision are not included in the Budget and will only be amended into the Budget upon award.

### ***Work Program***

Highlights of the FY 2018/2019 Council of San Benito County Governments Budget include:

- ✓ Regional Planning & Coordination
- ✓ Financing & Project Delivery
- ✓ Transit Planning and Operations
- ✓ Active Transportation

### ***Staffing***

There has been no staffing changes from the 2017/2018 budget.

### *Budget Detail*

The FY 2018/2019 Budget includes several budget accounts. These separate accounts make up the total of the Council of Governments Budget. These accounts include:

- State Transit Assistance
- Local Transportation Fund
- Rideshare Program
- Council of Governments Administration
- Highway 25 Safety
- Vanpool Program
- Transportation Planning State Subvention.

Each account includes a line item detail which shows expenditures in Personnel, Services and Supplies, Contracts, Capital, and Other. The Revenue Summary in each account shows the funding source for those proposed expenditures. A section is included which shows Revenues vs. Expenditures. The comparison is shown to allow the reader to see how revenues and expenditures match.

In addition, the Budget shows detailed information about the previous year budget with anticipated revenue receipts and expenditure expectations to June 30, 2018. The Budget also includes a column with anticipated revenues for the next budget year, FY 2019/2020. Finally, the Budget includes a column showing the variance between the proposed budget and the previous year adopted budget.

### *Expenditure Summary*

The Council of Governments total budget for FY 2018/2019 is \$3,765,496. This budget reflects fund transfers in the amount of \$2.28 million and \$566,383 for planning activities. The amount being expended for COG Administration is \$232,739 from the Transportation Development Act. Highway 25 Safety has budgeted \$620,226 for future contracts.

The FY 2018/2019 Council of Governments Budget increased by 27 percent compared to the FY 2017/2018 Budget. This is attributed mainly to the State of Good Repair Grants Program which was part of the Senate Bill 1. It provides additional revenue for transit infrastructure repair and service improvements.

The largest expenditures are in funding the Local Transportation Authority's public transit operations, funding local streets and road rehabilitation and maintenance needs, and funding staff positions for planning work.

The Council of Governments Budget includes claims made by the Local Transportation Authority for public transit operations. A total of \$1,552,942 is proposed for this Transportation Development Act claim. There is a set-aside of \$1,608,886 to be paid to Hollister, San Juan Bautista, and San Benito County for local streets and roads needs. The last major expense is in funding staff for planning and administrative purposes, \$456,417.

***Revenue Summary***

Revenues in the FY 2018/2019 Budget total \$11,708,273. Revenues have increased over the previous fiscal year due to carryover of non-requested allocations.

In FY 2018/2019, the Council of Governments Budget estimates revenue of \$523,238 in State Transit Assistance funds. These funds will be claimed by the Local Transportation Authority through the Transportation Development Act process.

Local Transportation Funds are provided to the Council of Governments under the Transportation Development Act. These funds are generated locally through a ¼ cent sales tax. The estimated revenue for these funds is \$1,793,460.

Other significant revenue sources include the Planning, Programming, and Monitoring (PPM), Rural Planning Assistance, and Regional Surface Transportation Program, and other grant specific funds. Estimates for these funds remain the same as the previous fiscal year.

***Budget Summary***

The Council of Governments FY 2018/2019 Budget is balanced. The Budget supports the policies of the Board of Directors to complete projects and plan for the transportation needs of the community. There is no need to pull from reserves in this Budget.

**COUNCIL OF GOVERNMENTS  
FINAL BUDGET - FY 2018/19  
REVENUE SUMMARY**

REVENUE DESCRIPTION	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018`	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>Local Transportation Fund (627.95.7310)</b>					
LTF Balance	2,012,171	1,505,944	1,730,045	2,116,214	(282,127)
340.101 TDA 2% Reserved for Bike/Ped.	493,708	487,694	523,563	550,563	29,855
541.001 LTF Interest Revenue	6,800	6,800	6,800	6,000	-
550.102 General Sales Tax (1/4%) LTF Set aside Local Streets & Roads(carry over)	1,669,000 469,000	1,575,000 1,839,886	1,793,460 1,608,886	1,350,000 469,000	124,460 1,139,886
<b>Total</b>	<b>4,650,679</b>	<b>5,415,324</b>	<b>5,662,754</b>	<b>4,491,778</b>	<b>1,012,075</b>
<b>Transportation Planning State Subvention (628.95.7390)</b>					
551.405 STIP Planning, Programming, & Monitoring	55,000	55,000	55,000	55,000	-
551.407 Rural Planning Assistance	315,000	294,000	294,000	294,000	(21,000)
570017 RCTF (TPM Framework)	-	-	66,446	-	-
551.401 SB1 Sustainable Community Grant RSTP From Previous years	- 2,717,621	- 2,617,621	150,000 1,071,563	- 1,089,204	150,000 (1,646,058)
551.412 RSTP Exchange	550,725	550,725	588,908	588,908	38,183
Fund Balance (carry over previous years)	780,593	1,540,038	2,325,849	2,342,912	1,545,256
541.001 Interest Revenue	18,000	15,000	18,000	15,000	-
<b>Total</b>	<b>4,436,939</b>	<b>5,072,384</b>	<b>4,569,766</b>	<b>4,385,024</b>	<b>66,381</b>
<b>State Transit Assistance (627.95.7300)</b>					
551.406 STA Revenue	185,000	245,000	407,260	355,000	222,260
State of Good Repair ( And carryover of SGR)	-	38,593	115,778	-	115,778
541.001 STA Interest Revenue	200	200	200	300	-
<b>Total</b>	<b>185,200</b>	<b>283,793</b>	<b>523,238</b>	<b>355,300</b>	<b>338,038</b>
<b>COG Administration (628.95.7340)</b>					
576.012 OPEB revenue	6,192	6,192	-	6,192	(6,192)
Misc. (carry over)	-	772	-	-	-
561.904 ALUC Fees	900	1,200	900	900	-
570.001 Contributions (LTF)	225,071	192,003	232,739	204,251	7,668
<b>Total</b>	<b>232,163</b>	<b>200,167</b>	<b>233,639</b>	<b>211,343</b>	<b>1,476</b>
<b>Rideshare Fund (627.95.7330)</b>					
556.31 CMAQ Rideshare	-	-	-	-	-
570.012 Donations/Balance	5,000	3,000	3,500	4,000	(1,500)
<b>Total</b>	<b>5,000</b>	<b>3,000</b>	<b>3,500</b>	<b>4,000</b>	<b>(1,500)</b>
<b>Hwy 25 Safety (628.96.7360)</b>					
541.001 Interest Revenue	3,500	6,000	4,000	-	500
564.501 Copies	-	-	-	-	-
570.014 Reimbursement from Caltrans	-	-	235,000	-	235,000
570.014 Contributions (RDA)Balance	447,875	455,226	431,226	-	(16,649)
<b>Total</b>	<b>451,375</b>	<b>461,226</b>	<b>670,226</b>	<b>-</b>	<b>218,851</b>
<b>Vanpool Administration Account (628.95.7370)</b>					
542.01 Passenger Lease Fees	18,000	17,918	21,600	20,000	3,600
541.001 Interest	-	484	450	400	450
350.101 Carryover from previous years	22,770	30,162	23,101	25,759	331
<b>Total</b>	<b>40,770</b>	<b>48,564</b>	<b>45,151</b>	<b>46,159</b>	<b>4,050</b>
<b>*TOTAL COG REVENUES</b>	<b>9,777,055</b>	<b>11,291,683</b>	<b>11,475,534</b>	<b>9,288,452</b>	<b>1,631,702</b>

\*Total does not include the transfer of LTF funds or Planning Subvention to COG Administration.

Note: Revenue to the various accounts are reimbursed at the end of the fiscal year or when the project has been completed.

