



San Benito County

2010 Regional Transportation Plan



Acknowledgements

Many individuals contributed in the preparation of the 2010 San Benito County Regional Transportation Plan. The cooperation and involvement of members of various member agencies and community members are acknowledged.

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San Benito County 2010 Regional Transportation Plan

Executive Summary	4
Chapter 1: Introduction	6
Regional Setting	6
Regional Transportation Planning Process	7
Chapter 2: Existing System	12
Growth Trends	12
Historical Population and Employment	12
Population and Employment Projections	14
Registered Vehicles and Licensed Drivers	15
Evaluation of Existing Transportation System	16
Street and Highway Systems	16
State & Federal Highways	17
County Roads & City Streets	20
Future Roadways	21
Transportation Systems	22
Aviation Services	24
Non-Motorized Transportation	27
Goods Movement	29
Transportation Demand & System Management	29
Intelligent Transportation Systems	30
SAFE Callboxes	31
Recreational Travel	31
Chapter 3: Public Participation	33
Public Participation & Outreach	33
Public Workshop	33
Involving Other Government Agencies	34
Community Organizations	34
Website	34
2010 Regional Transportation Plan Public Survey	35
Environmental Review	36



Public Review and Final Plan Adoption.....	36
Chapter 4: Action Plan	38
Street & Highway System Improvements.....	38
Short-Term Improvements - Constrained Projects	42
Long-Term Improvements - Unconstrained Projects	46
Transit System	54
Short-Term Improvements - Constrained Projects	54
Long-Term Improvements - Unconstrained Projects	55
Non-Motorized Transportation	56
Short-Term Improvements - Constrained Projects	56
Long-Term Improvements - Unconstrained Projects	57
Aviation System	58
Short-Term Improvements - Constrained Projects	58
Intelligent Transportation Systems.....	60
Short-Term Improvements - Constrained Projects	60
Service Authority for Freeways and Expressways	60
Institutional Actions & Legislative Program	61
Chapter 5: Financial Plan	62
Summary of Project Costs	62
Federal Revenue Sources.....	65
State Revenue Sources.....	66
Local Revenue Sources	67
Comparison of Projected Costs & Anticipated Revenues	69
Chapter 6: Transportation Policy.....	70
Regional Issues & Overall Policy Approach.....	70
National & State Transportation Goals.....	71
Regional & Local Transportation Goals	71
General Goals and Policies.....	71
Streets and Highways	73
Rail and Bus Transit.....	74
Non-Motorized (Pedestrian and Bicycle) Travel	75
Aviation	76



Goods Movement..... 76

Objectives & Performance Measures..... 77

 Short-Term Objectives 77

 Long-Term Objectives 77

 Performance Measures 79

Appendix A: AMBAG 2010 MTP Conservation/Mitigation Bank White Paper

Appendix B: Public Comment





EXECUTIVE SUMMARY

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 - Mission Statement

The 2010 San Benito County Regional Transportation Plan connects the City of Hollister, City of San Juan Bautista, and the County of San Benito to a future vision in which projects address regional transportation needs. The Plan presents a 25-year transportation vision for the San Benito County region and provides short-term and long-term investments that address local and regional transportation issues.

The purpose of the 2010 Regional Transportation Plan (RTP) is to establish goals, policies, programs, and projects for transportation improvements in the San Benito County region. In some cases, this means reaffirming existing transportation policy, and in others it means establishing policy to address new transportation needs. The document serves to express short-term strategies as well as long-term goals to consistently improve the overall efficiency of the transportation system; this includes streets and highways, public transit, pedestrian and bicycle facilities, aviation, and commodity movement.

Public input and participation is essential to the Council of San Benito County Governments' planning and decision-making process. The agency conducted public workshops, met with community organizations, solicited comments from various public agencies and advisory committees, and surveyed the community in preparation of the 2010 update of the Plan. Environmental and air quality, integration of land use planning with transportation, specialized transportation needs, intelligent transportation and multi-modal coordination were considered in the development of the Regional Transportation Plan.

Ultimately, the Plan outlines a range of recommendations developed to reflect San Benito County regional needs which will provide a foundation for policy decision making by local, regional, state, and federal decision makers. The Regional Transportation Plan was developed with input from the Council of San Benito County Governments, the Cities of Hollister and San Juan Bautista, the County of San Benito, the Bicycle and Pedestrian Advisory Committee, the Technical Advisory Committee, the Social Services Transportation Advisory Council, Caltrans, and various local agencies, and members of the public.

This Plan was prepared under the direction of the California Transportation Commission (CTC) Regional Transportation Plan Guidelines and pursuant to Government Code, Section 14522. Projects on the regional transportation network, identified based on an analysis of regional



needs, are assembled with the assistance of the cities, the County, Caltrans, AMBAG, and community members.



CHAPTER 1

INTRODUCTION

The purpose of the 2010 Regional Transportation Plan is to establish goals, policies, programs, and projects for transportation improvements in San Benito County. In some cases, this means reaffirming existing transportation policy, and in others it means establishing policy to address new transportation needs. The document serves to express short-term strategies as well as long-term goals to consistently improve the overall efficiency of the transportation system; this includes streets and highways, public transit, pedestrian and bicycle facilities and usage, recreational transportation, aviation, and commodity movement.

Specifically, the objectives of the 2010 Regional Transportation Plan are to:

- Provide a foundation for policy decisions by local, regional, state, and federal decision makers;
- Document the region's transportation needs;
- Identify and resolve local and regional transportation issues;
- Set forth a course of action to address transportation needs consistent with regional, state, and federal policies;
- Identify agencies responsible for implementing planned improvements;
- Estimate the cost of improvements and evaluate the financial capacity of county, state, federal agencies, and private interests to fund improvements;
- Provide input to the Association of Monterey Bay Area Governments, the California Transportation Commission, and the United States Department of Transportation to assist in their coordination efforts;
- Establish performance measures and evaluate the transportation improvements proposed in the Plan.

REGIONAL SETTING

San Benito County was established in 1874 when residents living east of the Gabilan Mountains successfully seceded from Monterey County. Monterey, Santa Clara, Merced, and Fresno Counties surround the county. San Benito County is 1,396 square miles and lies between the Gabilan and Diablo Mountain ranges. The land is a combination of rugged terrain and rich farm land, which supports unique recreational opportunities and a high level of agricultural employment.



The Gabilan Range to the west prevents most of the coastal fog from moving into the region, while the Diablo Range to the east protects the county from the hot, dry air of the San Joaquin Valley. The Chittenden Pass allows cool ocean breezes to pass through the county creating an ideal climate. Elevations range from 135 feet to 5,250 feet above sea level.

REGIONAL TRANSPORTATION PLANNING PROCESS

Many agencies are involved in transportation planning at the regional level. Agencies directly associated with transportation planning and implementation in San Benito County includes:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Aviation Administration (FAA)
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- National Marine Fisheries Service
- California Transportation Commission (CTC)
- California Department of Transportation (Caltrans)
- California Department of Fish and Game (CDFG)
- Association of Monterey Bay Area Governments (AMBAG)
- Monterey Bay Unified Air Pollution Control District (MBUAPCD)
- San Benito County Council of Governments (SBtCOG)
- San Benito County Service Authority for Freeways and Expressways (SAFE)
- San Benito County Airport Land Use Commission (ALUC)
- Measure A Authority (MEA A)
- County of San Benito
- City of Hollister
- City of San Juan Bautista
- San Benito County Local Transportation Authority (LTA)

Council of San Benito County Governments

The Council of San Benito County Governments is a Joint Powers Agency established in 1974. The Council of Government's jurisdiction follows the boundaries of San Benito County and consists of five members: two representatives each from the San Benito County Board of Supervisors and the Hollister City Council, and one representative from the San Juan Bautista City Council. The actions of the Council of Governments are governed by Transportation Development Act (TDA) regulations, the California Administrative Code, and Memorandums of Understanding with Caltrans govern the actions of the Council of Governments.



While the Council of Governments plays a major role in developing local transportation policy and transportation planning programs, project implementation is the responsibility of the local jurisdictions, Caltrans, County Express, and the private sector.

Agency Responsibilities

The Council of Governments serves in various capacities, including:

- **Regional Transportation Planning Agency (RTPA):** In this capacity, the Council of Governments is responsible for the development and implementation of the Regional Transportation Plan. The Council of Governments is responsible for the preparation of the Regional Transportation Improvement Program and the Regional Housing Needs Assessment. In addition, the Council of Governments is responsible for the annual allocation of funds from the Transportation Development Act to local jurisdictions and transit operators.
- **Local Transportation Authority (LTA):** The LTA is the agency responsible for administration and operations of public transit and specialized transportation for San Benito County. The LTA consists of the Council of Governments Board of Directors and is staffed by a Transportation Planner of the Council of Governments.
- **Consolidated Transportation Service Agency (CTSA):** The CTSA acts as a lead agency in providing consolidating and coordinating social service transportation activities, and is eligible for up to five percent of the Transportation Development Act Local Transportation Funds for such services. The designated CTSA for San Benito County is the LTA.
- **San Benito County Measure A Authority:** Measure A was a 1988 ballot measure passed by San Benito County voters to levy a one-half-of-one-percent sales tax over a ten-year period for local transportation projects. The Measure A Authority is responsible for the expenditure of sales tax revenues. While the sales tax measure's ten-year period ended in 1999, the Measure A Authority remains in commission to administer unexpended funds.
- **Airport Land Use Commission (ALUC):** The Commission reviews projects within established planning areas of the two local public use airports (Hollister Municipal Airport and Frazier Lake Airpark) for consistency with a Compatibility Plan.
- **Service Authority for Freeways and Expressways (SAFE):** The SAFE oversees the development and administration of San Benito County's emergency call box system.

Agency Committees

The Council of Governments has three advisory committees to assist it in the development and implementation of transportation policy in San Benito County. These committees include:

- **Technical Advisory Committee:** The Technical Advisory Committee (TAC) consists of the Planning Directors of San Benito County and the City of Hollister, the Public Works Directors of San Benito County and the City of Hollister, the City Manager of San Juan Bautista, and one representative each from Caltrans District 5 and the California Highway Patrol. The Committee advises the Council of Governments on matters related to transportation planning, financing, and the administration of Measure A.



- **Social Services Transportation Advisory Council:** The Social Services Transportation Advisory Council (SSTAC) consists of members appointed by the Council of Governments. The Advisory Council members are from a broad representation of social services and transit providers. The Advisory Council advises the Council of Governments and the Local Transportation Authority on matters related to transportation accessibility for the elderly, the disabled, and persons of limited means. The Council of Governments strives to achieve a balanced geographic and minority representation with Advisory Council members. The Advisory Council participates in the identification of transit needs in San Benito County, including the annual Unmet Transit Needs hearing whereupon the Advisory Council recommends its findings to the Council of Governments.
- **Bicycle and Pedestrian Advisory Committee (BPAC):** The Bicycle and Pedestrian Advisory Committee consist of members appointed by the Council of Governments. The Committee was established to provide a continuing forum for analysis and consideration of bicycle and pedestrian issues in San Benito County.

Public Transit System

Public transit service for San Benito County was initiated in March 1975 under the name of SanTrans. The service was operated and administered by the City of Hollister until March 1990 when the responsibilities were transferred to the San Benito County Local Transportation Authority, a newly established Joint Powers Authority. In 1999, the Local Transportation Authority implemented a Fixed Route system and rebranded the service under the name of County Express. County Express operations are currently contracted to a private operator. Short-range and long-range transit planning is done by the Local Transportation Authority in coordination with the Council of Governments.

County Express operates three fixed routes, complementary ADA Paratransit service, Intercounty service, and a general Public Dial-A-Ride. Since 2004, the Local Transportation Authority has made service adjustments to improve efficiency and service to the community. One change included an extension of one of the Fixed Route lines to Hazel Hawkins Hospital. In 2009, the State of California eliminated State Transit Assistance (STA) funds from the Transportation Development Act due to budget constraints. The Local Transportation Authority reduced its Fixed Route and Intercounty services in response to the reduced funding levels.

California Department of Transportation and California Transportation Commission

The California Department of Transportation (Caltrans) and the California Transportation Commission (CTC) have established guidelines for the regional transportation planning process, including development of the Regional Transportation Plan. Caltrans is the primary implementing agency for state highway projects. Caltrans also functions as liaison between local agencies and the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA).