**Acronyms Summary:**

RSTP - Regional Surface Transportation Program  
CMAQ - Congestion Mitigation and Air Quality  
5311 - Federal Transit Administration Section 5311 Program

STA - State Transit Assistance  
STIP - State Transportation Improvement Program  
LTF - Local Transportation Fund

**Council of Governments - Final  
Budget - FY 2018/19**

**Expenditure Summary and Revenue Summary**

<b>EXPENDITURE DESCRIPTION</b>	<b>Adopted Budget FY 17/18</b>	<b>Estimated Actual to June 30, 2018*</b>	<b>Proposed Budget FY 18/19</b>	<b>Budget Estimate for FY 19/20</b>	<b>Variance FY 17/18 FY 18/19</b>
<b>EXPENDITURE DESCRIPTION</b>					
Personnel	426,886	406,994	456,417	435,588	29,531
Services & Supplies	102,004	87,232	149,877	91,560	47,873
Contracts	503,178	88,850	878,726	26,000	375,548
Capital	3,110	3,110	-	154,370	(3,110)
Other	1,920,579	3,011,155	2,280,476	2,342,374	359,897
<b>TOTAL EXPENDITURES</b>	<b>2,955,757</b>	<b>3,597,341</b>	<b>3,765,496</b>	<b>3,049,891</b>	<b>809,739</b>
<b>REVENUES</b>					
See Revenue Sheet for detail	9,776,155	11,291,683	11,475,534	9,282,260	1,699,379
Operating Transfers Received	232,163	192,003	232,739	211,343	576
<b>TOTAL REVENUES</b>	<b>10,008,318</b>	<b>11,483,686</b>	<b>11,708,273</b>	<b>9,493,603</b>	<b>1,699,955</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>2,955,757</b>	<b>3,597,341</b>	<b>3,765,496</b>	<b>3,049,891</b>	<b>809,739</b>

**The Council of Governments budget accounts include:**

1. Local Transportation Fund (6530101)
2. State Transit Assistance (6520101)
3. Rideshare Program (6545101)
4. Council of Governments Administration (6550103)
5. Vanpool Program (6555101)
6. Highway 25 Safety Program (65551101)
7. Transportation Planning State Subvention (6570101)

**BUDGET NOTES**

**Personnel**

COG salaries have increased due to the reclassification of two COG positions, yearly steps and COLAs.

**Total 456,417**

**Services and Supplies**

Services and Supplies includes those necessary purchases to support planning and project delivery. It also includes the San Benito Cost Plan.

**Total 149,877**

**Contracts**

Contracts include services under contract for AMBAG metropolitan planning, the regional GIS system, outside financial audit, Hwy 25 Network Expansion Study, triennial performance audit, ALUC for Frazier Lake Airport and contracts regarding the Hwy 25 widening.

**Total 878,726**

**Capital**

No capital

-

**Other**

Other includes operating transfers to LTA, COG Administration, City of Hollister, San Juan Bautista and San Benito County in pass-through funds. This category includes COG's share of the cost for current employee retirement benefits (OPEB).

**Total 2,280,476**

**TOTAL PROPOSED BUDGET 3,765,496**

**COUNCIL OF SAN BENITO COUNTY  
GOVERNMENTS**

**FINAL BUDGET**

**FISCAL YEAR 2018/2019**

**COUNCIL OF GOVERNMENTS - STATE TRANSIT ASSISTANCE  
FINAL BUDGET - FY 2018/19  
EXPENDITURES**

EXPENDITURE DESCRIPTION		Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>Personnel</b>						
610.101	Salaries	-	-	-	-	-
619.226	Administrative Support	-	-	-	-	-
<b>Total</b>		-	-	-	-	-
<b>Services and Supplies</b>						
619.126	Magazines and Subscriptions	-	-	-	-	-
619.130	Clothing and Safety	-	-	-	-	-
619.132	Communications	-	-	-	-	-
619.138	Computer Maintenance	-	-	-	-	-
619.140	Computer Supplies	-	-	-	-	-
645.701	General Insurance	-	-	-	-	-
619.152	Maintenance of Equipment	-	-	-	-	-
619.154	Maintenance of Equipment - Oil and Gas	-	-	-	-	-
619.158	Maintenance of Structures and Grounds	-	-	-	-	-
619.280	Marketing	-	-	-	-	-
619.164	Medical/Dental/Lab Supplies and Services	-	-	-	-	-
619.166	Membership Dues	-	-	-	-	-
619.168	Office Furniture under \$700	-	-	-	-	-
619.170	Office Equipment under \$300	-	-	-	-	-
619.176	Special Project Supplies -Supplies	-	-	-	-	-
619.174	Supplies	-	-	-	-	-
619.172	Postage and Delivery	-	-	-	-	-
619.210	Legal	-	-	-	-	-
619.212	Accounting	-	-	-	-	-
619.222	Other Consultants	-	-	-	-	-
619.180	Public and Legal Notices	-	-	-	-	-
619.184	Rent Equipment	-	-	-	-	-
619.186	Rent Structures	-	-	-	-	-
619.190	Small Tools	-	-	-	-	-
619.268	Special Dept Expense - Other	-	-	-	-	-
619.196	Travel Lodging	-	-	-	-	-
619.198	Travel Meals	-	-	-	-	-
619.194	Training	-	-	-	-	-
619.200	Travel Transportation	-	-	-	-	-
619.306	Utilities	-	-	-	-	-
<b>Total</b>		-	-	-	-	-
<b>Contracts</b>						
619.250	Special Dept Expense - Contracts	-	-	-	-	-
<b>Total</b>		-	-	-	-	-
<b>Capital</b>						
650.304	Furniture and Fixtures	-	-	-	-	-
650.302	Equipment other than Computer	-	-	-	-	-
650.303	Computer Hardware	-	-	-	-	-
650.301	Automobiles, Trucks, Vans	-	-	-	154,370	-
<b>Total</b>		-	-	-	154,370	-
<b>Other</b>						
640.513	Operating Transfers (to LTA)	185,200	245,000	407,460	225,300	222,260
640.513	Operating Transfers (to LTA for SGR)	-	38,593	115,778	-	115,778
<b>Total</b>		185,200	283,593	523,238	225,300	338,038
<b>TOTAL PROPOSED BUDGET</b>		<b>185,200</b>	<b>283,593</b>	<b>523,238</b>	<b>379,670</b>	<b>338,038</b>

**COUNCIL OF GOVERNMENTS - STATE TRANSIT ASSISTANCE  
FINAL BUDGET - FY 2018/19  
REVENUES AND EXPENDITURES VS REVENUES**

REVENUE DESCRIPTION		Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
541.001	STA Interest Revenue	200	200	200	300	
	State of Good Repair (and carryover SGR)	-	38,593	115,778	-	115,778
551.406	STA Revenue	185,000	245,000	407,260	355,000	222,260
	<b>TOTAL REVENUE</b>	<b>185,200</b>	<b>283,793</b>	<b>523,238</b>	<b>355,300</b>	<b>338,038</b>
	<b>TOTAL BUDGET</b>	<b>185,200</b>	<b>283,593</b>	<b>523,238</b>	<b>379,670</b>	<b>338,038</b>

**EXPENDITURES**

Personnel	-	-	-	-	-
Services & Supplies	-	-	-	-	-
Contracts	-	-	-	-	-
Capital	-	-	-	154,370	-
Other (LTA)	185,200	283,593	523,238	225,300	338,038
<b>TOTAL EXPENDITURES</b>	<b>185,200</b>	<b>283,593</b>	<b>523,238</b>	<b>379,670</b>	<b>338,038</b>

**REVENUES**

Revenues	185,200	283,793	523,238	355,300	338,038
<b>TOTAL REVENUES</b>	<b>185,200</b>	<b>283,793</b>	<b>523,238</b>	<b>355,300</b>	<b>338,038</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>185,200</b>	<b>283,593</b>	<b>523,238</b>	<b>379,670</b>	<b>338,038</b>

FUND BALANCE	-
DESIGNATED FUND BALANCE	-
UNDESIGNATED FUND BALANCE	-

**COUNCIL OF GOVERNMENTS - STATE TRANSIT ASSISTANCE  
FINAL BUDGET - FY 2018/19  
BUDGET NOTES**

**BUDGET NOTES**

	Proposed Budget FY 18/19
<b>Personnel</b> No Personnel expenditures are proposed in this Budget.	
<b>Total</b>	-
<b>Services and Supplies</b> No Services and Supplies are proposed in this Budget.	
<b>Total</b>	-
<b>Contracts</b> No Contracts are proposed in this Budget.	
<b>Total</b>	-
<b>Capital</b> No Capital expenditures are proposed in this Budget.	
<b>Total</b>	-
<b>Other</b> Other includes operating transfers to LTA for transit capital and operations. Also State of Good Repair Projects.	
<b>Total</b>	<b>523,238</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>523,238</b>

**COUNCIL OF GOVERNMENTS - LOCAL TRANSPORTATION FUND  
FINAL BUDGET - FY 2018/19**

EXPENDITURE DESCRIPTION	EXPENDITURES				
	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>Personnel</b>					
610.101 Salaries	-	-	-	-	-
619.226 Administrative Support	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>Services and Supplies</b>					
619.126 Magazines and Subscriptions	-	-	-	-	-
619.130 Clothing and Safety	-	-	-	-	-
619.132 Communications	-	-	-	-	-
619.138 Computer Maintenance	-	-	-	-	-
619.140 Computer Supplies	-	-	-	-	-
645.701 General Insurance	-	-	-	-	-
619.152 Maintenance of Equipment	-	-	-	-	-
619.154 Maintenance of Equipment - Oil and Gas	-	-	-	-	-
619.158 Maintenance of Structures and Grounds	-	-	-	-	-
619.280 Marketing	-	-	-	-	-
619.164 Medical/Dental/Lab Supplies and Services	-	-	-	-	-
619.166 Membership Dues	-	-	-	-	-
619.176 Special Project Supplies - Supplies	-	-	-	-	-
619.174 Supplies	-	-	-	-	-
619.172 Postage and Delivery	-	-	-	-	-
619.210 Legal	-	-	-	-	-
619.222 Other Consultants	-	-	-	-	-
619.180 Public and Legal Notices	-	-	-	-	-
619.184 Rent Equipment	-	-	-	-	-
619.186 Rent Structures	-	-	-	-	-
619.190 Small Tools	-	-	-	-	-
619.268 Special Dept Expense - Other	-	-	-	-	-
619.196 Travel Lodging	-	-	-	-	-
619.198 Travel Meals	-	-	-	-	-
619.194 Training	-	-	-	-	-
619.200 Travel Transportation	-	-	-	-	-
619.306 Utilities	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>Contracts</b>					
619.250 Special Dept Expense - Contracts	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>Capital</b>					
650.304 Furniture and Fixtures	-	-	-	-	-
650.303 Computer Hardware	-	-	-	-	-
650.301 Automobiles, Trucks, Vans	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>Other</b>					
650.513 Operating Transfers (LTA)	1,107,408	903,197	1,145,482	1,458,054	38,074
650.513 Operating Transfer (COG Admin)	225,071	192,003	232,739	204,251	7,668
650.513 Operating Transfer (2% reserve Bike & Ped)	33,380	31,500	35,869	27,000	2,489
650.513 Operating Transfer	-	-	-	-	-
650.513 Operating Transfers (San Benito Co. PW)	-	231,000	-	-	-
<b>Total</b>	<b>1,365,859</b>	<b>1,357,700</b>	<b>1,414,090</b>	<b>1,689,304</b>	<b>48,231</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>1,365,859</b>	<b>1,357,700</b>	<b>1,414,090</b>	<b>1,689,304</b>	<b>48,231</b>

**COUNCIL OF GOVERNMENTS - LOCAL TRANSPORTATION FUND  
FINAL BUDGET - FY 2018/19  
REVENUES AND EXPENDITURES VS REVENUES**

REVENUE DESCRIPTION	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
LTF Balance from previous years)	2,012,171	1,505,944	1,730,045	2,116,214	(282,127)
Set Aside for Local Streets & Roads(carryover)	469,000	1,839,886	1,608,886	469,000	1,139,886
340.101 TDA 2% Reserve for Bike/Ped	493,708	487,694	523,563	550,563	29,855
541.001 LTF Interest Revenue	6,800	6,800	6,800	6,000	-
550.102 General Sales Tax 1/4% (LTF)	1,669,000	1,575,000	1,793,460	1,350,000	124,460
<b>TOTAL REVENUE</b>	<b>4,650,679</b>	<b>5,415,324</b>	<b>5,662,754</b>	<b>4,491,778</b>	<b>1,012,075</b>

EXPENDITURES VS REVENUES	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>EXPENDITURES</b>					
Personnel	-	-	-	-	-
Services & Supplies	-	-	-	-	-
Contracts	-	-	-	-	-
Capital	-	-	-	-	-
Other (Operating Transfers out)	1,365,859	1,357,700	1,414,090	1,689,304	48,231
<b>TOTAL EXPENDITURES</b>	<b>1,365,859</b>	<b>1,357,700</b>	<b>1,414,090</b>	<b>1,689,304</b>	<b>48,231</b>
<b>REVENUES</b>					
Revenues	\$4,650,679	\$5,415,324	5,662,754	\$4,491,778	1,012,075
<b>TOTAL REVENUES</b>	<b>4,650,679</b>	<b>5,415,324</b>	<b>5,662,754</b>	<b>4,491,778</b>	<b>1,012,075</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>1,365,859</b>	<b>1,357,700</b>	<b>1,414,090</b>	<b>1,689,304</b>	<b>48,231</b>

<b>FUND BALANCE</b>	<b>4,248,664</b>
<b>DESIGNATED FUND BALANCE</b>	<b>2,132,449</b>
<b>UNDESIGNATED FUND BALANCE</b>	<b>2,116,214</b>

**COUNCIL OF GOVERNMENTS - LOCAL TRANSPORTATION FUND  
FINAL BUDGET - FY 2018/19  
BUDGET NOTES**

**BUDGET NOTES**

	Proposed Budget FY 18/19
<b>Personnel</b> No Personnel expenditures are proposed in this Budget.	
<b>Total</b>	-
<b>Services and Supplies</b> No Services and Supplies are proposed in this Budget.	
<b>Total</b>	-
<b>Contracts</b> No Contract expenditures are proposed in this Budget.	
<b>Total</b>	-
<b>Capital</b> No Capital expenditures are proposed in this Budget.	
<b>Total</b>	-
<b>Other</b> Other Includes operating transfers to the LTA and COG Administration budgets. Also, there is a required set-aside of 2% for bicycle and pedestrian projects as mandated in the Transportation Development Act.	
<b>Total</b>	1,414,090
<b>TOTAL PROPOSED BUDGET</b>	<b>1,414,090</b>

**COUNCIL OF GOVERNMENTS - RIDESHARE PROGRAM  
FINAL BUDGET - FY 2018/19  
EXPENDITURES**

<b>EXPENDITURE DESCRIPTION</b>	<b>Adopted Budget FY 17/18*</b>	<b>Estimated Actual to June 30, 2018</b>	<b>Proposed Budget FY 18/19</b>	<b>Budget Estimate for FY 19/20</b>	<b>Variance FY 17/18 FY 18/19</b>
<b>Personnel</b>					
610.101 Salaries	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>Services and Supplies</b>					
619.126 Magazines and Subscriptions	-	-	-	-	-
619.130 Clothing and Safety	-	-	-	-	-
619.132 Communications	-	-	-	-	-
619.138 Computer Maintenance	-	-	-	-	-
619.140 Computer Supplies	-	-	-	-	-
645.701 General Insurance	-	-	-	-	-
619.152 Maintenance of Equipment	-	-	-	-	-
619.154 Maintenance of Equipment - Oil and Gas	-	-	-	-	-
619.158 Maintenance of Structures and Grounds	-	-	-	-	-
619.280 Marketing	-	-	-	-	-
619.166 Membership Dues	-	-	-	-	-
619.176 Special Project Supplies - Supplies	-	-	-	-	-
619.174 Supplies	-	-	-	-	-
619.172 Postage and Delivery	-	-	-	-	-
619.210 Legal	-	-	-	-	-
619.180 Public and Legal Notices	-	-	-	-	-
619.184 Rent Equipment	-	-	-	-	-
619.186 Rent Structures	-	-	-	-	-
619.190 Small Tools	-	-	-	-	-
619.268 Special Dept Expense - Other	4,000	3,000	3,500	4,000	(500)
619.196 Travel Lodging	-	-	-	-	-
619.198 Travel Meals	-	-	-	-	-
619.194 Training	-	-	-	-	-
619.200 Travel Transportation	-	-	-	-	-
619.306 Utilities	-	-	-	-	-
<b>Total</b>	<b>4,000</b>	<b>3,000</b>	<b>3,500</b>	<b>4,000</b>	<b>(500)</b>
<b>Contracts</b>					
619.250 Special Dept Expense - Contracts	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>Capital</b>					
650.302 Equipment other than Computer	-	-	-	-	-
650.303 Computer Hardware	-	-	-	-	-
650.301 Automobiles, Trucks, Vans	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>Other</b>					
649.32 Operating Transfers	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>TOTAL PROPOSED BUDGET</b>	<b>4,000</b>	<b>3,000</b>	<b>3,500</b>	<b>4,000</b>	<b>(500)</b>