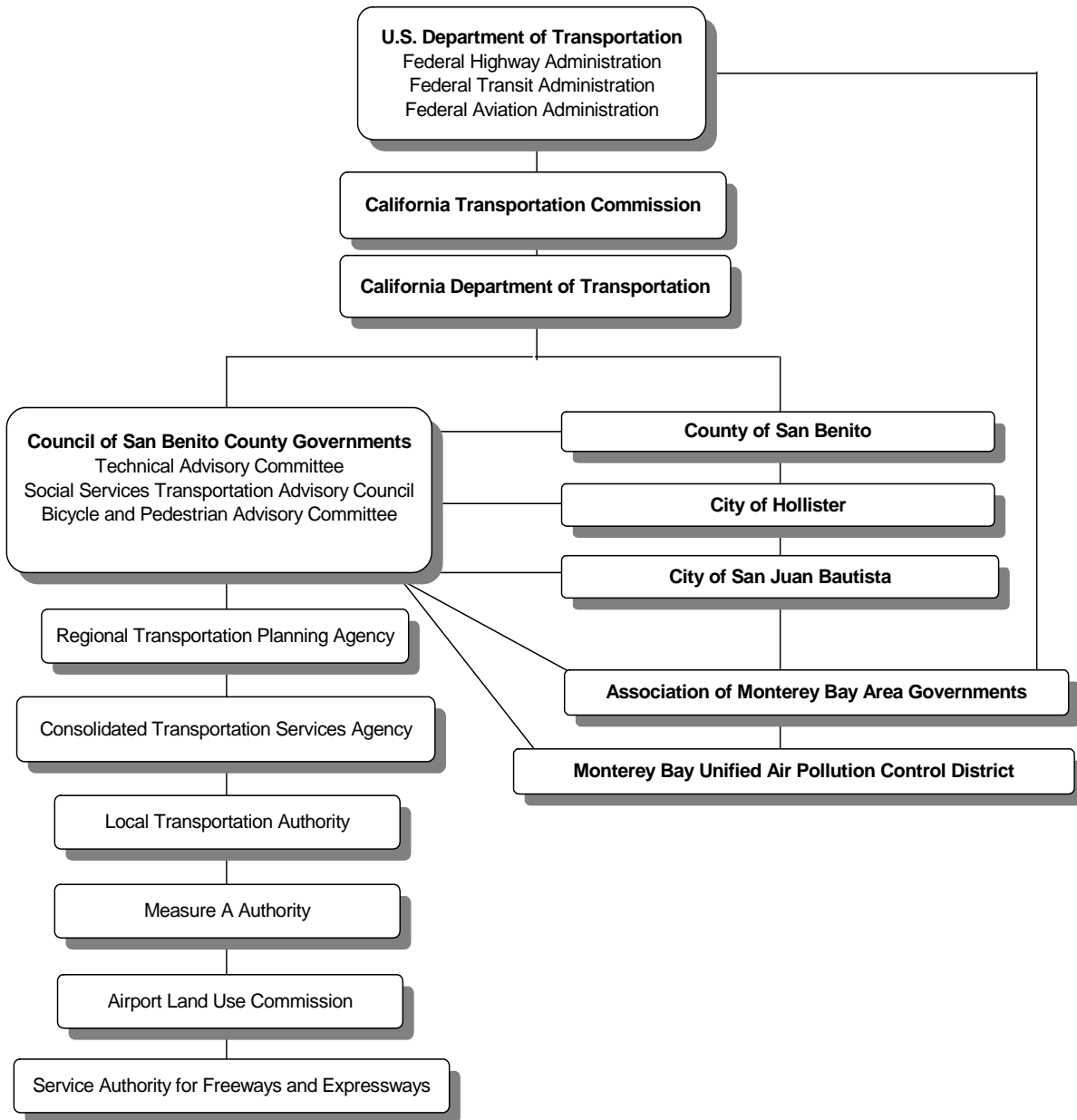
The California Transportation Commission, appointed by the governor, biennially adopts the State Transportation Improvement Program (STIP). The STIP is a four-year capital improvement program for state highways, transit, aviation, rail, and goods movement. It is



composed of locally adopted Regional Transportation Improvement Plans (RTIPs) and Caltrans' Interregional Transportation Improvement Program (ITIP).

Figure 1-1 shows the regional transportation planning hierarchy for San Benito County.

Figure 1-1: Transportation Planning Hierarchy



Source: Hexagon Transportation Consultants, 2000



Public Involvement Process and Inter-agency Coordination

The Council of Governments has made several efforts to include the public in the development of its Regional Transportation Plan. On July 28, 2009, the Council of Governments held a community meeting to solicit comments and input on the Regional Transportation Plan. A 2010 Regional Transportation Plan Public Survey was made available to the public in July/August 2009. The public also had an opportunity to comment on individual sections of the Regional Transportation Plan as they were reviewed by both the Technical Advisory Committee and the Council of Governments Board of Directors. Council of Governments staff made presentations to local community groups to solicit input on the document as well. Council of Governments staff made outreach to the Spanish speaking and economically disadvantaged communities a priority.

The Council of Governments worked closely with its regional partners throughout the development of the Regional Transportation Plan to coordinate efforts wherever possible. The planning group included representatives from the Association of Monterey Bay Area Governments, the Santa Cruz County Regional Transportation Commission, the Transportation Agency for Monterey County, the Monterey Bay Unified Air Pollution Control District, Caltrans, and regional transit districts.



CHAPTER 2

EXISTING SYSTEM

Chapter 2 discusses the existing system and future needs in San Benito County. The information contained in this chapter was derived from the Association of Monterey Bay Area Governments, the California Department of Finance, the California Highway Patrol, and local transportation agencies.

This chapter is divided into two sections: the first section discusses population and housing trends while the second section evaluates the existing regional transportation system in all its various modes.

GROWTH TRENDS

San Benito County is a unique rural county surrounded by the more urban counties of Santa Clara, Santa Cruz, and Monterey. In the 1990s, economic growth in Santa Clara County created tremendous pressure for residential growth in San Benito County where housing was built at a significantly less cost. During the late 1990s, San Benito County's population growth rate outpaced the state's, and the number of registered vehicles and licensed drivers had grown accordingly. Furthermore, the proportion of employed persons commuting from San Benito County to Santa Clara County each day (and to a lesser extent to Monterey and Santa Cruz Counties) had grown. A Water Quality Control Board building moratorium slowed the construction of new homes in the City of Hollister between 2002 and 2008. The moratorium was lifted in the second half of 2008 and new building in Hollister will continue to increase demand on the regional transportation system.

Historical Population and Employment Growth

According to the California Department of Finance the population in 2009 was 58,016 persons. According to the U.S. Census Bureau, the population of San Benito County in the year 2000 was 53,234 persons. In 1990, the population was 36,697 persons. The average annual growth rate between 1990 and 2000 was 4.5 percent. During the same time period, California grew at an annual average rate of 1.36 percent. Between 2000 and 2009, the San Benito County average annual growth rate was only 1 percent. During the same time period, California grew at an annual average rate of 1.5 percent



The Association of Monterey Bay Area Government's (AMBAG) Monterey Bay Area 2008 Regional Forecast for San Benito County assumes that San Benito County's trend toward urbanization will continue. The report states "San Benito County is anticipated to be the fastest growing county within the region with a population increase of 65 percent, bringing the total population to about 94,700 residents by 2035" (p. 7).

Table 2-1: Historical Population Growth (1970 to 2009)

Year	Hollister	San Juan Bautista	Unincorporated	County Total
1970	7,663	1,164	9,399	18,226
1980	11,488	1,276	12,241	25,005
1990	19,318	1,570	15,809	36,697
2000	34,413	1,549	17,272	53,234
2009	37,054	1,891	19,071	58,016

Sources: US Census Bureau, California Department of Finance

Population growth in San Benito County has been largely confined to the City of Hollister and the surrounding unincorporated area; as a result, the demand for transportation facilities was greatest in the Hollister Area. Table 2-1 shows the historical population growth between 1970 and 2009. Table 2-2 shows the change in the distribution of growth in San Benito County between 1970 and 2009.

Table 2-2: Share of Total County Population Growth (1970-2009)

Year	Hollister	San Juan Bautista	Unincorporated
1970	42.0%	6.4%	51.6%
1980	45.9%	5.1%	49.0%
1990	52.6%	4.3%	43.1%
2000	64.6%	2.9%	32.4%
2009	63.9%	3.2%	32.9%

Source: Association of Monterey Bay Area Governments

According to the California Employment Development Department, San Benito County has an employed labor force of 22,000 persons as of July 2009. This number is down from 28,020 persons as of July 2005 and down from 22,500 employed persons in July 1990. The unemployment rate is at 12.7 percent as of July 2009 (not seasonally adjusted).

Between 1990 and 2009, employment and unemployment has fluctuated with the economy. The late 1990's saw tremendous growth in employment for San Benito County with a record high of 26,200 employed persons. However, since 2005, the unemployment rate has doubled due to the downturn in the economy, the decline of the dot com industry, and the decline in the housing market. The unemployment rate in San Benito County has risen significantly (4.6 percent in July 2000 to 12.7 percent in July 2009). In addition, the proportion of people employed in non-farming activities in San Benito County has increased significantly in the last decade. In July 2001, 86 percent of all employed individuals worked in non-agriculture industries. This number is up from 64 percent in 1990.



Table 2-3: San Benito County Labor Force Data (1990 TO 2009)

Year	Labor Force	Employment	Unemployment	Rate
1990	24,600	22,500	2,100	8.7%
1995	24,000	20,900	3,100	12.8%
2000	27,300	26,100	1,300	4.6%
2005	24,400	22,800	1,600	6.6%
2009	25,200	22,000	3,200	12.7%

Source: Labor Force Data as of July of each year, not seasonally adjusted.

San Benito County's 2.2 percent drop in employment growth rate between 1990 and 2009 is considerably less than the 4.5 percent annual average rate at which population grew during the 1990s. This difference in employment and population growth, coupled with increasing unemployment rates and a shift from non-agriculture employment indicates that more persons are traveling outside San Benito County for work. Specifically, employed persons are traveling primarily to Santa Clara County and less so to Monterey and Santa Cruz Counties.

Population and Employment Projections

The Association of Monterey Bay Area Government's (AMBAG) Monterey Bay Area 2008 Regional Forecast for employment, housing, and population assumed that San Benito County's trend toward urbanization will continue. In the near term between 2010 and 2020, total county population is expected to increase by an annual average rate of 2.2 percent. This rate of growth is expected to slow to 1.6 percent between 2020 and 2035. Table 2-4 summarizes employment, housing, and population projections for San Benito County jurisdictions through 2035.



Table 2-4: AMBAG Monterey Bay Area 2008 Regional Forecast for San Benito County

		Hollister	San Juan Bautista	Unincorporated	Total
Employment	2005	10,527	210	6,173	18,980
	2010	10,898	220	6,262	19,440
	2015	11,393	233	6,465	20,300
	2020	12,056	248	6,745	21,390
	2025	12,698	265	7,007	22,440
	2030	13,398	283	7,299	23,630
	2035	13,893	299	7,508	24,700
Housing Units	2005	10,587	678	6,373	17,638
	2010	11,544	764	6,879	19,187
	2015	12,816	837	7,457	21,110
	2020	14,085	927	8,471	23,483
	2025	15,605	1,015	9,181	25,800
	2030	17,108	1,084	9,482	27,675
	2035	18,221	1,148	10,035	29,405
Population	2005	37,002	1,722	18,600	57,324
	2010	40,415	1,937	20,079	62,431
	2015	44,613	2,121	21,737	68,471
	2020	49,064	2,356	24,720	76,140
	2025	54,143	2,570	26,671	83,383
	2030	59,259	2,743	27,429	89,431
	2035	62,756	2,907	29,068	94,731

Source: Monterey Bay Area 2008 Regional Forecast (adopted by AMBAG on June 11, 2008).

The annual growth in the number of employed individuals living in San Benito County is expected to fall below population growth through 2020 at an annual average growth rate of .8 percent. Over the long term between 2020 and 2035, the annual rate of growth in number of employed individuals is expected to continue to fall below population growth at 1 percent. However, the slow increase of employed individuals will continue to commute out of the county for work. If this projected trend is realized, the growth in transportation demand on State Route 25 and State Route 156 can be expected to increase.

Growth in Registered Vehicles and Licensed Drivers

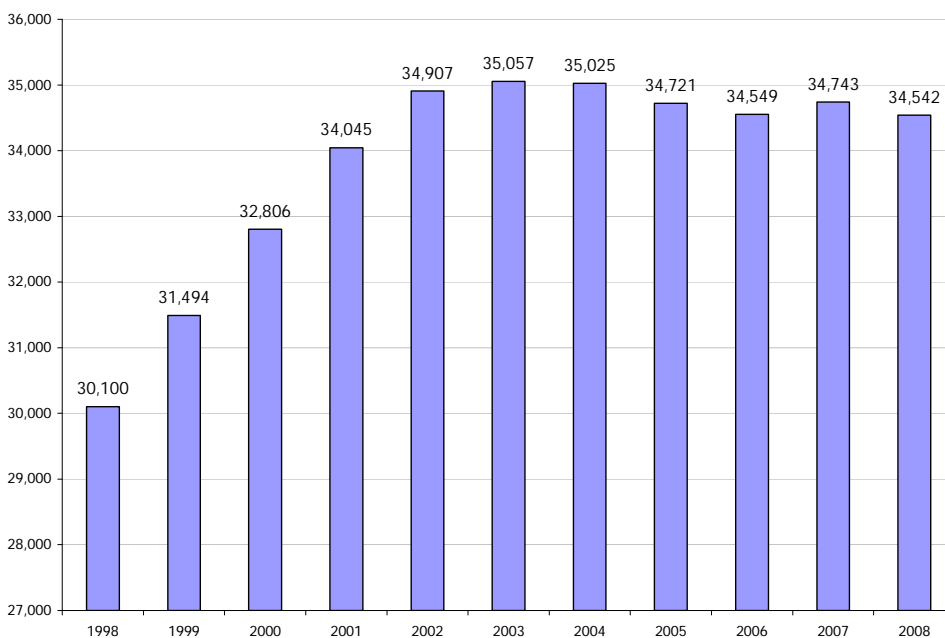
Corresponding to San Benito County's growth in population and employed individuals, the number of cars and drivers on the road also increased during the 1990s. There were 50,435 registered vehicles in 2003, 44,899 in 1999, 30,185 in 1992, and 30,541 in 1988. The number of



registered vehicles in San Benito County grew to 52,000 in 2008. This represents a 16 percent increase between 1999 and 2008.

The number of licensed drivers in San Benito County between 1998 and 2008 increased by 14.8 percent. Chart 2-1 shows the number of licensed drivers from 1998 to 2008.

Figure 2-1: Licensed Drivers (1998-2008)



Source: California Department of Motor Vehicles

EVALUATION OF EXISTING TRANSPORTATION SYSTEM

San Benito County's regional transportation system is composed of capital facilities, including: approximately 610 centerline miles of streets and highways (many including sidewalks), 11.7 miles of heavy rail track (Hollister Branch Line), two airports (Hollister Municipal Airport and Frazier Lake Airpark), and 10.41 miles of bicycle facilities. The regional transportation system also includes public transit and paratransit services, taxi service, goods movement, and transportation demand management capabilities.

Street and Highway System

San Benito County's street and highway system is composed of state highways, county roads, and city streets. Table 2-6 summarizes public road miles in San Benito County.



Table 2-6: San Benito County Public Road Miles

Jurisdiction	Public Road Centerline Miles
San Benito County	416.5
Hollister	95.0
San Juan Bautista	9.9
Caltrans	88.9
Total	610.3

Source: City of Hollister; County of San Benito; Hexagon Transportation Consultants, Inc.

State & Federal Highways

The California Department of Transportation (Caltrans) maintains five state highways in San Benito County (Routes 25, 101, 129, 146, and 156). With the exception of U.S. 101, the highways in San Benito County were originally designed as two-lane rural highways. Many of these facilities in Northern San Benito County have been overwhelmed by increased commuter, recreational, and goods movement traffic due to residential growth and commercial growth in the Hollister Area and the State as a whole. Past regional transportation plans have focused on State Routes 25 and 156 particularly, seeking to relieve traffic congestion and reduce the number of accidents. State highways are discussed in more detail below, and Figure 2-2 shows a map of San Benito County's state highways.

Figure 2-2: Map of State and Federal Highways



State Route 25

State Route 25 traverses the entire length of San Benito County from the southern county boundary at the junction of State Route 198 near King City north through Paicines, Tres Pinos, and Hollister to the northern county boundary near Gilroy, where it connects to U.S. 101. In Hollister, State Route 25 occupies Airline Highway and Bolsa Road. Caltrans classifies this route as a minor arterial, and the route is primarily a rural, two-lane facility, except for a short section (3 miles) in Hollister, where it is six and four lanes. State Route 25 from State Route 198 to State Route 156 is eligible for designation as a State Scenic Route.

State Route 25 is a primary commuter route between Hollister and Gilroy and through Hollister. During the 1990's peak commute periods, State Route 25 experienced high levels of traffic congestion, and the number of traffic accidents along the corridor were the highest in the county. Anecdotal evidence indicates that heavy peak-period traffic volumes impact neighboring residential streets. Implementing safety improvements on highway segment is the highest priority for San Benito County policy makers.

In response to these conditions, the Measure A Authority (MEA) funded and COG constructed the State Route 25 Hollister Bypass, a six and four-lane urban arterial. The Bypass was opened to the public in February of 2009. The Bypass begins at the intersection of State Route 25 at Sunnyslope Road and goes north intersecting East Park Street, Hillcrest Road, Meridian Street, and Santa Ana Road. The new facility continues north and then west to connect to San Felipe Road and Highway 25. The new route is aligned to the east of Downtown Hollister. The Council of Governments in working in partnership with Caltrans to designate the Bypass as the official State Route 25, and the existing State Route 25 that runs through Downtown Hollister will be converted to a city-owned street.

Caltrans has identified the following route concept in the Transportation Concept Report (TCRP) for State Route 25:

- State Route 25 from the Santa Clara County Line to San Felipe Road: 4-lane rural highway
- State Route 25 from Sunset Drive to Fairview Road: 4-lane arterial

State Route 25 experienced a large number of serious accidents during the late 1990's, and the early 2000's there were an unprecedented number of deaths due to head-on collisions on the roadway. San Benito County residents formed a citizens committee to advocate for road improvements to this increasingly safety concern. In 2003, the Council of Governments committed to completing major roadway improvements, including sections of concrete median barrier and consolidation of driveways. Since Caltrans' 2001 construction of several safety improvement measures including construction of a 'soft' median barrier and widening shoulders, there have been no deaths along this route.

In 2009, the Council of Governments and Caltrans initiated construction on the Highway 25 Safety and Operational Enhancements Project. These proposed improvements include the construction of a concrete median barrier sections as well as consolidated driveway and local road access.

U.S. 101

U.S. 101 passes through the northwestern portion of San Benito County for 7.4 miles and serves primarily interregional traffic. It is the main north/south route in Caltrans District 5 and serves as



the backbone of the circulation system for many cities and communities. Caltrans classifies this route as a principal arterial and includes it as part of the Interregional Route System (IRRS). U.S. 101 from the Monterey-San Benito County Line to State Route 156 is eligible for official designation as a State Scenic Route; San Benito County has designated the route as a Scenic Highway.

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. U.S. 101 is expected to accommodate anticipated growth through the long-term (2035) forecast without major highway widening. Transportation officials have identified a route concept for U.S. 101 that is a six-lane freeway configuration.

State Route 129

State Route 129 extends from Santa Cruz County into the northwestern portion of San Benito County connecting to U.S. 101 approximately 2.6 miles from the Santa Cruz-San Benito County Line. It provides access between State Route 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. State Route 129 provides access to Santa Cruz and Monterey County Beaches. State Route 129 in San Benito County is a two-lane rural road. Caltrans classifies this route as a minor arterial. San Benito County has designated this route as a Scenic Highway.

State Route 129 is expected to accommodate anticipated growth through the long-term (2035) forecast without major capacity changes. Truck traffic originating from Santa Cruz County on State Route 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 is also impacting the local streets of San Juan Bautista as trucks move through the city toward State Route 156. In addition, Anzar High School, which is also located on San Juan Highway, generates motor vehicle traffic in the area.

The route concept for State Route 129 is a two-lane rural road with passing lanes where appropriate. Significant increases in population and motor vehicle congestion are anticipated from commercial and residential development in the Watsonville Area.

State Route 146

State Route 146 in San Benito County is a two-lane rural road used primarily to provide access from State Route 25 to the Pinnacles National Monument. Caltrans classifies this route as a minor arterial. State Route 146 is eligible for official designation as a State Scenic Route; San Benito County has designated the route as a Scenic Highway.

State Route 146 is expected to accommodate anticipated growth through the long-term (2035) forecast without major capacity improvements. The route concept for State Route 146 is to maintain the corridor as a two-lane rural road.



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 San Benito-Santa Clara County Line where it connects with State Route 152. In Hollister, the State Route 156 Bypass continues north of the city limits.

The corridor serves interregional traffic, including substantial amounts of truck traffic during the week and recreational traffic between the Central Valley and the Monterey Bay Area on the weekend. Caltrans classifies State Route 156 as a rural minor arterial and includes it as part of the Interregional Road System. State Route 156 is a Caltrans Focus Route. As such, the route has a high priority for completion to facility standards in order to assure a statewide trunk system that can handle higher volumes of interregional trip movements. 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 conventional highway. State Route 156 is eligible for designation as a State Scenic Route.

State Route 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, State Route 156 becomes a two-lane expressway as it bypasses Hollister and maintains that configuration to the San Benito-Santa Clara County Line. State Route 156 is a major corridor for commuters 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 significant truck and farm equipment traffic. Improving safety on this highway segment is a priority for Caltrans and San Benito County policy makers.

Caltrans' route concept for State Route 156 is a four-lane expressway from The Alameda to Union Road west of Hollister and a two-lane expressway from Union Road to the San Benito-Santa Clara County Line. Caltrans has secured funding for the Project and is currently in the process of finalizing right-of-way to widen State Route 156 from San Juan Bautista (The Alameda) to Union Road.

County Roads & City Streets

San Benito County's network includes numerous county roads and city streets. Local jurisdictions classify these facilities according to their function into one of five categories—arterials, collectors, local, local business street, or private roads.

Arterials

The arterial street and road system primarily provides for vehicular movement through or between regions. Within urbanized areas, these facilities provide access to major activity areas and accommodate pedestrian and bicycle use. Arterial streets and roads usually have relatively high traffic volumes and travel speeds, which limits pedestrian and bicycle use. 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 have limited on-street parking opportunities.

Local

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, including diagonal parking stalls, 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, but pedestrian facilities are often missing.

San Benito County's road network has been overwhelmed with increased traffic due to growth in the late 1990s. Traffic congestion on rural roads in northern San Benito County has created long delays at rural intersections, and within Hollister many local and collector streets are being used for through travel. In Downtown Hollister, pedestrian accessibility is low due to wide streets, high speeds, and lack of crosswalks. Parking along San Benito Street in Downtown Hollister is limited to parallel parking stalls. Local streets and roads usually have low traffic volumes and travel speeds, consistent with a moderate to high level of pedestrian and bicycle use. Local streets have ample on-street parking opportunities.

Local Business Street

Main streets primarily provide for vehicular, pedestrian, and bicycle access in and around downtown commercial areas. Main streets usually have transportation safety concerns as San Benito County's transition from a rural county to a more urbanized county has placed tremendous pressure on the rural transportation system. Two-lane undivided rural highways that are used to primarily provide access for trucks and farm equipment to agricultural production areas are now also carrying large numbers of commuters. The conflicts between these various uses are most dangerous when commuter traffic volumes have subsided and speeds on open roads increase.

Future Roadways

The City of Hollister is considering extending Meridian Street thru Fairview Road in order to provide a more direct east-west connection. The extension of Meridian Street is not currently listed in the City of Hollister's General Plan.



Transportation Services

Transportation providers in San Benito County include County Express and Jovenes de Antaño specialized transportation services, Caltrain (located in Gilroy but also serving San Benito County users), public school bus operators, and taxi services.

Each of these services are discussed below:

County Express Transit System

The County Express system currently provides three fixed routes in the City of Hollister, complementary ADA Paratransit service, Intercounty service to Gilroy in Santa Clara County, and a general public Dial-A-Ride. In 2009, the State of California eliminated State Transit Assistance (STA) funds from the Transportation Development Act due to budget constraints. As a result, the Local Transportation Authority reduced its Fixed Route and Intercounty services. Despite the service reductions, County Express served 48,026 passengers in Fiscal Year 2008/2009.

As of September 2009, County Express fleet included 19 vehicles. All vehicles are ADA-compliant and equipped with wheelchair lifts/ramps. The Local Transportation Authority contracts with a private operator for one operations manager, two and ½ radio dispatchers, a part time driver trainer, and two part-time and 12 full-time drivers.

Fixed-Route Service County Express operates four 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. The Fixed Route fare is \$1.00 for regular passengers and \$0.75 for discount passengers (youth, seniors, and persons with disabilities). County Express served provided 48,026 Fixed Route trips in Fiscal Year 2008/2009.

Dial-A-Ride and ADA Paratransit Service. County Express transit system provides Dial-A-Ride service to 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. when Fixed Route is not available and on weekends from 9:00 a.m. to 3:00 p.m. Fares are \$2.00 for regular passengers and \$1.25 for discount passengers (youth, seniors, and persons with disabilities).

Complementary ADA Paratransit service is available to serve residents and visitors who have determined to be eligible for the service by the Local Transportation Authority or can prove eligibility through another public transit agency. 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 ¾ mile from a Fixed Route. The fare for the Paratransit service is \$1.25 for each eligible Paratransit client and companion and there is no fare for the accompanying Personal Care Attendant (PCA).

Reservations for the Dial-A-Ride or 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 of \$1.00. In fiscal year 2008/2009, County Express provided 62,812 one-way passenger trips.

Intercounty Service. County Express' Intercounty provides connections from the Cities of Hollister and San Juan Bautista to the City of Gilroy. There is daily weekday service to



Gavilan College and the Caltrain station and Saturday service to the Greyhound station in Gilroy. The weekday shuttle service to Gavilan College is from 6:50 a.m. to 6:10 p.m. with limited schedule when school is not in session. There are three early morning and evening runs to the Gilroy Caltrain station for train connections. Service to the Greyhound station operates on Saturday from 7:40 a.m. to 6:00 p.m. The Intercounty fare is \$2.00 for regular passengers and \$1.25 for discount passengers (youths, seniors, and persons with disabilities).

Specialized Transportation

According to the 2000 U.S. Census, 8.1% of the total county population is aged 65 or older. Many of these elderly individuals and persons with disabilities require specialized transportation services to travel to medical appointments, shop, and visit recreation centers. The Local Transportation Authority contracts with Jovenes de Antaño, a local nonprofit transportation provider, for out-of-county medical transportation and in-county medical and shopping trips. Jovenes de Antaño provides approximately 4,140 annual hours of service.

Jovenes de Antaño has provided service for the Senior Nutrition and Out-of-County Medical programs since 1990. The Jovenes de Antaño's fleet includes: one 12-passenger bus, one 16-passenger bus, two modified-minivans, and one 8-passenger van. All vehicles are equipped with wheelchair lifts/ramps. Jovenes de Antaño also provides transportation for doctor appointments, recreational activities, and essential shopping trips. The American Cancer Society provides transportation for cancer-related appointments using volunteers and private vehicles.

Commuter Rail Service

Although there is no direct commuter rail service from San Benito County to Santa Clara County, County Express provides Intercounty transit service to connect with commuter rail service available in Gilroy.

In 1999, the Council of Governments commissioned a detailed feasibility study of the Hollister Branch Rail Line to investigate the cost of branch line improvements needed for commuter rail operations between Hollister, San Jose, and San Francisco. The study was completed by the end of 2000 and projected operations costs were beyond the available and estimated funding. The study also indicated that the ridership estimates were insufficient to warrant the service in the near term.

The California High Speed Rail authority's planned route will go through northern San Benito County as it heads East toward Gilroy; however, the train will not stop in San Benito County.

School Bus Transit

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.

Taxi Service

Taxi service is available from Hollister Taxi and Yellow Cab.



Public Transit-Human Services Transportation Plan

The Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan (CPTP) includes the coordination efforts of public transportation in San Benito County. Transportation projects and services, and goals identified in the 2010 Regional Transportation Plan are also identified in the CPTP in Chapters 3 and 4.

Aviation Services

Aviation serves several purposes in San Benito County. Agricultural producers, fire fighters, and emergency medical services all depend on the use of aircraft. Private aircraft users also use San Benito County's aviation facilities for commercial and recreational uses.

San Benito County has one public airport (Hollister Municipal Airport), one public/private airport (Frazier Lake Airpark), and several landing strips scattered throughout the county. Hazel Hawkins Hospital maintains a heliport at its Hollister facility. Regional airport services are provided by San Jose International Airport and Monterey Peninsula Airport. Hollister Municipal Airport is located approximately two miles north of Hollister adjacent to State Route 156 and is owned and operated by the City of Hollister. 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.

There are 112 aircraft currently based at the airport with annual operations estimated at 53,000. Facilities at Hollister Municipal Airport include:

- Runway 6/24 - 3,150 feet long and 100 feet wide with gross weight strength of 30,000 pounds. The runway is paved with asphalt concrete and is in good condition. The runway is lighted for night operations.
- Runway 13/31 is 6,350 feet long and 100 feet wide with gross weight strength of 30,000 pounds. The runway is paved with asphalt concrete and is in good condition. The Airport Commission has programmed improvements for this runway; this runway is lighted and has visual path indicators.
- 75 T-hangars
- 8 corporate hangars
- 6 conventional hangars
- 100 aircraft parking spaces and 10 transient aircraft parking spaces

The seven-member Hollister Airport Advisory Commission recommends long term planning goals to the City Council, and a full-time airport director manages day-to-day activities. In 2004, the Hollister City Council accepted the Airport Master Plan, which projected use and needed improvements through 2025. In 1990, 83 acres of land to the north of the airport were donated to the City of Hollister to extend Runway 13/31 by 2,350 feet, and this runway extension was completed in 1994. This land acquisition has also enabled the City of Hollister to create clear zones and safety zones, which are kept free of residential use. Hollister officials view the Hollister Municipal Airport as an important part of Hollister's economic development strategy.