**COUNCIL OF GOVERNMENTS - RIDESHARE PROGRAM  
FINAL BUDGET - FY 2018/19  
REVENUES AND EXPENDITURES VS REVENUES**

REVENUE DESCRIPTION	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
556310 CMAQ Rideshare Donations/Carry over	-	-	-	-	-
	5,000	3,000	3,500	4,000	(1,500)
<b>TOTAL REVENUE</b>	<b>5,000</b>	<b>3,000</b>	<b>3,500</b>	<b>4,000</b>	<b>-1,500</b>

EXPENDITURES VS REVENUES	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>EXPENDITURES</b>					
Personnel	-	-	-	-	-
Services & Supplies	4,000	3,000	3,500	4,000	(500)
Contracts	-	-	-	-	-
Capital	-	-	-	-	-
Other	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>4,000</b>	<b>3,000</b>	<b>3,500</b>	<b>4,000</b>	<b>(500)</b>
<b>REVENUES</b>					
Revenues	5,000	3,000	3,500	4,000	-\$1,500
<b>TOTAL REVENUES</b>	<b>5,000</b>	<b>3,000</b>	<b>3,500</b>	<b>4,000</b>	<b>(1,500)</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>4,000</b>	<b>3,000</b>	<b>3,500</b>	<b>4,000</b>	<b>(500)</b>

FUND BALANCE	-
DESIGNATED FUND BALANCE	-
UNDESIGNATED FUND BALANCE	-

**COUNCIL OF GOVERNMENTS - RIDESHARE PROGRAM  
FINAL BUDGET - FY 2018/19  
BUDGET NOTES**

BUDGET NOTES	Proposed Budget FY 18/19
Personnel	
Total	-
<b>Services and Supplies</b> Services and Supplies for the Bike to School event at local elementary schools and other program activities as needed.	
Total	3,500
Contracts	
Total	-
Capital	
Total	-
Other	
Total	-
<b>TOTAL PROPOSED BUDGET</b>	<b>3,500</b>

**COUNCIL OF GOVERNMENTS - ADMINISTRATION  
FINAL BUDGET - FY 2018/19  
EXPENDITURES**

EXPENDITURE DESCRIPTION	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 18/19	Variance FY 17/18 FY 18/19
<b>Personnel</b>					
610.101 Salaries	96,547	81,605	99,979	89,053	3,432
610.101 Directors Stipend	7,475	8,075	8,075	7,535	600
<b>Total</b>	<b>104,022</b>	<b>89,680</b>	<b>108,054</b>	<b>96,588</b>	<b>4,032</b>
<b>Services and Supplies</b>					
619.126 Magazines and Subscriptions	100	65	100	50	-
619.132 Communications	1,700	1,600	1,700	1,700	-
619.138 Computer Maintenance	3,000	3,500	2,000	1,500	(1,000)
619.140 Computer Supplies	295	300	2,150	150	1,855
645.701 General Insurance	1,551	1,551	1,500	1,500	(51)
619.152 Maintenance of Equipment	1,700	1,422	1,500	1,200	(200)
619.280 Marketing	581	706	600	600	19
619.166 Membership Dues	2,500	1,800	2,500	2,000	-
619.176 Special Project Supplies	-	-	-	-	-
619.174 Supplies	1,000	1,210	1,200	1,200	200
619.172 Postage and Delivery	800	1,000	1,000	1,000	200
619.210 Legal	15,000	6,000	7,000	8,000	(8,000)
619.222 Other Consultants	-	-	-	-	-
619.180 Public and Legal Notices	850	500	500	550	(350)
619.184 Rent Equipment	3,000	2,200	2,300	2,500	(700)
619.186 Rent Structures	37,697	37,697	37,885	37,885	188
619.268 Special Dept. Expense - Other	1,500	1,920	1,500	1,000	-
619.196 Travel Lodging	200	600	600	500	400
619.198 Travel Meals	100	100	100	100	-
619.194 Training	-	-	-	-	-
619.200 Travel Transportation	900	1,050	900	800	-
649.101 Cost Allocation Plan	3,692	1,500	9,830	12,000	6,138
619.306 Utilities	3,100	2,700	3,100	3,000	-
<b>Total</b>	<b>79,266</b>	<b>67,421</b>	<b>77,965</b>	<b>77,235</b>	<b>(1,301)</b>
<b>Contracts</b>					
619.250 Special Dept. Expense - Contracts	32,000	28,545	43,000	16,000	11,000
<b>Total</b>	<b>32,000</b>	<b>28,545</b>	<b>43,000</b>	<b>16,000</b>	<b>11,000</b>
<b>Capital</b>					
650.302 Equipment other than Computer	-	-	-	-	-
650.303 Computer Hardware	3,110	3,110	-	-	(3,110)
650.301 Automobiles, Trucks, Vans	-	-	-	-	-
<b>Total</b>	<b>3,110</b>	<b>3,110</b>	<b>-</b>	<b>-</b>	<b>(3,110)</b>
<b>Other</b>					
640.320 OPEB Charges	7,165	6,956	-	16,900	(7,165)
645.704 Retiree medical	6,600	4,455	4,620	4,620	(1,980)
<b>Total</b>	<b>13,765</b>	<b>11,411</b>	<b>4,620</b>	<b>21,520</b>	<b>(7,165)</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>232,163</b>	<b>200,167</b>	<b>233,639</b>	<b>211,343</b>	<b>3,456</b>

**COUNCIL OF GOVERNMENTS - ADMINISTRATION  
FINAL BUDGET - FY 2018/19  
REVENUES AND EXPENDITURES VS REVENUES**

REVENUE DESCRIPTION	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 18/19	Variance FY 17/18 FY 18/19
576.012 OPEB revenue	6,192	6,192	-	6,192	(6,192)
570.006 Miscellaneous (carry over)	-	772	-	-	-
576.012 ALUC Fees	900	1,200	900	900	-
576.012 Contributions(LTF)	225,071	192,003	232,739	204,251	7,668
<b>TOTAL REVENUE</b>	<b>232,163</b>	<b>200,167</b>	<b>233,639</b>	<b>211,343</b>	<b>1,476</b>

EXPENDITURES VS REVENUES	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 18/19	Variance FY 17/18 FY 18/19
<b>EXPENDITURES</b>					
Personnel	104,022	89,680	108,054	96,588	4,032
Services & Supplies	79,266	67,421	77,965	77,235	(1,301)
Contracts	32,000	28,545	43,000	16,000	11,000
Capital	3,110	3,110	-	-	(3,110)
Other	13,765	11,411	4,620	21,520	(9,145)
<b>TOTAL EXPENDITURES</b>	<b>232,163</b>	<b>200,167</b>	<b>233,639</b>	<b>211,343</b>	<b>1,476</b>
<b>REVENUES</b>					
Revenues	232,163	200,167	233,639	211,343	1,476
<b>TOTAL REVENUES</b>	<b>232,163</b>	<b>200,167</b>	<b>233,639</b>	<b>211,343</b>	<b>1,476</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>232,163</b>	<b>200,167</b>	<b>233,639</b>	<b>211,343</b>	<b>1,476</b>
<b>FUND BALANCE</b>			-		
<b>DESIGNATED FUND BALANCE</b>			-		
<b>UNDESIGNATED FUND BALANCE</b>			-		

**COUNCIL OF GOVERNMENTS - ADMINISTRATION  
FINAL BUDGET - FY 2018/19  
BUDGET NOTES**

BUDGET NOTES	Proposed Budget FY 18/19
<b>Personnel</b> Personnel includes salaries, administrative support, and professional services. These include regular staff salaries, and temporary help. Administrative support is the Board of Directors compensation.	
<b>Total</b>	<b>108,054</b>
<b>Services and Supplies</b> Services and Supplies include normal budget items to support COG operations. The budget for Services and Supplies includes an increase in legal services and a increase in the County Cost Allocation Plan along with a TV monitor for the conference room	
<b>Total</b>	<b>77,965</b>
<b>Contracts</b> Contracts include the cost of the outside financial audit and triennial performance audit. Frazier Lake ALUC report \$20,000	
<b>Total</b>	<b>43,000</b>
<b>Capital</b> No capital requested	
<b>Total</b>	<b>-</b>
<b>Other</b> Other includes COG's share of cost for current employees retirement benefits (OPEB - Other Post Employee Benefits).	
<b>Total</b>	<b>4,620</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>233,639</b>