Frazier Lake Airpark

The Frazier Lake Airpark is located approximately 6 miles northwest of Hollister, adjacent to Frazier Lake Road, and is owned and operated by the Frazier Lake Airpark Corporation. This



facility is a general aviation airport, privately owned, but opens for public use. In its operational role, it is classed as General Utility and accommodates propeller aircraft less than 6,600 pounds gross weight. There are currently 109 aircraft based at the airport with annual operations estimated at 7,800. Facilities at Frazier Lake Airpark include:

- Runway 23/05 - 2,500 feet long and 100 feet wide designed for aircraft of a gross weight less than 6,600 pounds. This runway is irrigated grass and is in good condition. This runway has pilot-controlled runway lights for night operations.
- Runway 23W/05W - 3,000 feet long and 60 feet wide designed for water landing aircraft (seaplanes) of a gross weight of 3,000 pounds or less. This runway surface is water with a depth of approximately 2.5 feet.
- 76 rectangular hangars
- 17 T-hangars
- 25 transient aircraft parking spaces

The Frazier Lake Airpark Corporation membership elects a Board of Directors, which elects a President, Secretary and Treasurer. The President is responsible for day-to-day airport operations.

The Airport Land Use Commission provides for the orderly growth of San Benito County's two public airports and the area surrounding the airport within the jurisdiction of the Commission, and safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general. The Commission ensures compatible land uses around the Hollister Municipal Airport and the Frazier Lake Airpark through the implementation of their respective Comprehensive Land Use Plan/Airport Land Use Compatibility Plan. In order to ensure compatibility, the Airport Land Use Commission considers aviation and land use issues when reviewing Site and Architectural Applications from the County or City of Hollister for consistency with the Comprehensive Land Use Plan/ Airport Land Use Compatibility Plan.

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 State Route 25 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 State Route 156 and U.S. 101.

Regional Airport System Plan

The AMBAG *1995 Regional Airport System Plan* (RASP) projected a moderate growth rate in aviation demand as a result of the regional demand for commercial and general aviation services. Although a RASP Update is currently underway by AMBAG, forecast projections are not complete; thus an update on projected aviation growth is not yet available. AMBAG is unaware of major deficiencies to aviation services in the AMBAG region with the exception of complaints of residents in municipalities operating airports within their boundaries, most notably residents of the City of Watsonville, and to a lesser degree the City of Salinas. With availability for increased operations, the existing general public airports in the region could absorb aircraft from other regions if facilities are closed in those regions.



Airports Economic Impact Study

Adopted by AMBAG in August 2003, the Airports Economic Impact Study was designed to evaluate the economic impacts of each of the Monterey Bay region's six public airports on the local vicinity served by the airport and to prepare a regional picture of the combined airports importance to the three-county economy. Data analysis was designed to show the "value added" contribution of each airport to their local economies and the entire three-county AMBAG region.

The total direct, indirect, and induced economic benefit of the six regional airports was estimated to be \$1.38 billion annually. Each passenger traveling to the region spends over an average of \$280 a day and requires additional servicing through the secondary and tertiary levels of the economy. AMBAG region airports play an important economic role in the total regional economy. The airports service the needs of agriculture, tourism, government, and other business interests throughout the region. Almost 50 percent of the total air trips to the area through the regional airports are specifically for business purposes while another 40 percent of those trips are for tourism. Without the region's airports, the potential loss of these patrons could mean a large loss to the region's overall economic productivity.

Table 2-7: AMBAG Region Airports Economic Impact

Impact Type	Hollister	Regional Total
Direct		
Number of Jobs	155	4,437
Payroll	\$3,988,874	\$109,089,277
Taxes	\$275,378	\$11,486,254
Revenues Attributed to Airport	\$3,856,105	\$121,968,489
Total Direct Economic Impact	\$8,120,357	\$242,544,020
Indirect*		
Number of Jobs	474	1,870
Payroll	\$9,830,878	\$41,755,951
Revenues Attributed to Airport	\$42,199,122	\$808,263,929
Total Indirect Economic Impact	\$52,030,000	\$850,019,880
Induced		
Number of Jobs	157	4,117
Payroll	\$3,679,153	\$114,622,367
Revenues Attributed to Airport	\$5,518,729	\$171,933,549
Total Induced Economic Impact	\$9,197,882	\$286,555,916
Summary Totals		
Number of Jobs	786	10,424
Payroll	\$17,498,905	\$265,467,595
Taxes	\$275,378	\$11,486,254
Spending Attributed to Airport	\$51,573,956	\$1,102,165,967
Total Economic Impact	\$69,348,239	\$1,379,119,816

Source: Airports Economic Impact Study (AMBAG, 2003)



Non-Motorized Transportation

Another important component of San Benito County's transportation system is non-motorized travel, including pedestrian and bicyclist activities.

There are 10.41 miles of bicycle facilities in San Benito County. Most bicycling in the San Benito County region is done on roadway shoulders, which are not striped for bike lanes. In the mid-1970s, two Class I bicycle facilities were constructed in the Hollister Area, and these facilities were extended in the 1990s. In 2005, San Benito County, in partnership with the Council of Governments, constructed the Southside Road Bike Lanes Project. In 2009, the Council of Governments also constructed 2.7 miles of bike lanes on the new Highway 25 Bypass. The Council of Governments and San Benito County are partnering on the construction of the San Juan Highway Bike Lanes Project, which is anticipated to begin in 2010.

Pedestrian Activities

Pedestrian facilities including sidewalks, streets, and trails are fundamental to the functioning of San Benito County neighborhoods. Walking is a part of almost every trip made during the course of a day, and cities that promote walking in all its forms are promoting healthy neighborhoods and healthy cities.

An important first step in promoting pedestrian activity is to recognize that city streets are not just for cars. This is significantly important when nearly 33 percent of Hollister's population is under the age of 18. In fact, while city streets must accommodate automobile traffic, an equal or greater focus should be placed on accommodating pedestrians.

Hollister and San Juan Bautista are filled with beautiful tree-lined streets, wide sidewalks, and neighborhoods built on a pedestrian scale. In many cases, these streets are well preserved and function as they were originally designed to function. In other cases, these historic streets have been overwhelmed by automobile activity related to the San Juan Bautista State Historic Park. In Downtown Hollister, San Benito Street also serves as State Route 25. The corridor was once a two-lane street with ample diagonal parking serving Downtown businesses; now it is a four-lane state highway with limited parallel parking, higher traffic volumes, and increased traffic speed. Pedestrian activity and the vitality of Downtown Hollister have suffered because of this change. The construction of the Highway 25 Bypass was intended to provide an alternative route to San Benito Street. San Benito Street is anticipated to be transferred by Caltrans to the City as a locally-controlled street and will likely carry much fewer vehicles, while still serving as a main street. San Benito Street has the greatest opportunity for improvements because of its regional significance.

Another important step in promoting pedestrian activity is to recognize the importance of compact development. Hollister is developing new subdivisions on the outskirts of town. The City works with developers to maintain the great beauty and function of Hollister's historic neighborhoods when designing these new subdivisions.

In the publication entitled: "Street Design Guidelines for Healthy Neighborhoods," Dan Burden, a nationally recognized expert on pedestrian design, outlines five measures of a healthy street. These are as follows:



1. **Movement Choices.** Healthy streets allow for a diversity and coexistence of movement. The streets support people who want to walk, bicycle, use transit, or drive to destinations.
2. **Connectivity.** Healthy streets connect places where people live, work, attend school, and shop. Pedestrians, bicyclists, and wheelchair users should have more than one route to get to their destinations.
3. **Number of People.** Healthy streets have many people on them. The presence of people helps the streets feel safe and inviting.
4. **Diversity of People and Activity.** The most successful streets have the greatest diversity of people, ranging from young children to senior citizens. Healthy streets have people engaged in different activities, including sidewalk café dining, shopping, sitting on benches, visiting with friends, reading newspapers, window shopping, strolling, jogging, meeting people, walking dogs -- as many activities as can be imagined. People can be seen walking and bicycling on healthy streets during most hours of the day.
5. **Creating a Civic Stage.** Healthy streets host people who go there to see and be seen, to meet others and watch the daily "parade" of cars and pedestrians. The "drama" on the street is free theatre for many people. When people feel comfortable moving among strangers, the street environment is healthy, safe, and working correctly.

Bicyclist Activity

Bicycle travel is another component of the non-motorized transportation system in San Benito County. As is the case with pedestrian activity, the sign of a healthy street and city is the common use of bicycles for travel in and around town. In many cases, bicycles can be accommodated on well-designed streets without the need for separate bike lanes. As many of the major city streets in Hollister and San Juan Bautista become impacted by heavy traffic, street designers must place increased emphasis on accommodating bicycle travel. This can be accomplished by adding Class II bicycle lanes and Class III bicycle routes on existing streets and by providing alternative routes dedicated to bicycle and pedestrian use (Class I facilities).

In May 2008, the Council of Governments initiated the development of the San Benito County Bikeway and Pedestrian Master Plan, which was adopted in December 2009. The Plan will assist by providing a blueprint for making bicycling and walking an integral part of the daily life in the San Benito County region. The Plan proposes 140.16 miles of designated trails, lanes, and routes that can be used by commuters, recreational riders, students, and others for safe, convenient access to major employers, shopping centers, and schools throughout Hollister, San Juan Bautista, and San Benito County. The goals of the Plan are consistent with the system goals of the Regional Transportation Plan.

Assembly Bill 1358, adopted in September 2008, addresses the need for "complete street" design in communities. The Bikeway and Pedestrian Master Plan addresses this concept. In addition, COG regularly completes development review of new projects keeping in mind the need for complete streets that have adequate facilities for all modes of transportation.



Goods Movement

The majority of commodities in San Benito County are transported in and out of the county by truck, with a small portion transported by rail.

Trucking

San Benito County experiences a higher than average amount of truck traffic in and around San Juan Bautista and Hollister. While this traffic is largely confined to state highways it also impacts local streets and rural roads not designed to handle large, heavy trucks. Trucking activity around and through San Juan Bautista is a particular problem, with Hollister experiencing the same problem to a lesser degree. Commodity exports from San Benito County are primarily agricultural products and quarry materials, and transport of these products generates a significant amount of truck traffic in and out of the County. Stores import nearly all items that are sold in San Benito County.

Railroad

The sole rail line in San Benito County is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero Creek in Santa Clara County. The facility is owned by the Union Pacific Railroad, which transports approximately 10,000 gross tons of goods on the rail line each year. With the advent of the state highway and the competitive shipping rates offered by truckers, rail has become a less viable form of commodity transport than it was in decades past. In 2010, there were no established plans to expand rail growth by either the public or private sector.

Transportation Demand & System Management

San Benito County will experience a significant increase in commuters in the coming years. AMBAG estimates there are 16,910 employed individuals in San Benito County in 2005 and approximately 48 percent of commuters travel outside the county to work (according to the 2000 Census).

The Council of Governments provides ridesharing services to help manage the growth in demand for highway capacity. In addition, Caltrans and the California Highway Patrol are working with regional agencies to implement intelligent transportation systems to help manage the efficiency of the existing highway system. These programs and facilities are discussed below.

Ridesharing

The Council of Governments has provided ridesharing services to San Benito County residents since 1987, and the program focuses on commuters who travel to Santa Clara, Santa Cruz, and Monterey Counties for work. The goal of the ridesharing program is to help commuters traveling to or from San Benito County use alternatives to driving alone, improve air quality by encouraging shared vehicle use, and use other modes of transportation as alternatives to the single-occupant vehicle.



San Benito County contracts with the Bay Area's Metropolitan Transportation Commission (MTC) for use of its 511 Ridematch Database. The database contains over 300 registered individuals in San Benito County that use carpool and vanpool ride matching services. San Benito Rideshare also leases vans to commuters who travel to or from San Benito County for work or school. The Council of Governments currently operates seven vanpools traveling to Monterey and Santa Clara Counties.

Another component of the Rideshare Program includes two annual rideshare promotions. The Council of Governments and the Association of Monterey Bay Area Governments (AMBAG) work collectively in the annual Rideshare Week promotion. The Council of Governments also works together on the annual Bike Week promotion with the Transportation Agency for Monterey County (TAMC) and the Santa Cruz County Regional Transportation Commission (SCCRTC).

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 State Route 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 transit transfer point for service to Gilroy.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system. 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.

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) placed greater emphasis on ITS, its research, technologies and integration into the planning and programming process. Due to the increased federal emphasis on ITS and in recognition of preparing ITS deployment plans throughout the State, the Caltrans Division of New Technologies funded a \$550,000 multi-county, Central Coast effort in 1998 to develop an ITS Strategic Implementation Plan.

In 1998 through 2000, the Central Coast ITS Coordinating Group collaboratively worked together to develop the 2000 Central Coast ITS Implementation Plan (CCITSIP), as funded through Caltrans, Division of New Technology. Caltrans recognized the multi-agency partnerships, breadth of geographic range, and its inclusion of state-of-the-art ITS principles and knowledge when they funded the ITS Strategic Implementation Plan.

As follow-up to the 2000 Central Coast ITS Implementation Plan (CCITSIP), AMBAG was awarded, on behalf of the Central Coast ITS Coordinating Group, a Federal Highway Administration (FHWA)/ Caltrans discretionary grant of \$160,000 to make available an expert consultant contact for the Central Coast. This collaborative effort began in December 2004 at a kick-off meeting and was undertaken by the U.S. Department of Transportation, Caltrans, the Metropolitan Planning Organizations (MPOs), the Regional Transportation Planning Agencies (RTPAs), public transit operators in Monterey, San Benito, San Luis Obispo, Santa Barbara and Santa Cruz Counties, and the California Highway Patrol. In addition to retaining a consultant to



act as a resource to the regional agencies, local jurisdictions, and Caltrans to further ITS interest in the region, another goal of the grant was to update the Regional ITS Architecture to the national standard.

The Association of Monterey Bay Area Governments in coordination with the Central Coast ITS Coordinating Group completed the Central Coast Intelligent Transportation Systems Implementation Plan in 2007.