**COUNCIL OF GOVERNMENTS - HIGHWAY 25 SAFETY PROJECT  
FINAL BUDGET - FY 2018/19  
EXPENDITURES**

EXPENDITURE DESCRIPTION	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>Personnel</b>					
610.101 Salaries	-	-	-	-	-
619.226 Administrative Support	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>Services and Supplies</b>					
619.126 Magazines and Subscriptions	-	-	-	-	-
619.132 Communications	-	-	-	-	-
619.138 Computer Maintenance	-	-	-	-	-
619.140 Computer Supplies	-	-	-	-	-
645.701 General Insurance	-	-	-	-	-
619.152 Maintenance of Equipment	-	-	-	-	-
619.154 Maintenance of Equipment - Oil and Gas	-	-	-	-	-
619.158 Maintenance of Structures and Grounds	-	-	-	-	-
619.280 Marketing	-	-	-	-	-
619.166 Membership Dues	-	-	-	-	-
619.168 Office Furniture under \$3,000	-	-	-	-	-
619.170 Office Equipment under \$3,000	-	-	-	-	-
619.176 Special Project Supplies - Supplies	-	-	-	-	-
619.174 Supplies	-	-	-	-	-
619.172 Postage and Delivery	-	-	-	-	-
619.210 Legal	-	-	-	-	-
619.222 Other Consultants	-	-	-	-	-
619.180 Public and Legal Notices	-	-	-	-	-
619.184 Rent Equipment	-	-	-	-	-
619.186 Rent Structures	-	-	-	-	-
619.190 Small Tools	-	-	-	-	-
619.268 Special Dept. Expense - Other	-	-	50,000	-	50,000
619.196 Travel Lodging	-	-	-	-	-
619.198 Travel Meals	-	-	-	-	-
619.194 Training	-	-	-	-	-
619.200 Travel Transportation	-	-	-	-	-
619.306 Utilities	-	-	-	-	-
<b>Total</b>	-	-	50,000	-	50,000
<b>Contracts</b>					
619.250 Special Dept. Expense - Contracts	451,373	30,000	620,226	-	168,853
<b>Total</b>	451,373	30,000	620,226	-	168,853
<b>Capital</b>					
650.304 Furniture and Fixtures	-	-	-	-	-
650.302 Equipment other than Computer	-	-	-	-	-
650.303 Computer Hardware	-	-	-	-	-
650.301 Automobiles, Trucks, Vans	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>Other</b>					
640.513 Operating Transfers	-	-	-	-	-
<b>Total</b>	-	-	-	-	-
<b>TOTAL PROPOSED BUDGET</b>	<b>451,373</b>	<b>30,000</b>	<b>670,226</b>	<b>-</b>	<b>218,853</b>

**COUNCIL OF GOVERNMENTS - HIGHWAY 25 SAFETY PROJECT  
FINAL BUDGET - FY 2018/19  
REVENUES AND EXPENDITURES VS REVENUES**

REVENUE DESCRIPTION		Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
541.001	Interest Revenue	3,500	6,000	4,000	-	500
551.405	STIP - Hwy 25 Safety	-	-	235,000	-	235,000
570.014	Contributions Balance	447,875	455,226	431,226	-	(16,649)
<b>TOTAL REVENUE</b>		<b>451,375</b>	<b>461,226</b>	<b>670,226</b>	<b>-</b>	<b>218,851</b>

EXPENDITURES VS REVENUES		Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>EXPENDITURES</b>						
Personnel		-	-	-	-	-
Services & Supplies		-	-	50,000	-	50,000
Contracts		451,373	30,000	620,226	-	168,853
Capital		-	-	-	-	-
Other		-	-	-	-	-
<b>TOTAL EXPENDITURES</b>		<b>451,373</b>	<b>30,000</b>	<b>670,226</b>	<b>-</b>	<b>218,853</b>
<b>REVENUES</b>						
Revenues		451,375	461,226	670,226	-	218,851
<b>TOTAL REVENUES</b>		<b>451,375</b>	<b>461,226</b>	<b>670,226</b>	<b>-</b>	<b>218,851</b>
<b>TOTAL PROPOSED BUDGET</b>		<b>451,373</b>	<b>30,000</b>	<b>670,226</b>	<b>-</b>	<b>218,853</b>
<b>FUND BALANCE</b>				-		
<b>DESIGNATED FUND BALANCE</b>				-		
<b>UNDESIGNATED FUND BALANCE</b>				-		

**COUNCIL OF GOVERNMENTS - HIGHWAY 25 SAFETY PROJECT  
FINAL BUDGET - FY 2018/19  
BUDGET NOTES**

BUDGET NOTES	Proposed Budget FY 17/18
<b>Personnel</b> No Personnel expenditures are proposed in this FINAL Budget.	
<b>Total</b>	-
<b>Services and Supplies</b> Services and supplies includes cost for Nov. 2018 election.	
<b>Total</b>	50,000
<b>Contracts</b> Contracts regarding the Hwy 25 widening.	
<b>Total</b>	620,226
<b>Capital</b> No Capital expenditures are proposed in this Budget.	
<b>Total</b>	-
<b>Other</b>	
<b>Total</b>	-
<b>TOTAL PROPOSED BUDGET</b>	<b>670,226</b>

**COUNCIL OF GOVERNMENTS - VANPOOL PROGRAM  
FINAL BUDGET - FY 2018/19  
EXPENDITURES**

<b>EXPENDITURE DESCRIPTION</b>	<b>Adopted Budget FY 17/18</b>	<b>Estimated Actual to June 30, 2018</b>	<b>Proposed Budget FY 18/19</b>	<b>Budget Estimate for FY 19/20</b>	<b>Variance FY 17/18 FY 18/19</b>
<b>Personnel</b>					
610.101 Salaries	10,729	18,314	12,111	14,000	1,382
619.226 Administrative Support	-	-	-	-	-
<b>Total</b>	<b>10,729</b>	<b>18,314</b>	<b>12,111</b>	<b>14,000</b>	<b>1,382</b>
<b>Services and Supplies</b>					
619.126 Magazines and Subscriptions	-	-	-	-	-
619.132 Communications	-	-	-	-	-
619.138 Computer Maintenance	-	-	-	-	-
619.140 Computer Supplies	-	-	-	-	-
645.701 General Insurance	188	174	181	200	(7)
619.152 Maintenance of Equipment	3,500	2,500	3,000	3,000	(500)
619.158 Maintenance of Structures and Grounds	-	-	-	-	-
619.280 Marketing	-	-	-	-	-
619.166 Membership Dues	-	-	-	-	-
619.166 Office Furniture under \$3,000	-	-	-	-	-
619.168 Office Equipment under \$3,000	-	-	-	-	-
619.176 Special Project Supplies -Supplies	-	-	-	-	-
619.174 Supplies	-	-	-	-	-
619.172 Postage and Delivery	-	-	-	-	-
619.210 Legal	100	100	100	100	-
619.222 Other Consultants	-	-	-	-	-
619.180 Public and Legal Notices	-	-	-	-	-
619.184 Rent Equipment	-	-	-	-	-
619.186 Rent Structures	-	-	-	-	-
619.180 Small Tools	-	-	-	-	-
619.268 Special Dept. Expense - Other	500	500	500	-	-
619.196 Travel Lodging	-	-	-	-	-
619.198 Travel Meals	-	-	-	-	-
619.194 Training	-	-	-	-	-
619.200 Travel Transportation	-	-	-	-	-
619.306 Utilities	-	-	-	-	-
<b>Total</b>	<b>4,288</b>	<b>3,274</b>	<b>3,781</b>	<b>3,300</b>	<b>(507)</b>
<b>Contracts</b>					
619.268 Special Dept. Expense - Contracts	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Capital</b>					
650.304 Furniture and Fixtures	-	-	-	-	-
650.302 Equipment other than Computer	-	-	-	-	-
650.303 Computer Hardware	-	-	-	-	-
650.301 Automobiles, Trucks, Vans	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other</b>					
640.320 OPEB	174	174	-	200	-
640.513 Operating Transfers	3,500	1,705	3,500	4,000	-
<b>Total</b>	<b>3,674</b>	<b>1,879</b>	<b>3,500</b>	<b>4,000</b>	<b>(174)</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>18,691</b>	<b>23,467</b>	<b>19,392</b>	<b>21,300</b>	<b>701</b>

**COUNCIL OF GOVERNMENTS - VANPOOL PROGRAM  
FINAL BUDGET - FY 2018/19  
REVENUES AND EXPENDITURES VS REVENUES**

REVENUE DESCRIPTION		Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
542.010	Passenger Lease Fees	18,000	17,918	21,600	20,000	3,600
570.015	MBUAPCD-AB2766	-	484	450	400	450
570.011	Carryover from Vanpool	22,770	30,162	23,101	25,759	331
<b>TOTAL REVENUE</b>		<b>40,770</b>	<b>48,564</b>	<b>45,151</b>	<b>46,159</b>	<b>4,381</b>

EXPENDITURES VS REVENUES		Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>EXPENDITURES</b>						
Personnel		10,729	18,314	12,111	14,000	1,382
Services & Supplies		4,288	3,274	3,781	3,300	(507)
Contracts		-	-	-	-	-
Capital		-	-	-	-	-
Other		3,674	1,879	3,500	4,000	(174)
<b>TOTAL EXPENDITURES</b>		<b>18,691</b>	<b>23,467</b>	<b>19,392</b>	<b>21,300</b>	<b>701</b>
<b>REVENUES</b>						
Revenues		40,770	48,564	45,151	46,159	4,381
<b>TOTAL REVENUES</b>		<b>40,770</b>	<b>48,564</b>	<b>45,151</b>	<b>46,159</b>	<b>4,381</b>
<b>TOTAL PROPOSED BUDGET</b>		<b>18,691</b>	<b>23,467</b>	<b>19,392</b>	<b>21,300</b>	<b>701</b>
<b>FUND BALANCE</b>				<b>25,759</b>		
<b>DESIGNATED FUND BALANCE</b>				<b>-</b>		
<b>UNDESIGNATED FUND BALANCE</b>				<b>25,759</b>		

**COUNCIL OF GOVERNMENTS - VANPOOL PROGRAM  
FINAL BUDGET - FY 2018/19  
BUDGET NOTES**

**BUDGET NOTES**

	Proposed Budget FY 18/19
<b>Personnel</b> Personnel includes salaries, administrative support, and professional services. These include regular staff salaries, reimbursement, and temporary help.	
<b>Total</b>	<b>12,111</b>
<b>Services and Supplies</b> Services and Supplies include normal budget items to support vanpool operations. The budget for Services and Supplies shows continuing levels of funding needs.	
<b>Total</b>	<b>3,781</b>
<b>Contracts</b> No Contract expenditures are proposed in the Budget.	
<b>Total</b>	<b>-</b>
<b>Capital</b> No Capital expenditures are proposed in the Budget	
<b>Total</b>	<b>-</b>
<b>Other</b> Transferring \$3500 to Rideshare for Bike to School event and other Rideshare activities.	
<b>Total</b>	<b>3,500</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>19,392</b>

**COUNCIL OF GOVERNMENTS - TRANSPORTATION PLANNING STATE SUBVENTION  
FINAL BUDGET - FY 2018/19  
EXPENDITURES**

EXPENDITURE DESCRIPTION		Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>Personnel</b>						
610.101	Salaries	312,135	299,000	336,252	325,000	24,117
619.226	Administrative Support	-	-	-	-	-
	<b>Total</b>	<b>312,135</b>	<b>299,000</b>	<b>336,252</b>	<b>325,000</b>	<b>24,117</b>
<b>Services and Supplies</b>						
619.126	Magazines and Subscriptions	-	-	-	-	-
619.132	Communications	-	-	-	-	-
619.138	Computer Maintenance	-	-	-	-	-
619.140	Computer Supplies	-	-	-	-	-
645.701	General Insurance	5,525	5,120	5,031	4,000	(494)
619.152	Maintenance of Equipment	-	-	-	-	-
619.154	Maintenance of Equipment - Oil and Gas	-	-	-	-	-
619.158	Maintenance of Structures and Grounds	-	-	-	-	-
619.280	Marketing	-	-	-	-	-
619.166	Membership Dues	3,000	3,557	3,800	-	800
619.168	Office Furniture under \$3,000	-	-	-	-	-
619.170	Office Equipment under \$3,000	-	-	-	-	-
619.176	Special Project Supplies - Supplies	-	-	-	-	-
619.174	Supplies	100	10	100	100	-
619.172	Postage and Delivery	-	-	-	-	-
619.210	Legal	-	-	-	-	-
619.222	Other Consultants	-	-	-	-	-
619.180	Public and Legal Notices	-	-	-	-	-
619.184	Rent Equipment	-	-	-	-	-
619.186	Rent Structures	-	-	-	-	-
619.190	Small Tools	-	-	-	-	-
619.268	Special Dept. Expense - Other	1,000	1,000	1,000	-	-
619.196	Travel Lodging	1,500	1,000	1,500	800	-
619.198	Travel Meals	400	250	300	400	(100)
619.194	Training	2,325	2,200	2,300	1,125	(25)
619.200	Travel Transportation	600	400	600	600	-
619.306	Utilities	-	-	-	-	-
	<b>Total</b>	<b>14,450</b>	<b>13,537</b>	<b>14,631</b>	<b>7,025</b>	<b>181</b>
<b>Contracts</b>						
619.250	Special Dept. Expense - Contracts	19,805	30,305	3,500	10,000	(16,305)
619.250	Special Dept. Expense - Contracts(SB1)	-	-	150,000	-	150,000
619.250	Special Dept. Expense -Contracts	-	-	62,000	-	62,000
	<b>Total</b>	<b>19,805</b>	<b>30,305</b>	<b>215,500</b>	<b>10,000</b>	<b>195,695</b>
<b>Capital</b>						
650.302	Equipment other than Computer	-	-	-	-	-
650.303	Computer Hardware	-	-	-	-	-
650.301	Automobiles, Trucks, Vans	-	-	-	-	-
	<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other</b>						
640.320	Operating Transfers (To COG Admin.OPEB)	2,518	2,518	-	2,750	(2,518)
640.513	Operating Transfers (RSTP)	574,634	1,546,058	571,267	603,750	(3,367)
	<b>Total</b>	<b>577,152</b>	<b>1,548,576</b>	<b>571,267</b>	<b>606,500</b>	<b>(3,367)</b>
	<b>TOTAL PROPOSED.BUDGET</b>	<b>923,542</b>	<b>1,891,418</b>	<b>1,137,650</b>	<b>948,525</b>	<b>216,626</b>

**COUNCIL OF GOVERNMENTS - TRANSPORTATION PLANNING STATE SUBVENTION  
FINAL BUDGET - FY 2018/19  
REVENUES AND EXPENDITURES VS REVENUES**

REVENUE DESCRIPTION	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
551.405 STIP Planning, Programming & Monitoring	55,000	55,000	55,000	55,000	-
551.407 Rural Planning Assistance	315,000	294,000	294,000	294,000	(21,000)
551.407 RCTF (TPM Framework) AMBAG	-	-	66,446	-	66,446
551.401 SB1 Sustainable Community Grant	-	-	150,000	-	150,000
RSTP From Previous years	2,717,621	2,617,621	1,071,563	1,089,204	(1,646,058)
551.412 RSTP Exchange	550,725	550,725	588,908	588,908	38,183
Fund Balance (Carry over previous years)	780,593	1,540,038	2,325,849	2,342,912	1,545,256
541.001 Interest Revenue	18,000	15,000	18,000	15,000	-
<b>TOTAL REVENUE</b>	<b>4,436,939</b>	<b>5,072,384</b>	<b>4,569,766</b>	<b>4,385,024</b>	<b>132,827</b>