ITS projects being considered for the Central Coast Region include:

- Traffic signal control (signal timing, synchronization, and central control)
- Ramp metering (traffic signals on freeway on-ramps)
- Smart Motorist Aid Call Boxes
- Network Surveillance (video cameras on highways, traffic volume sensors, smart call boxes)
- En-Route traveler information systems (changeable message signs)
- Interactive traveler information systems (internet websites, kiosks, telephone call-in systems)
- Transit management systems (automated vehicle location, smart cards)
- Transportation management center (physical facility that coordinates ITS systems)

SAFE Call Boxes

On August 25, 1998, the Council of San Benito County 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 (DMV) for maintaining an Emergency Call Box Program in San Benito County.

Through the Emergency Call Box Program, the Service Authority for Freeways and Expressways ensures that motorists have direct access to emergency services along the state highway system in San Benito County.

There are a total of 36 call boxes in San Benito County: eight (8) call boxes are located on Highway 25 north of Hollister and four (4) along Highway 25 south of Hollister, one (1) along Highway 146, six (6) along Highway 101, and 17 along Highway 156.

Recreational Travel

Major recreation facilities in San Benito County include: San Juan Bautista Mission, Pinnacles National Monument, Fremont Peak State Park, and Hollister Hills State Vehicular Recreation Area.

San Juan Bautista Mission and State Park

Over the years, the town of San Juan Bautista has grown around San Juan Bautista Mission and State Park, with Downtown San Juan Bautista one block from the facility. San Juan Bautista relies on tourism as its major industry, and the tourist traffic is welcome by downtown businesses. On street parking in Downtown San Juan Bautista is impacted by the shortage of parking at the mission, and many streets throughout the city are in need of maintenance and

repair. Motorists traveling to and from San Juan Bautista use State Route 156 to access and the highway.

Pinnacles National Monument

The Pinnacles National Monument is located in Southwestern San Benito County on State Route 146. The facility, which is visited by thousands of visitors each year, can be accessed from either the east or west, but through vehicular travel from one side of the park to the other is not possible. Aside from regular maintenance needs, State Route 146 provides adequate access into the Pinnacles National Monument. Motorists access State Route 146 via State Route 25 south of the City of Hollister.

Fremont Peak State Park

Fremont Peak State Park is located in Northwestern San Benito County at the top of Fremont Peak. The facility offers a spectacular view, overnight parking, and the world's largest public observatory. Fremont Peak State Park is accessed via San Juan Canyon Road, which is a narrow rural road with limited fire access. Motorists access Fremont Peak via State Route 156.

Hollister Hills State Vehicular Recreation Area

Hollister Hills State Vehicular Recreation Area is located approximately five miles south of Hollister in Northwestern San Benito County. The facility, which allows the use of off-road recreational vehicles, is accessed via Cienega Road, and weekend traffic through Hollister is noticeably congested with vehicles towing off-road vehicles to the park. Cienega Road also serves a local quarry, and truck and recreation traffic along the corridor is heavy at times.



CHAPTER 3

PUBLIC PARTICIPATION

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 necessary in developing a Plan that addresses the needs of the San Benito County community.



Council of Governments Board of Directors Meeting

The Council of Governments prepared a participation program specifically aimed at increasing public input in the development of the Regional Transportation Plan. The Council of Governments considered an array of options for public participation, especially for those of underserved or underrepresented minorities, low income, elderly, and disabled populations within San Benito County.

The Council of Governments sought public participation on the 2010 Regional Transportation Plan development through various forms. This input helped provide direction on regional priorities for the Regional Transportation Plan's policy element and influenced the list of projects that are included in the Plan. The public participation findings helped to identify issues that require more study outside the Regional Transportation Plan.

PUBLIC PARTICIPATION & OUTREACH

In efforts to boost public participation, the Council of Governments conducted the following public outreach strategies:

Public Workshop

The purpose of the Public Workshop was to present information and obtain input from the public on transportation issues, policies, programs, plans, and/or projects. The Council of Governments conducted the Public Workshop on Tuesday, July 28, 2009 at the Veterans Memorial Building in Hollister. A bilingual interpreter was available at the public workshop.



Regional Transportation Plan Public Workshop

Involving Other Government Agencies

The Council of Governments contacted government agencies during the development of the Regional Transportation Plan and provided opportunity to comment on the Draft Plan and the Draft Supplemental Environmental Impact Report. These agencies included:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Federal Aviation Administration (FAA)
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- National Marine Fisheries Service
- California Transportation Commission (CTC)
- California Department of Transportation (Caltrans)
- California Department of Fish and Game (CDFG)
- Association of Monterey Bay Area Governments (AMBAG)
- Monterey Bay Unified Air Pollution Control District (MBUAPCD)
- County of San Benito
- City of Hollister
- City of San Juan Bautista
- San Benito County Local Transportation Authority (LTA)

COG worked cooperatively with the Association of Monterey Bay Area Governments, the Transportation Agency for Monterey County, and the Santa Cruz County Regional Transportation Commission on the 2010 Regional Transportation Plan and 2010 Metropolitan Transportation Plan. Staff from each agency met regularly to share resources and discuss the development of the Plans.

Community Organizations

The Council of San Benito County Governments met with public and private community organizations to gather input on transportation needs facing San Benito County. Organizations included the Economic Development Corporation, Hollister Downtown Association, Hollister Downtown Association Economic Restructuring Committee, and Farm Bureau. The 2010 Regional Transportation Plan Public Survey was sent to the Hollister Chamber of Commerce for their transportation ideas and concerns. These organizations were also notified of the Public Hearing for the Supplemental Environmental Impact Report.

Website

The Council of Governments maintains an internet website that provides information about the agency, its programs, and special projects. Meeting notices and Agendas with Minutes and Staff Reports are also posted and available for downloading and/or review. The Regional Transportation Plan Public Workshop, Notice of Preparation, and Public Hearing meetings were posted in the "What's New" section of the website. The information was intended to provide the public with updates on the development and environmental review of the Regional Transportation Plan. The 2010 Regional Transportation Plan Public



Council of Governments Website

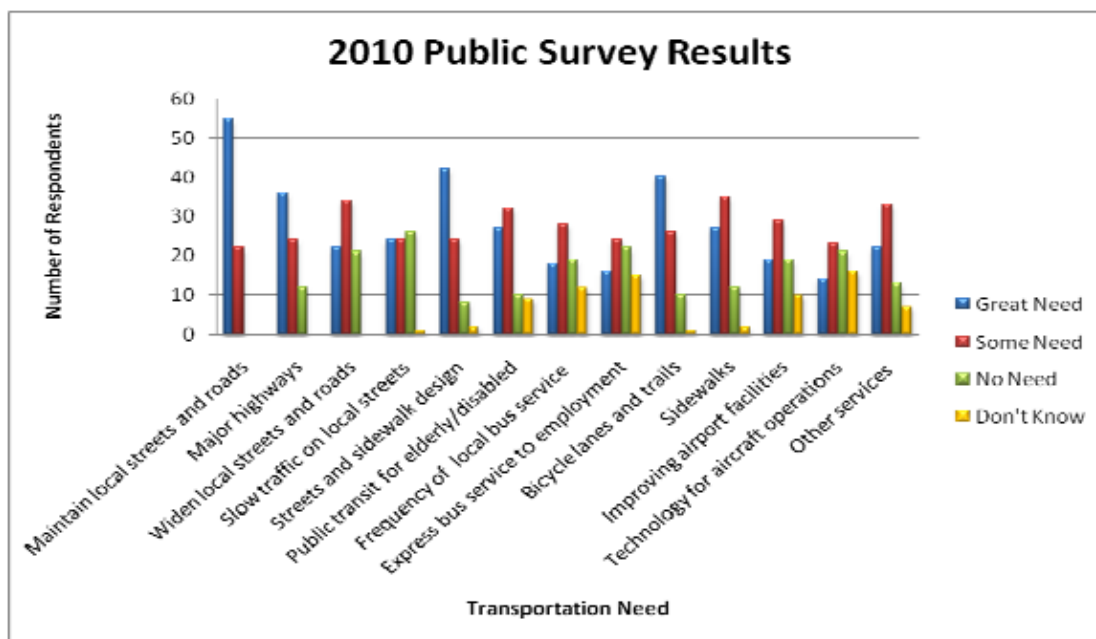


Survey was also posted on the website and was intended to garner additional input from the public.

2010 Regional Transportation Plan Public Survey

A 2010 Regional Transportation Plan Public Survey was developed to gather input on the transportation policies and projects most important to the community. The 2010 Public Survey was published in The Pinnacle Newspaper, on the Council of Governments website, and distributed to various locations and to community groups. A total of 78 people responded to the 2010 Regional Transportation Plan Public Survey. Survey results are graphically depicted below.

Figure 3-1: 2010 Regional Transportation Plan Public Survey Results



The following top four transportation needs were identified in the Public Survey:

1. *Repairing and Maintaining Local Streets and Roads*

The most pressing transportation need, according to survey respondents, was repairing and maintaining local streets and roads. Respondents felt that there is either a great need or some need. There were 55 respondents that indicated that this was the greatest need and 22 respondents who indicated that there is some need. No respondent indicated that there is either no need or didn't know.

2. *Adding and Improving Bicycle Lanes and Trails*

Respondents were enthusiastic on the question about adding and improving bicycle lanes and trails. There were 40 respondents who indicated that there is a great need, 26 respondents who indicated that there is some need, 10 respondents who indicated that there is no need, and one respondent who didn't know.

3. Improving Street and Sidewalk Design When New Developments are Constructed

Respondents were supportive of the question about improving streets and sidewalk design when new developments are constructed. There were 42 respondents who indicated that there is a great need, 24 respondents who indicated that there is some need, 8 respondents who indicated that there is no need, and 2 respondents who didn't know.

4. Widening and Improving Major Highways

Respondents were supportive on the question about widening and improving major highways (such as Highways 25, 156, 101, and 152). There were 36 respondents who indicated that there is a great need, 24 respondents who indicated that there is some need, 12 respondents who indicated that there is no need, and no respondents who didn't know.

Environmental Review

In addition to the public input and review process required by the federal government, 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 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) that will include 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 was the result of an extensive 45-day public review period, in which the Association of Monterey Bay Area Governments, as the lead agency, responded to written public comments. The Council of Governments Board of directors adopted a resolution certifying the Environmental Impact Report at its meeting in May 2010.

Environmental Mitigation and Mitigation Banking Strategies

The Federal Transportation Act (SAFETELU) requires Regional Transportation Plans to include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.

As part of the development of the RTP and the Environmental Impact Report, a white paper was developed which discusses these items. The White Paper is included in Appendix A.

Public Review and Final Plan Adoption

The Draft Regional Transportation Plan included a 45-day period for public comment. The Association of Monterey Bay Area Governments and the regional transportation planning agencies, in response, considered public comments received and made revisions to the draft documents as appropriate. Each agency's Final Plan was brought before their Board of



Directors for confirmation and adoption. The Association of Monterey Bay Area Governments adopted the Final Metropolitan Transportation Plan in June 2010.

COG received two comment letters regarding the Draft Regional Transportation Plan. Both letters and responses to the comments received are included in Appendix B.



CHAPTER 4

ACTION PLAN

This chapter sets forth a plan of action to address existing transportation deficiencies and future transportation needs. The programs and projects identified in this chapter conform to the goals, policies, objectives, and performance measures set forth in Chapter 6 and are further justified with project-specific need and purpose statements. The projects identified in this chapter were developed and reviewed by Council of Governments staff, Technical Advisory Committee, and the California Department of Transportation. Improvements identified for the short-term (constrained improvements) are consistent with San Benito County's adopted Regional Transportation Improvement Program and constrained financial revenue projections.



This chapter is divided into six sections, with improvements identified by travel mode:

Street and Highway Improvements

- Transit Improvements
- Aviation Improvements
- Non-Motorized Transportation Improvements
- Intelligent Transportation Systems
- Institutional and Legislative Actions

The cost estimates for the projects in this chapter include all phases of the project through construction. This includes environmental, design, and right-of-way costs.

STREET & HIGHWAY SYSTEM IMPROVEMENTS

This section of the Regional Transportation Plan describes planned short- and long-term improvements for San Benito County's street and highway system. Table 4-1 show planned transportation project improvements in the San Benito County region.

Table 4-1: 2010 San Benito County Regional Transportation Plan Project List

Project Number	Project Title	Cost Estimate (\$000s)
Street and Highway System Improvements - CONSTRAINED		
CT036SB	San Benito Route 156 Improvement Project	\$69,611
SB01CT01	Highway 25 4-Lane Widening Phase I	\$139,295
CT035SB	SHOPP Grouped Project Listing	\$16,068
Holl-1	North Street Extension	\$8,551
Holl-2	Memorial Drive Construction-Meridian to Santa Ana	\$4,830
Holl-5	Union Road (formerly Crestview Drive) Construction	\$9,659
SBC-1	Fairview Road Widening	\$34,204
SBC-8	Cienega Road Realignment	\$1,898
Holl-8	Westside Boulevard Extension	\$7,601
SBC011SB	Hospital Road Bridge	\$13,842
SBCO11SB	Union Road Bridge	\$15,500
Holl-9	New Traffic Signals (Various Locations)	\$4,000
	<i>Subtotal, Constrained Street & Highway Improvements</i>	<i>\$325,059</i>
Local Street and Road Maintenance		
HollSJB-1	Local Street Maintenance (2010-2020 Estimate)	\$46,710
SBC-7	Local Road Maintenance (2010-2020 Estimate)	\$31,140
	<i>Subtotal, Constrained Local Street & Road Maintenance</i>	<i>\$77,850</i>
	<i>Total Constrained</i>	<i>\$402,909</i>
Street and Highway System Improvements - UNCONSTRAINED		
SB01CT01	Highway 25 4-Lane Widening Phase II	\$181,000
Holl-4	Sunnyslope Rd Construction: El Toro Dr. to Fairview Rd., widen to 4 lanes	\$8,591
Holl-10	Memorial Drive Construction - Santa Ana to Flynn Rd.	\$13,842
SBC-2	Fairview Rd/San Felipe Rd. East-West Arterial (New Rd)	[unknown]
SBC-3	Fairview Rd/Memorial Dr East-West Collector (New Rd)	[unknown]
SBC-5	Flynn Rd Extension and Widening	[unknown]
SBC-6	Union Rd Widening - SR 25 (Airline Hwy) to SR 156	\$42,837
CAL-5	U.S. 101: Las Aromitas: Monterey/San Benito County Line to SR 156, Widen to 6-Lanes	[unknown]
CAL-6	U.S. 101: SR 156 to San Benito/San Clara County Line, Widen to 6-Lane Freeway	[unknown]
Holl-6	Airline Hwy (SR25) Widening - Sunset Dr to Fairview Rd.	\$10,115
	<i>Subtotal, Unconstrained Street & Highway System</i>	<i>\$256,385</i>

Table 4-1: 2010 San Benito County Regional Transportation Plan Project List (Continued)

Project Number	Project Title	Cost Estimate (\$000s)
<i>Local Street and Road Maintenance</i>		
Holl/SJB-2	Local Street Maintenance (2020-2035 Estimate)	\$13,290
SBC-9	Local Road Maintenance (2020-2035 Estimate)	\$8,860
<i>Subtotal, Unconstrained Local Street and Road Maintenance</i>		<i>\$22,150</i>
<i>Total Unconstrained</i>		<i>\$278,535</i>
Grand Total (Constrained and Unconstrained)		\$681,444
<i>Street and Highway Improvements - Funded by Others</i>		
Other-1	San Juan Road Interchange Project	\$90,600
Other-2	U.S. 101 Improvement Project (Route 129 to San Benito /Santa Clara County Line)	\$470,000
Other-3	State Route 152 Realignment Project	\$350,000
Total (Funded by Others)		\$910,600
Transit System Improvements - CONSTRAINED		
Project Number		
SBCT04SB	Transit Vehicle Replacement	\$4,080
SBCLTA-1	Transit Technology Infrastructure Improvements	\$275
SBCT03SB	Transit Service Operations	\$16,500
SBCLTA-2	Transit Facility Improvements	\$100
SBCLTA-3	Guaranteed Ride Home Program	\$60
SBCOG16SB	Transit Design Manual	\$60
Grand Total (Constrained and Unconstrained)		\$21,075
Transportation Demand Management - CONSTRAINED		
Project Number		
SBCOG13SB	Rideshare Program	\$65
SBCOG-1	Regional Vanpool Program	\$560
<i>Total Constrained</i>		<i>\$625</i>
Transportation Demand Management - UNCONSTRAINED		
Project Number		
SBCOG13SB	Rideshare Program	\$535
<i>Total Unconstrained</i>		<i>\$535</i>
Grand Total (Constrained and Unconstrained)		\$1,160

Table 4-1: 2010 San Benito County Regional Transportation Plan Project List (Continued)

Non-Motorized Transportation - CONSTRAINED		
Project Number		
SBC-10	San Juan Highway Bike Lane Construction	\$2,171
SBCOG-2	Bikeway and Pedestrian Master Plan Implementation	\$6,064
	<i>Total Constrained</i>	<i>\$8,235</i>
Non-Motorized Transportation - UNCONSTRAINED		
Project Number		
SBC/Holl/SJB-1	Sidewalk Gap Improvements	\$1,363
SBC/Holl/SJB-2	Pedestrian Railroad Improvements	\$1,050
SBC-11	San Benito River Recreational Trail	\$14,165
Holl-3	San Juan Road Bicycle and Pedestrian Bridge	\$1,500
SBC-4	Union Pacific Railroad Multi-Use Path	\$7,776
	<i>Total Unconstrained</i>	<i>\$25,854</i>
Grand Total (Constrained and Unconstrained)		\$34,089
Aviation - UNCONSTRAINED		
Project Number		
HollAVI-1	Lump Sum Airport Improvements	\$8,080
HollAVI-2	Drainage EA (or Drainage Ditch Removal Phase 1 if CATEX)	\$1,000
HollAVI-3	Drainage Ditch Removal Phase 1	\$1,000
HollAVI-4	Drainage Ditch Removal Phase 2 (if needed)	\$1,000
HollAVI-5	Service Road - Construction Phase 1	\$1,000
HollAVI-6	Build Parallel Taxiway and run-up area	\$1,500
HollAVI-7	Ramp Extension of the North	\$2,500
Grand Total (Constrained and Unconstrained)		\$16,080
Intelligent Transportation Systems - UNCONSTRAINED		
Project Number		
SBCOG-1	Intelligent Transportation Systems Lump Sum Projects	\$7,355
Grand Total (Constrained and Unconstrained)		\$7,355
Service Authority for Freeways and Expressways (SAFE) - CONSTRAINED		
Project Number		
SBCSAFE-1	Emergency Call Box Program	\$795
Grand Total (Constrained and Unconstrained)		\$795

Short-Term Improvements (Constrained Projects)

The projects described in this section have partial or complete funding and compose the Council of Governments' constrained projects list for street and highway improvements.

San Benito Route 156 Improvement Project

Roadway Name	State Route 156
Segment Location	San Juan Bautista to 0.2 Miles East of Fourth St./Business Route 156
Improvement Description	Widen to 4-lane expressway
Responsible Agency	Caltrans
Estimated Cost	\$69,611,000

Need and Purpose

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

Highway 25 4-Lane Widening Phase 1: San Felipe Rd. to Hudner Lane

Roadway Name	State Route 25
Segment Location	San Felipe Road to Hudner Lane
Improvement Description	Widen to 4-lane expressway
Responsible Agency	Caltrans
Estimated Cost	\$139,295,000

Need and Purpose

State Route 25 is the major highway route between the Hollister area and Santa Clara County. Commuter traffic on this 2-lane rural highway has been increasing steadily since the 1990's. Because State Route 25 has a striped median that prohibits passing throughout the length of the project, traffic lines up behind slower vehicles, especially during the morning and evening commute hours. Addition of another through lane in each direction would allow for safe passing of slower-moving vehicles.



The purpose of the project is to improve traffic flow, reduce delays, and to add capacity on State Route 25 between San Felipe Road in Hollister and Hudner Lane in San Benito County.

The proposed project would widen the roadway from San Felipe Road in Hollister northward to Hudner Lane from a two lane highway to a four lane expressway on a new alignment.

Caltrans is now studying State Route 25 between San Felipe Road in Hollister and Highway 101 south of Gilroy in Santa Clara County for a route adoption. The purpose is to select a corridor for planning purposes.

State Highway Operations and Protection Program (SHOPP) Grouped Project Listing

Roadway Name	n/a
Segment Location	various
Improvement Description	SHOPP Projects
Responsible Agency	Caltrans
Estimated Cost	\$16,068,000

Need and Purpose

The State of California contributes funding for State Highway Operations and Protection Program (SHOPP) projects. The state highway system is aging and its use is increasing. The SHOPP's purpose is to mitigate the impacts of increased age and use. The SHOPP is a four-year program of projects that have a purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility, and facilities related to the state highway system.

North Street Extension

Roadway Name	North Street
Segment Location	Westside Boulevard to McCray Street
Improvement Description	Construct two-lane road
Responsible Agency	City of Hollister
Estimated Cost	\$8,551,000

Need and Purpose

The project objective is to provide a continuous 2-lane collector street across north Hollister. The improved roadway would significantly improve the accessibility of the neighborhoods in Northeast Hollister. Buena Vista Road currently exists along a discontinuous alignment in northeast Hollister. The project will improve this roadway so that it can serve as a westward extension of Santa Ana Road. The new roadway will be constructed from McCray Street westward to intersect with Westside Boulevard.

Memorial Drive Construction: Meridian to Santa Ana

Roadway Name	Memorial Drive
Segment Location	Meridian Street to Santa Ana Road
Improvement Description	Construct four-lane road
Responsible Agency	City of Hollister
Estimated Cost	\$4,830,000

Need and Purpose

Memorial Drive is being planned and constructed to serve as a major collector route for the neighborhoods west of the Highway 25 Bypass. This project will construct a segment that is about 0.3 miles in length between Meridian Street and Santa Ana Road. The objective is to provide a direct connection between the residential neighborhoods located adjacent to Memorial Drive and Santa Ana Road. Santa Ana Road provides a connection east to Fairview Road, and west to San Felipe Road and thence to Highway 25. Another phase of construction is described below, that will extend Memorial Drive northward into the industrial area located east of the airport off of Fallon Road.



Union Road (Formerly Crestview Drive) Construction

Roadway Name	Union Road
Segment Location	State Route 25 to Fairview Road
Improvement Description	Construct four-lane arterial
Responsible Agency	City of Hollister
Estimated Cost	\$9,659,000

Need and Purpose

Union Road has been planned and constructed to provide a continuous arterial connection through the southern portion of the Hollister area. Union Road currently runs from its intersection with State Route 156 eastward through an intersection with Airline Highway (Highway 25), and into the residential neighborhoods in southeast Hollister. A 0.6-mile extension is needed to complete the connection through to Fairview Road. Union Road has been planned to relieve congestion along Nash Road by providing a more direct route for commuters living in the south Hollister.

Fairview Road Widening

Roadway Name	Fairview Road
Segment Location	State Route 25 to McCloskey Road
Improvement Description	Widen to four-lane arterial
Responsible Agency	County of San Benito
Estimated Cost	\$34,204,205

Need and Purpose

Fairview Road is the major north-south arterial serving east Hollister. The segment of Fairview Road from McCloskey Road south to State Route 25 serves a developing residential area, and needs to be widened to 4-lanes in order to improve safety, and to provide increased roadway capacity.

Cienega Road Realignment

Roadway Name	Cienega Road
Segment Location	Union Road and intersection with Hospital Road
Improvement Description	Eliminate two dogleg turns between Union Road and the intersection with Hospital Road
Responsible Agency	County of San Benito
Estimated Cost	\$1,898,000

Need and Purpose

The Cienega Road Realignment project will improve circulation between Union Road and Hospital Road.

Orchard and Fairview/Prescott and San Juan Highway Improvements

Roadway Name	Orchard and Fairview/Prescott and San Juan Highway
Segment Location	Orchard and Fairview/Prescott and San Juan Highway
Improvement Description	Widen intersections to accommodate TAA trucks
Responsible Agency	County of San Benito
Estimated Cost	\$160,000

Need and Purpose

The Orchard and Fairview/Prescott and San Juan Highway Improvements project will improve circulation along Orchard and Fairview Roads and San Juan Highway.



Westside Boulevard Extension

Roadway Name	Westside Boulevard
Segment Location	Nash Road to San Benito Street
Improvement Description	Construct new two-lane street
Responsible Agency	City of Hollister
Estimated Cost	\$7,601,000

Need and Purpose

Westside Boulevard functions as a major collector street for western Hollister. The first phase of the project was constructed in 2001 on an alignment parallel to Line Street from Nash Road northward about 0.7 miles to Fourth Street. Phase II of the project includes constructing an extension of Westside Boulevard south of Nash Road on an alignment that is east of San Benito High School and intersects either at San Benito Street or Union Road. Currently, Nash Road runs through the middle of San Benito High School creating noise, safety, and congestion problems. This project would divert traffic off of Nash Road and completes a mini-bypass around southern Hollister.

Hospital Road Bridge

Roadway Name	Hospital Road
Segment Location	Between Southside Road and Cienega Road
Improvement Description	Construct 2-Lane Bridge
Responsible Agency	San Benito County
Estimated Cost	\$13,842,000

Need and Purpose

The Hospital Road Bridge Project includes the replacement of the existing 2-lane bridge with a new 2-lane bridge over the San Benito River. The purpose of the replacement is to address damage to the bridge as a result of the Calaveras Fault Line.

Union Road Bridge

Roadway Name	Union Road
Segment Location	Over the San Benito River, east of Cienega Road
Improvement Description	Replace existing bridge
Responsible Agency	San Benito County
Estimated Cost	\$15,500,000

Need and Purpose

The Union Road Bridge includes the replacement of the existing 2-lane bridge with a new 2 lane bridge with center left turn pocket over the San Benito River. The new bridge will include shoulders with bicycle lanes and a sidewalk. The purpose of the project is address critical scour and to provide for existing and future traffic on Union Road.

New Traffic Signals

Roadway Name	17 Intersections
Segment Location	[various as warranted]
Improvement Description	Add traffic signals
Responsible Agency	[various]
Estimated Cost	\$4,000,000

Need and Purpose

Growth in and around Hollister will cause increased congestion on urban streets in Hollister and the surrounding County. The purpose of this project is to increase capacity and improve operations at various intersections in Hollister and the County.



Local Street and Road Maintenance

Local Street Maintenance

Roadway Name	[various as warranted]
Segment Location	[various as warranted]
Improvement Description	Maintenance and reconstruction of City streets
Responsible Agency	City of Hollister and City of San Juan Bautista
Estimated Cost	\$46,710,000



Need and Purpose

Continued and increased use of local street facilities in the Cities of Hollister and San Juan Bautista causes deterioration of this infrastructure. The purpose of this project is to undertake improvements to repair, reconstruct, and maintain existing streets.

Local Roadway Maintenance

Roadway Name	[various as warranted]
Segment Location	[various as warranted]
Improvement Description	Maintenance and reconstruction of County roads
Responsible Agency	County of San Benito
Estimated Cost	\$31,140,000

Need and Purpose

Continued and increased use of county roads causes deterioration of these facilities. The purpose of this project is to undertake improvements to repair, reconstruct, and maintain existing roadways.

Long-Term Improvements (Unconstrained Projects)

The projects described in this section have no identified funding for the Regional Transportation Plan's 25-year timeframe. These unconstrained improvements are identified needs and will be constructed should funding become available.

Highway 25 4-Lane Widening Phase II: Hudner Lane to Santa Clara County Line

Roadway Name	State Route 25
Segment Location	Hudner Lane to San Benito/Santa Clara County Line
Improvement Description	Widen to 4-lane expressway including Interchange at 25/156
Responsible Agency	Caltrans
Estimated Cost	\$181,000,000

Need and Purpose

The proposed project will increase capacity and reduce travel time on State Route 25. This project will connect with the Phase 1 project included in the list of constrained highway improvements.

Sunnyslope Road Construction: El Toro Drive to Fairview Road

Roadway Name	Sunnyslope Road
Segment Location	El Toro Drive to Fairview Road



Improvement Description	Construct four-lane arterial
Responsible Agency	City of Hollister
Estimated Cost	\$8,591,000

Need and Purpose

Sunnyslope Road is the major east-west arterial street in southeast Hollister. This roadway provides the primary connection between the residential neighborhoods in southeast Hollister, the commercial areas located near the intersection with Airline Highway, and those located downtown. The proposed project would widen the remaining mile of roadway between El Toro Drive and Fairview Road to four lanes. For funding purposes, this project may be implemented in two phases: El Toro Drive to Highland Drive and Highland Drive to Fairview Road.