**EXPENDITURES VS REVENUES**

EXPENDITURES VS REVENUES	Adopted Budget FY 17/18	Estimated Actual to June 30, 2018	Proposed Budget FY 18/19	Budget Estimate for FY 19/20	Variance FY 17/18 FY 18/19
<b>EXPENDITURES</b>					
Personnel	312,135	299,000	336,252	325,000	24,117
Services & Supplies	14,450	13,537	14,631	7,025	181
Contracts	19,805	30,305	215,500	10,000	195,695
Capital	-	-	-	-	-
Other	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>923,542</b>	<b>1,891,418</b>	<b>1,137,650</b>	<b>948,525</b>	<b>214,108</b>
<b>REVENUES</b>					
Revenues	4,436,939	5,072,384	4,569,766	4,385,024	132,827
<b>TOTAL REVENUE</b>	<b>4,436,939</b>	<b>5,072,384</b>	<b>4,569,766</b>	<b>4,385,024</b>	<b>132,827</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>923,542</b>	<b>1,891,418</b>	<b>1,137,650</b>	<b>948,525</b>	<b>216,626</b>
<b>FUND BALANCE</b>			<b>3,432,116</b>		
<b>DESIGNATED FUND BALANCE</b>			<b>1,089,204</b>		
<b>UNDESIGNATED FUND BALANCE</b>			<b>2,342,912</b>		

**COUNCIL OF GOVERNMENTS - TRANSPORTATION PLANNING STATE SUBVENTION  
FINAL BUDGET - FY 2018/19  
BUDGET NOTES**

**BUDGET NOTES**

	Proposed Budget FY 18/19
<b>Personnel</b> Personnel includes salaries, administrative support, and professional services. These include regular staff salaries, executive director services and temporary help.	
<b>Total</b>	<b>336,252</b>
<b>Services and Supplies</b> Services and Supplies includes travel, lodging, meals, and training for planning activities.	
<b>Total</b>	<b>14,631</b>
<b>Contracts</b> Contracts includes costs for contribution to the County Regional GIS System, Hwy 25 Network Expansion Study and AMBAG TPM contract	
<b>Total</b>	<b>215,500</b>
<b>Other</b> Other includes operating transfers of RSTP funds to the Cities and County.	
<b>Total</b>	<b>571,267</b>
<b>TOTAL PROPOSED BUDGET</b>	<b>1,137,650</b>

**APPENDIX**

**COUNCIL OF SAN BENITO COUNTY  
GOVERNMENTS**

**BUDGET**

**FISCAL YEAR 2018/2019**

## **PURCHASING POLICIES FOR THE COUNCIL OF GOVERNMENTS**

### **A. DEFINITIONS**

For the purpose of this article, the following words and phrases shall have the meaning respectively ascribed by this section:

- 1) Agency: Council of San Benito County Governments
- 2) Board of Directors: The governing body of the agency.
- 3) Contractual services: Any telephone, gas, water, electric light and power services; the rental of equipment and machinery; insurance; the services of attorneys, physicians, electricians, engineers, consultants or other individuals or organizations possessing a high degree of technical skill; and all other types of agreements under which the contract provides services which are required by the agency, but not furnished by its own employees. Purchase of space for legal advertising shall not be subject to the provisions of this chapter.
- 4) Fixed Assets: Any piece of tangible personal property having an estimated useful life of one calendar year or more, capable of being permanently identified as an individual unit of property, and belonging to one of the general classes of property considered a fixed asset in accordance with generally accepted accounting practices (i.e., equipment, machinery, vehicles, furnishings,) with an accounting value of \$3,000 or more.
- 5) Local Business: any person or entity that regularly maintains a place of business and transacts business in, or maintains an inventory of merchandise for sale in, the County of San Benito.
- 6) Professional Services: An independent contractor's expert advice or professional services that involve extended analysis, personal expertise, the exercise of discretion and independent judgment in their performance, which are of an advisory nature, provide a recommended course of action, and have an end product transmitting information which is related to COG programs. Providers are selected on the basis of qualification, subject to the negotiation of a fair and reasonable compensation. Classification as professional services may also require an advanced, specialized type of knowledge, expertise, technical skill or training customarily acquired either by a prolonged course of study or equivalent experience, such as accountants, financial advisors, auditors, grant writers, program specialists, labor consultants and negotiators, investigators, law enforcement retained certified laboratories, attorneys and other litigation-related specialist, environmental consultants, appraisers, architects, landscape architects, surveyors, engineers, design professionals, and construction project management firms.
- 7) Supplies and equipment: Any personal property, such as physical articles, materials or things, which property shall furnished to, or shall be used by the agency.

**B. PURPOSE OF CHAPTER**

The purpose of this chapter is to adopt policies and procedures governing purchases of supplies, equipment and contractual services, by the agency in accordance with section 54200 et seq. of the Government Code. This chapter is not intended to conflict with applicable provisions of state law and shall be interpreted as supplementary thereto.

**C. DESIGNATION OF THE PURCHASING AGENT**

The Board of Directors appoints the Executive Director or designee to serve as the Purchasing Agent for Council of San Benito County Governments.

**D. PURCHASING AGENT – POWERS AND DUTIES**

The Purchasing Agent shall have all the duties and powers prescribed by the laws of the state including the following duties:

1. Acquisition of Personal Property – To purchase equipment, materials, supplies and all other personal property and services for COG where funding has been approved and budgeted by the Board, unless specified otherwise in the Purchasing Policy.
2. Professional Service Contracts – To engage independent contractors to perform professional services through contracts for the COG with or without furnishing of material where the aggregate cost does not exceed \$10,000. Contracts shall not be split between fiscal years to circumvent this dollar limitation.
3. Renewal/Extension of Contracts – To renew or extend contracts for professional services that are critical to ongoing COG projects provided the financial obligation falls within his/her preview of authority.
4. Rental of Real Property – To negotiate and execute in the name of COG, contracts to lease or rent for the COG real property or storage space where funding has been approved by the COG Board, with an annual rent not to exceed \$10,000.

**E. DESIGNATION OF ASSISTANT PURCHASING AGENTS**

The Purchasing Agent has the authority to designate such assistants and limit or rescind authority. The Purchasing Agent may delegate the authority to purchase to a deputy or assistant.

**F. ASSISTANT PURCHASING AGENT – POWERS AND DUTIES**

The Assistant Purchasing Agent shall have all the duties and powers prescribed by laws of the state relating to COG purchasing agents, and orders of the Board of Directors to include the following duties:

1. Acquisition of Personal Property - To purchase, equipment, materials, supplies and all other personal property and services for COG where funding has been approved and budgeted by the Board unless specified otherwise in the COG Purchasing Policy.

2. Professional Service Contracts – To engage independent contractors for professional services through contracts where the cost does not exceed \$3,000, where funding has been approved and budgeted. Contracts shall not be split between fiscal years to circumvent this dollar limitation.
3. Rental of Real Property – To negotiate and execute in the name of COG, contracts to lease or rent for COG real property or storage space, with an annual rent not to exceed \$3,000, where funding has been approved and budgeted by the Board.

#### **G. PURCHASING METHODS AND PROCEDURES**

In the performance of his/her function hereunder, the Purchasing Agent or Assistant Purchasing Agent shall comply with all applicable statutes and regulations. Purchases shall be made using such methods and procedures to secure the lowest price consistent with the quality desirable for the use intended. The Purchasing Agent and Assistant Purchasing Agent shall comply with standards set forth in the Council of Governments Rules & Regulations, Section 3 – Purchasing Policy.

#### **H. EXCEPTIONS TO THE COMPETITIVE PROCESS**

Except as otherwise directed by law, or as directed by the Board of Directors, competitive process is not required for the following purchases:

1. Expert and professional services which involve extended analysis: the exercise of discretion and independent judgment in their performance; and an advanced, specialized type of knowledge, expertise, or training customarily acquired either by a prolonged course of study or equivalent experience as defined under Definitions – Professional Services.
2. Legal brief printing, stenographic services, and transcripts.
3. Books, publications, subscriptions, recordings, motion picture films, and annual book and periodical contracts.
4. Insurance.
5. Contracts for services which by law when some other office or body is specifically charged with obtaining.
6. Public utility services.
7. Ordinary travel expenses.
8. Personal property or services obtainable through master contracts or purchasing association pools identified for the use and benefit of all local agencies.
9. Where law fixes the price of property or services.