Memorial Drive Construction: Santa Ana Road to Flynn Road

Roadway Name	Memorial Drive
Segment Location	Santa Ana Road to Shelton Drive, Fallon Road, and/or Flynn Road
Improvement Description	Construct two-lane road
Responsible Agency	City of Hollister
Estimated Cost	\$13,842,140

Need and Purpose

This proposed project is the northward extension of Memorial Drive. This extension will complete a new arterial connection between the residential neighborhoods in eastern Hollister with the city's largest industrial area, located off of Fallon Road near the Hollister Municipal Airport. This connection is needed in order to provide additional roadway capacity and to relieve congestion on San Felipe Road.

Fairview Road/San Felipe Road East-West Arterial (New Road)

Roadway Name	[Unnamed]
Segment Location	Fairview Road to San Felipe Road (north of McCloskey)
Improvement Description	Construct new 4-lane minor arterial
Responsible Agency	City of Hollister and County of San Benito
Estimated Cost	[unknown]

Need and Purpose

The largest growth area in the Hollister Area will be within the area bounded by San Felipe Road, Fallon Road, Fairview Road, and Meridian Street. Growth in this area will require the development of a new minor arterial street to connect Fairview Road with San Felipe Road in the area north of McCloskey Road. The purpose of the Fairview Road/San Felipe Road East-West Connector is to provide access between Fairview Road and San Felipe Road in the Northeast Hollister Area.

Fairview Road/Memorial Drive East-West Collector (New Road)

Roadway Name	[Unnamed]
Segment Location	Fairview Road to Memorial Drive (south of McCloskey)
Improvement Description	Construct new 2-lane collector
Responsible Agency	City of Hollister and County of San Benito
Estimated Cost	[unknown]

Need and Purpose

The largest growth area in the Hollister Area will be within the area bounded by San Felipe Road, Fallon Road, Fairview Road, and Meridian Street. Growth in this area will require the development of a new collector street to connect Fairview Road with Memorial Drive in the area



south of McCloskey Road. The purpose of the Fairview Road/Memorial Drive East-West Connector is to provide access to arterial streets in the Northeast Hollister Area.

Flynn Road Extension and Widening

Roadway Name	Flynn Road
Segment Location	Fairview Road to State Route 25
Improvement Description	Construct on New Alignment and Widen Existing Segments to four lanes
Responsible Agency	City of Hollister and County of San Benito
Estimated Cost	[unknown]

Need and Purpose

Long-term growth east and north of the existing Hollister city limits is projected to impact Shore Road as commuters living in the new growth area travel northward to jobs in Santa Clara Valley. The purpose of extending and widening Flynn Road is to provide an alternative travel route that provides a more direct connection between Fairview Road and State Route 25. This proposed project will accommodate growth in northeast Hollister by increasing road and intersection capacity in this corridor. The proposed project will also affect fewer developed properties than would widening roadways such as McCloskey, Fairview, and Shore.

Union Road Widening

Roadway Name	Union Road
Segment Location	State Route 25 (Airline Highway) to State Route 156
Improvement Description	Widen to four lanes
Responsible Agency	City of Hollister and County of San Benito
Estimated Cost	\$42,837,000

Need and Purpose

Long-term growth east and south of existing Hollister city limits will create impacts on Union Road. Also, automobiles traveling through Hollister to reach regional destinations impact urban streets in Hollister. The purpose of the Union Road Widening Project is to alleviate through-traffic impacts in Hollister and accommodate growth in the Hollister Area by expanding road capacity around Hollister.

U.S. 101 Widening, Las Aromitas: Monterey/San Benito County Line to SR 156

Roadway Name	U.S. 101
Segment Location	Monterey/San Benito County Line to State Route 156
Improvement Description	Widen to 6-Lane Freeway
Responsible Agency	Caltrans
Estimated Cost	[unknown]

Need and Purpose

Long-range population and employment projections from the Association of Monterey Bay Area Governments and the Association of Bay Area Governments indicate a continuation in the trends of population growth in the Monterey County and employment growth in Santa Clara County. Therefore, it is forecast that commuter traffic from Monterey County residences and Santa Clara County employment will continue to increase through the U.S. 101 corridor. U.S. 101 is 6-lanes through the Gilroy-Morgan Hill area. Furthermore, U.S. 101 is planned to be widened to six lanes from Salinas north to the Monterey County



line and from Monterey Road in Gilroy to the San Benito County line. The widening of U.S. 101 to six lanes through San Benito County will be necessary to avoid operational problems (bottlenecks). This proposed project extends from the Monterey/San Benito County line to the junction with State Route 156.

U.S. 101 Widening: State Route 156 to San Benito/Santa Clara County Line

Roadway Name	State Route 101
Segment Location	State Route 156 to San Benito/Santa Clara County Line
Improvement Description	Widen to 6-Lane Freeway
Responsible Agency	Caltrans
Estimated Cost	[unknown]

Need and Purpose

Long-range population and employment projections from the Association of Monterey Bay Area Governments and the Association of Bay Area Governments indicate a continuation in the trends of population growth in Monterey County and employment growth in Santa Clara County. Therefore, it is forecast that commuter traffic from Monterey County residences and Santa Clara County employment will continue to increase through the U.S. 101 corridor. U.S. 101 is already 6-lanes through the Gilroy-Morgan Hill area. Furthermore, U.S. 101 is planned to be widened to six lanes from Salinas north to the Monterey county line. The widening of U.S. 101 to six lanes through San Benito County will be necessary to avoid operational problems (bottlenecks). This proposed project extends from the junction with State Route 156 to the Santa Clara County line.

Airline Highway (State Route 25) Widening

Roadway Name	Airline Highway
Segment Location	Sunset Drive to Fairview Road
Improvement Description	Widen to four lanes
Responsible Agency	City of Hollister and Caltrans
Estimated Cost	\$10,115,410

Need and Purpose

The Airline Highway project is needed to relieve traffic congestion along this major north-south corridor caused in large degree by new residential development in South Hollister. The project widens Airline Highway from two to four lanes between Sunset Drive and Fairview Road.

Local Street Maintenance

Roadway Name	[various as warranted]
Segment Location	[various as warranted]
Improvement Description	Maintenance and reconstruction of City streets
Responsible Agency	City of Hollister and City of San Juan Bautista
Estimated Cost	\$13,290,000

Need and Purpose

Continued and increased use of local street facilities in the Cities of Hollister and San Juan Bautista causes deterioration of this infrastructure. The purpose of this project is to undertake improvements to repair, reconstruct, and maintain existing streets.



Local Roadway Maintenance

Roadway Name	[various as warranted]
Segment Location	[various as warranted]
Improvement Description	Maintenance and reconstruction of County roads
Responsible Agency	County of San Benito
Estimated Cost	\$8,860,000

Need and Purpose

Continued and increased use of county roads causes deterioration of these facilities. The purpose of this project is to undertake improvements to repair, reconstruct, and maintain existing roadways.

Street and Highway Improvement Funded by Others**San Juan Road Interchange Project**

Roadway Name	U.S. Route 101
Segment Location	U.S. Route 101 at the Monterey/San Benito County line
Improvement Description	Construct an Interchange
Responsible Agency	Caltrans and the Transportation Agency for Monterey County
Estimated Cost	\$90,600,000

Need and Purpose

The San Juan Road area is a choke point for interregional travel along US 101 for goods movement, commuters and visitors. US 101 in this area has a high crash history and very high traffic volumes of over 53,000 a day. The project proposes to remove three at-grade intersections (Dunbarton Road, San Juan Road and Cole Road) and construct one interchange near the Red Barn. The new interchange will help improve safety and reduce the congestion along this heavily traveled stretch of US 101.

U.S. 101 Improvement Project (Route 129 to San Benito/Santa Clara County Line)

Roadway Name	U.S. 101
Segment Location	State Route 129 to San Benito County/Santa Clara County Line
Improvement Description	Widen to 6 lanes and construct U.S. 101/SR 129 Interchange
Responsible Agency	Santa Clara Valley Transportation Authority
Estimated Cost	\$470,000,000

Need and Purpose

The purpose of this project is to relieve congestion projected within the planning horizon. Within the project limits, U.S. 101 is currently a 4-lane expressway in Santa Clara County and a 4-lane freeway in San Benito County. The project proposes to construct an additional lane in each direction of U.S. 101 between the Monterey Road interchange in Gilroy and the SR 129 interchange in San Benito County, a distance of 7.6 miles.

State Route 152 Realignment Project

Roadway Name	Highway 152
Segment Location	Between U.S. 101 and State Route (SR) 156
Improvement Description	Construction new four-lane roadway
Responsible Agency	Caltrans and the Santa Clara Valley Transportation Authority
Estimated Cost	\$350,000,000*



Need and Purpose

The State Route 152 Realignment Project is intended to improve goods movement throughout to South Bay by identifying viable financing strategies for corridor improvements. The project proposes to Improve travel time reliability, remove bottlenecks and improve traffic operations, provide full expressway standards throughout corridor, and reduce conflicts between cars and trucks.

Note: This project does not include the new U.S. 101 Improvement Project (Route 129 to San Benito County/Santa Clara County Line) and the State Route 25/101 Interchange.



Figure 4-1: Hollister Area Proposed Transportation Projects

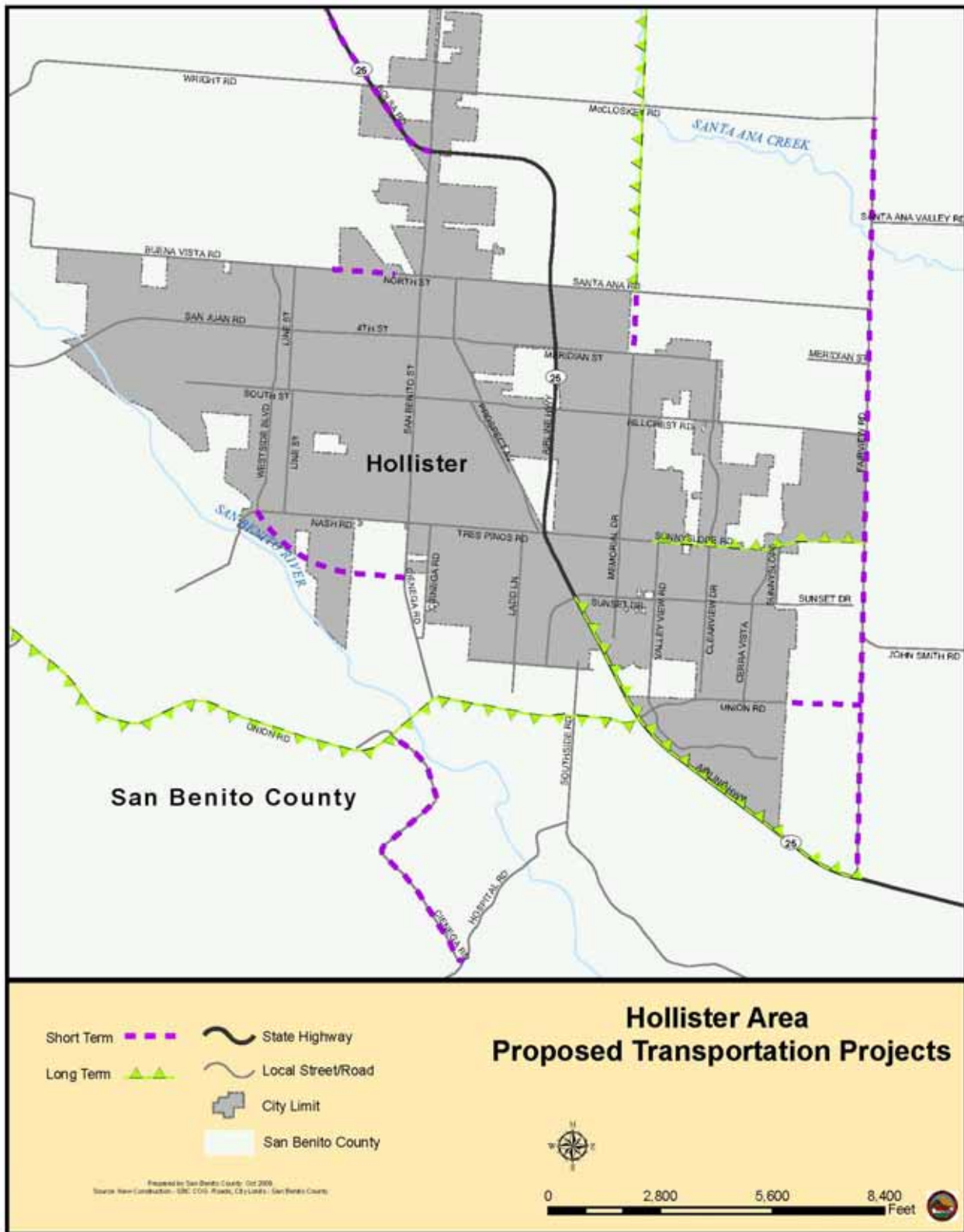
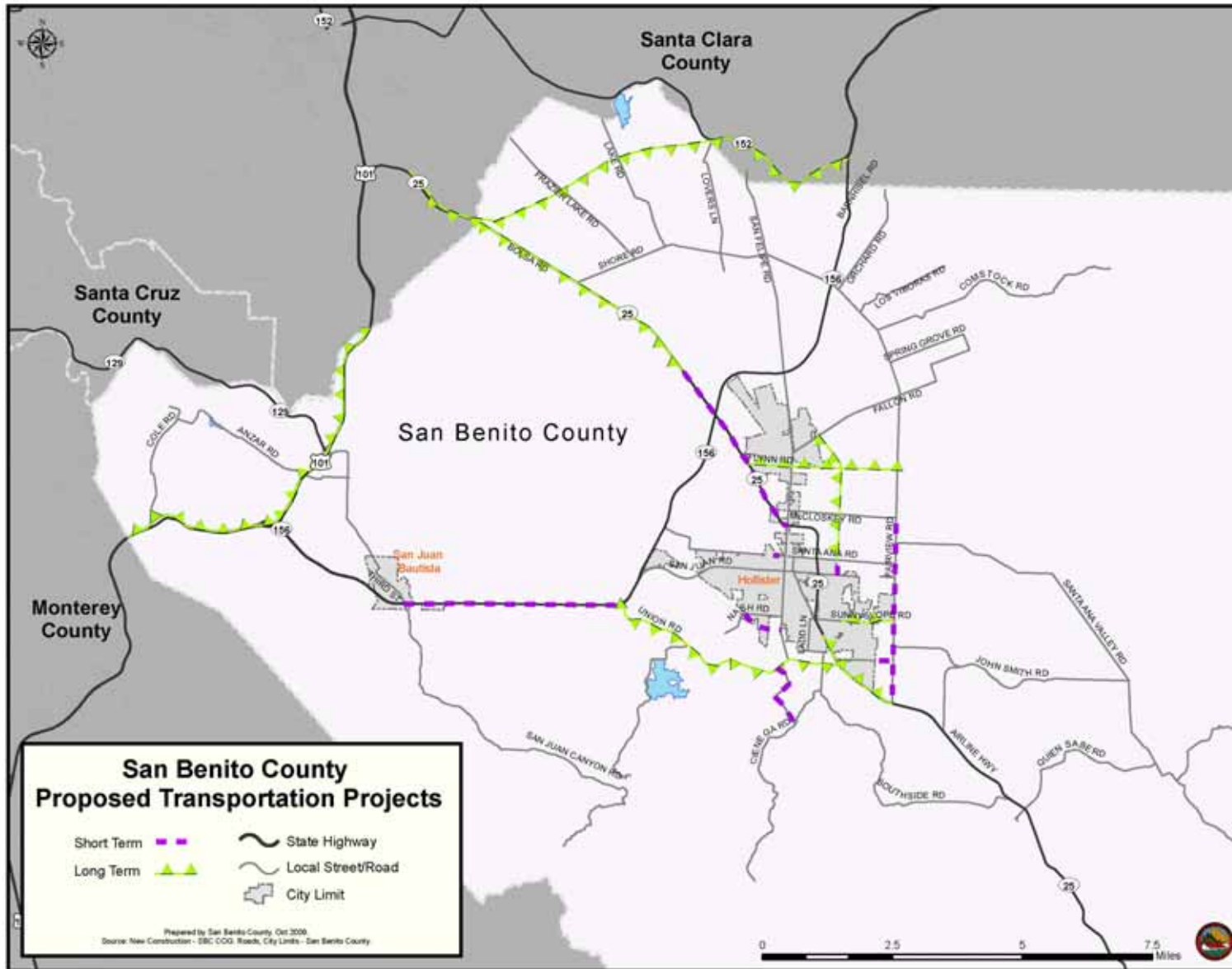