10. Training, seminars, and classes for COG personnel.
11. Sole source procurement, defined as an award for a commodity or service which can only be purchased from one supplier, usually because of its technological, specialized, or unique character.
12. Emergency purchases necessary when unforeseen circumstances require an immediate purchase in order to avoid a hazard to life or property or serious interruption of the operation of COG, or the necessary emergency repair of COG equipment.
13. When the product/services are needed by COG pending a contract award and a contractor agrees to provide such product/services at the same contract price as a previous award, until a new contract has been awarded. Such interim period contracts shall not exceed six months.

#### **I. CONTRACTUAL PROCEDURES**

All Contracts are binding legal documents that are subject to the following provisions:

1. All contracts, leases and any amendments or modifications shall be reviewed and approved as to legal form by the County Counsel's Office prior to execution of the Purchasing Agent, Assistant Purchasing Agents and/or Board of Directors.
2. Prior approval shall be obtained from County Counsel's Office before any contracts for professional services relating to outside attorney services are executed.

#### **J. PREFERENCE FOR PRODUCTS CONTAINING RECYCLED MATERIALS**

1. The Purchasing Agent shall establish and maintain procedures and specifications to ensure that COG gives preference, in its purchasing decisions, to products containing the maximum amount of recycled materials, where the quality and fitness of such products is equal to those of products containing no recycled materials, or a lesser amount of recycled materials, and where the total cost of such products is reasonable in comparison to the total cost of those products containing no recycled materials, or a lesser amount of recycled materials.
2. "Product containing recycled materials" means, with respect to a paper product, a "recycled paper product" as that term is defined in Section 12301© of the Public Contract Code, and means, with respect to other products, a "recycled product," as that term is defined in Section 12301(d) of the Public Contract Code.
3. To the extent that the Public Contract Code or other provisions of state law provide for purchasing preferences which are more extensive than those established herein, or for additional procedures to increase the use of recycled materials, the provisions of state law shall prevail.

**K. PREFERENCE FOR LOCAL BUSINESSES**

When all other factors are determined to be equal, preference shall be given to individuals or firms having a bona-fide place of business within the County of San Benito. Any responsive, responsible bid, proposal or quote for materials and supplies from a local business which is within ten percent (10%) of the lowest responsive, responsible bid, proposal or quote for materials and supplies, shall be considered equal to the amount of the lowest responsive, responsible bid, proposal or quote. If the business has additional places of business located outside of the County of San Benito, the designated point of sale for all resulting purchases shall be the bona-fide place of business-located within the County of San Benito.

**L. UNLAWFUL PURCHASES**

Failure of the Purchasing Agent or Assistant Purchasing Agent to adhere to the provisions of this policy may incur costs not meriting the definition of county charges and therefore becoming the personal responsibility of the Purchasing Agent or Assistant Purchasing Agent. Except as otherwise provided by law, no purchase of Materials, supplies, furnishings, equipment, other personal property or contractual services shall be made in excess of the amount of the appropriations allowed by the budget.

**M. EMERGENCY PURCHASES WITHOUT PRIOR APPROVAL**

Emergency purchases may be made by the Purchasing Agent or Assistant Purchasing Agent when a generally unexpected occurrence or unforeseen circumstances require an immediate purchase of material, supplies or equipment:

1. in order to avoid a hazard to life or property;
2. in order to avoid a serious interruption or discontinuance of essential services or operation of COG;
3. in order to make necessary emergency repairs of COG equipment required to provide essential services or for the operation of COG; or
4. in order to avoid economic loss to COG.

Emergency purchases shall be submitted to the Board of Directors for ratification at its next meeting.

**N. PROTEST PROCEDURES**

Any aggrieved potential provider of supplies, equipment or contractual services may file a written protest against a potential purchase by the board of directors. The protest shall be filed with the Executive Director one (1) day before the day of the meeting at which the board of directors is initially scheduled to consider the subject purchase. The exact basis for the protest and proof that the protester is a viable and responsible provider of the supplies, equipment or services sought shall be specified in writing and filed with the Executive Director who shall render a written decision in response to the protest not later than five (5)

days after the day of the meeting at which the board of directors is initially scheduled to consider the subject purchase. Any protester disagreeing with the decision of the Executive Director may file an appeal not later than five (5) days after the date of the Executive Director's decision. The appeal shall state the basis of error that the Executive Director allegedly made. The board of directors shall hear the appeal at the next meeting when the appeal may be placed on the agenda.

**O. ACCEPTANCE OF GRATUITIES**

The acceptance of any gratuity in the form of cash, merchandise or any other thing of value by an official or employee of the agency, or by an official or employee of a public agency contracting with the agency, from a vendor or contractor, or prospective vendor or contractor, is prohibited and shall be a cause for disciplinary action in the case of an agency employee or official, or in the case of an official or employee of the contracting public entity, cause for termination of the contract between the agency and the public entity.

## **Policies for Amending the Council of San Benito County Governments' Budget**

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Periodically, it may be necessary for the Executive Director to take financial steps to support administrative functions. A transfer of funds from one item to another may sometimes be needed due to inadequate budget allocations or unforeseen circumstances. Below are the policies for amending the Council of Governments' Budget.

### **1. BUDGET TRANSFER REQUEST FORM**

- a. A Budget Adjustment/Transfer Form must be completed to initiate any budget transfer. (See Attachment 1)
- b. The Budget Adjustment/Transfer Form must be signed by the Executive Director and/or the Administrative Services Specialist.

### **2. EXECUTIVE DIRECTOR APPROVAL OF BUDGET TRANSFERS**

Interdepartmental transfers of less than \$10,000.

Interobject transfers of less than \$10,000.

Intraobject transfers of any amount.

### **3. BOARD APPROVAL OF BUDGET TRANSFERS**

- a. The following Budget Transfers can only be made with prior approval of the Board of Directors.

Transfers of revenue increases.

Interdepartmental transfers of more than \$10,000.

Interobject transfers of more than \$10,000.

Note: Intraobject is within object titles example within Services and Supplies.  
Interobject is between object titles example between Contracts and Personnel.

- a. The following Budget Transfers may be made with prior approval of the Executive Director





## Staff Report

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To: Council of San Benito County Governments  
 From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x.207  
 Date: June 21, 2018  
 Subject: **Transportation Sales Tax**

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### Recommendation:

- a. **INTRODUCE** a proposed ordinance (Ordinance 2018-01) for the adoption of the Council of San Benito County Governments Road, Transportation Safety & Investment Plan and Retail Transactions & Use Tax;
- b. **WAIVE** the reading of the proposed ordinance;
- c. **SET** July 19, 2018 at 3:00 p.m. as the date and time to consider adoption of the proposed ordinance;
- d. **DIRECT** County Counsel to prepare a summary of the proposed ordinance to be published no less than five days prior to the July 19, 2018 COG Board meeting and within 15 days of adoption in a newspaper of general circulation

### Summary:

For several months, the COG Board has discussed development of an expenditure plan for a 1% transportation sales tax measure for inclusion on the November 2018 ballot. Staff has prepared an ordinance (Attachment 1) to outline the provisions of the measure, including an Expenditure Plan, to request that the San Benito County Board of Supervisors place the item on the November 6, 2018 ballot, and to identify several provisions required by law to be made a part of the ordinance.

### Financial Impact:

A 1 percent sales tax is estimated to generate approximately \$485 Million in thirty years.

### Staff Analysis

The County of San Benito, City of Hollister, and City of San Juan Bautista have all approved COG's Transportation Safety and Investment Plan to be included as the Expenditure Plan for this transportation sales and use tax ordinance.

**Note: The full text of Ordinance 2018-01 and all attachments will be provided under separate cover in advance of the June 21 COG Meeting. These items will also be available at [www.sanbenitocog.org](http://www.sanbenitocog.org) and the Council of Governments office at 330 Tres Pinos Road Suite 7 in Hollister during normal business hours.**

Staff recommends that the Board introduce the ordinance, waive reading, set a hearing for the next regular COG meeting for the ordinance to be adopted, and direct County Counsel to prepare a summary of the ordinance to be published not less than five days prior to the July 19, 2018 Board meeting and within 15 days after adoption of the ordinance.

Executive Director Review: \_\_\_\_\_ Counsel Review: \_\_\_\_\_ Yes \_\_\_\_\_

Supporting Attachment: COG Ordinance No. 2018-01 (Under Separate Cover)