Figure 4-2: Regional Proposed Transportation Projects



TRANSIT SYSTEM IMPROVEMENTS

This section of the Regional Transportation Plan describes planned short- and long-term improvements for San Benito County's transit system.

Short-Term Improvements (Constrained Projects)

The projects described in this section have partial or complete funding and compose SBTCOG's constrained projects list for the transit system. There are two short-term transit improvement projects.

Transit Vehicle Replacement

Location	[various as warranted]
Improvement Description	Incremental Replacement of Transit Fleet
Responsible Agency	San Benito County Local Transportation Authority
Estimated Cost	\$4,080,000

Need and Purpose

The purpose of this project is to replace older transit vehicles with new transit vehicles as warranted by vehicle age and condition. The incremental replacement of the vehicle fleet allows the Local Transportation Authority to continue providing transit services.

Transit Technology Infrastructure Improvements

Location	[various as warranted]
Improvement Description	Technology Infrastructure Upgrades
Responsible Agency	San Benito County Local Transportation Authority
Estimated Cost	\$275,000

Need and Purpose

The project includes various capital projects to improve customer service and security for County Express clients. Such projects include on-board security cameras, dispatching software, computers, and new telephone systems for the operations and administration building.

County Express does have contractor provided onboard security cameras that record only when it is triggered by G-force or by the driver. The new Local Transportation Authority owned cameras would provide video surveillance that record continuously. The Local Transportation Authority has found several instances in which the continuous recording would have assisted complaint investigations.



Dispatch for all demand response service is done manually with a queue board. The new software would provide electronic records and allow for easier access to raw data. In addition to the records, the software would allow better management of Paratransit eligibility and rides provided to clients.

The current phone systems do not allow for callers to receive pre-recorded messages about services, fares, or upcoming events. The new phone system would allow for pre-recorded messages.

Transit Service Operations

Location	San Benito County
Improvement Description	Transit Service Operations
Responsible Agency	San Benito County Local Transportation Authority
Estimated Cost	\$16,500,000

Need and Purpose

The purpose of this project is to provide public transit services to residents of and visitors to San Benito County. The estimated cost includes contracted service hours, maintenance, and fuel.

Transit Facility Improvements

Location	[various as warranted]
Improvement Description	Identify and Install Transit Facilities
Responsible Agency	San Benito County Local Transportation Authority
Estimated Cost	\$100,000

Need and Purpose

The Transit Facility Improvements project includes identifying various locations on County Express Fixed Route and Intercounty lines that would benefit from facility improvements. Such improvements may include, but are not limited to, bus stop shelters, benches, and/or solar lighting.

TRANSPORTATION DEMAND MANAGEMENT

The Transportation Demand Management (TDM) program encourages the use of transit, ridesharing, bicycling, and walking—rather than driving alone.

Short-Term Improvements (Constrained Projects)**Rideshare Program**

Location	San Benito County Region
Improvement Description	Provide Rideshare Services (carpooling, etc.)
Responsible Agency	Council of San Benito County Governments
Estimated Cost	\$65,000

Need and Purpose

Under the Council of Governments' direction, San Benito County Rideshare provides commuters with alternatives to driving alone. The Program provides information on carpools, vanpools, bicycling, taking transit, walking, teleworking, and employer outreach programs. The Rideshare program sponsors two annual promotions: Bike Week in May and Rideshare Week in October.

Vanpool Program

Location	San Benito County Region
Improvement Description	Provide Vehicles for Lease by Commuters
Responsible Agency	Council of San Benito County Governments
Estimated Cost	\$560,000

Need and Purpose

Approximately 48 percent of San Benito County residents commute outside the County for employment. The Council of Governments promotes vanpooling as an alternative to driving alone. The Council of Governments owns 14-passenger vans for use by interested commuters who meet minimum qualifications.



Long-Term Improvements (Unconstrained Projects)

Rideshare Program

Location	San Benito County Region
Improvement Description	Provide Rideshare Services (carpooling, etc.)
Responsible Agency	Council of San Benito County Governments
Estimated Cost	\$535,000

Need and Purpose

Under the Council of Governments' direction, San Benito County Rideshare provides commuters with alternatives to driving alone. The Program provides information on carpools, vanpools, bicycling, taking transit, walking, teleworking, and employer outreach programs. The Rideshare program sponsors two annual promotions: Bike Week in May and Rideshare Week in October.

NON-MOTORIZED TRANSPORTATION

This section of the Regional Transportation Plan describes planned short- and long-term improvements for San Benito County's non-motorized transportation system.

Short-Term Improvements (Constrained Projects)

The projects described in this section have partial or complete funding and compose the Council of Governments constrained projects list for non-motorized transportation. There are three short-term pedestrian and bicyclist improvement projects.

San Juan Highway Bike Lanes Construction

Location	San Juan Highway
Improvement Description	Construct Bike Lane
Responsible Agency	Council of San Benito County Governments and County of San Benito
Estimated Cost	\$2,170,657

Need and Purpose

San Juan Highway is the only direct route to Anzar High School from San Juan Bautista. San Juan Highway does not provide adequate facilities to accommodate pedestrians or bicyclists. The purpose of the bike lanes project is to provide a safe route for the public, students, faculty, and staff who commute by bicycle to Anzar High School from San Juan Bautista.



San Benito County Bikeway and Pedestrian Master Plan Implementation

Location	[various as warranted]
Improvement Description	Implementation of the San Benito County Bikeway and Pedestrian Master Plan - 2009
Responsible Agency	Council of San Benito County Governments, County of San Benito, City of Hollister, and City of San Juan Bautista
Estimated Cost	\$6,064,000



Need and Purpose

Adoption of the San Benito County Bikeway and Pedestrian Master Plan will require implementation of various programs and projects related to pedestrian and bicyclist use. The purpose of this project is to implement the improvements identified in the 2009 Bicycle and Pedestrian Master Plan.

Long-Term Improvements (Unconstrained Projects)

The projects described in this section have no identified funding and comprise the Council of Governments' unconstrained projects list for non-motorized transportation.

Sidewalk Gap Improvements

Improvement Description	Fill sidewalk gaps
Responsible Agency	City of Hollister and City of San Juan Bautista (S8 only)
Estimated Cost	\$1,363,700

Need and Purpose

Sidewalk gaps are areas where there is pedestrian demand but no walkway, or the walkway ends abruptly, resulting in a discontinuous network. New sidewalks would be constructed at the following locations: Buena Vista Road, Santa Ana Road, Line Street, Hillcrest Road, Sunnyslope Road, 2nd Street, Ladd Lane, Central Avenue, and San Juan Road.

Pedestrian Railroad Improvements

Location	[various as warranted]
Improvement Description	Pedestrian Railroad Improvements
Responsible Agency	City of Hollister
Estimated Cost	\$1,050,000

Need and Purpose

There are several at-grade crossings in the City of Hollister where trains cross the street at the same level as vehicles and pedestrians. These at-grade crossings do not allow for pedestrians and bicyclist to cross. Pedestrian improvements at railroad crossings at the following locations are included: San Benito Street, 2nd Street, 3rd Street, 4th Street, East Street, North Street, and Hillcrest Road.



San Benito River Recreational Trail

Location	Along San Benito River, from San Juan Bautista to Hollister
Improvement Description	Construct recreational trail for pedestrians and bicyclists
Responsible Agency	County of San Benito
Estimated Cost	\$14,164,700

Need and Purpose

San Benito County lacks safe pedestrian and bicyclist access between San Juan Bautista and Hollister and between Hollister and the Pinnacles National Monument. The San Benito River Corridor provides a useful and scenic link between these destinations. The purpose of this project is to build a trail for pedestrians and bicyclists between San Juan Bautista and Hollister.

San Juan Road Bicycle and Pedestrian Bridge

Location	San Juan Road
Improvement Description	Construct a bicycle and pedestrian bridge
Responsible Agency	City of Hollister
Estimated Cost	\$ 1,500,000

Need and Purpose

There is no pedestrian or bicycle access across the San Juan Road Bridge. San Juan Road provides for one of two east/west routes to and from San Juan Bautista and Hollister. This project proposes to construct a prefabricated bicycle/pedestrian bridge over the San Benito River.

Union Pacific Railroad Multi-Use Path

Location	North San Benito County to Hollister City Limit
Improvement Description	Construct a multi-use trail along the Union Pacific Rail Line
Responsible Agency	County of San Benito
Estimated Cost	\$7,775,700

Need and Purpose

The San Benito County region does not provide many recreational cycling opportunities for residents seeking an active lifestyle. This project can be popular for connecting Hollister with recreational opportunities in San Benito County.

AVIATION SYSTEM

This section of the Regional Transportation Plan describes planned short- and long-term improvements for San Benito County's aviation system.

Long-Term Improvements (Unconstrained Projects)

The projects described in this section have partial or complete funding and compose SBtCOG's constrained projects list for the aviation system.

Lump Sum Airport Improvements

Location	Hollister Municipal Airport
Improvement Description	Various
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$8,080,000



Need and Purpose

This Lump Sum project listing includes various projects from the Hollister Municipal Airport Capital Improvement Plan (ACIP). The Capital Improvement Plan is a planning tool for identifying critical development and associated capital needs of the Hollister Municipal Airport.

**Drainage EA (or Drainage Ditch Removal Phase 1 if CATEX)**

Location	Runway 24
Improvement Description	Environmental work for the removal of drainage ditches or Phase 1 of the Ditch removal
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$1,000,000

Need and Purpose

The current drainage ditches are a safety hazard to aircraft. They are in the safety zones which are intended to be an area for aircraft to roll off the runway without obstructions during an emergency.

Drainage Ditch Removal Phase 1

Location	Runways 24 or 31
Improvement Description	Phase 1 or Phase 2 of the Ditch removal
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$1,000,000

Need and Purpose

The current drainage ditches are a safety hazard to aircraft. They are in the safety zones which are intended to be an area for aircraft to roll off the runway without obstructions during an emergency.

Drainage Ditch Removal Phase 2 (if needed)

Location	Runways 31
Improvement Description	Phase 2 of the Ditch removal (if needed)
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$1,000,000

Need and Purpose

The current drainage ditches are a safety hazard to aircraft. They are in the safety zones which are intended to be an area for aircraft to roll off the runway without obstructions during an emergency.

Service Road - Construction Phase 1

Location	Hollister Municipal Airport
Improvement Description	Construction of a perimeter road to allow service and fuel trucks access to both sides of the airport without crossing runways.
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$1,000,000

Need and Purpose

Currently, fuel vehicles have to cross the runway to get to both sides of the airport. This new service road would follow the perimeter fence and allow access without crossing the runways.

Build Parallel Taxiway and Run-up Area

Location	Runways 31 south end
Improvement Description	Construction of the parallel taxiway and run-up area for Runway 31
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$1,500,000

*Need and Purpose*

This project would construct the parallel taxiway and run-up area necessary to facilitate Cal Fire's move to their new location.

Ramp Extension to the North

Location	Ramp
Improvement Description	Extend the ramp to the maximum size possible towards Runway 24
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$2,500,000

Need and Purpose

This project consist of extending aircraft parking ramp in anticipation of creating a helicopter landing pad on the new portion of the ramp during a future project.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**Long-Term Improvements (Unconstrained Projects)****Intelligent Transportation Systems (ITS) Lump Sum Projects**

Location	[various as warranted]
Improvement Description	Various projects that include information and communications technology
Responsible Agency	Caltrans, County of San Benito, City of Hollister, and City of San Juan Bautista
Estimated Cost	\$7,355,000

Need and Purpose

The San Benito County region has the potential to enhance roadway and motorist safety and improve travel time by implementing Intelligent Transportation Systems (ITS) technologies. ITS involves the use of advanced computer, electronic, and communication technologies to increase the safety and efficiency of the entire surface transportation system in the San Benito County region.

SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS (SAFE)**Short-Term Improvements (Constrained Project)****Emergency Call Box Program**

Location	San Benito County Region
Improvement Description	Maintain the Emergency Motorist Aid System
Responsible Agency	Service Authority for Freeways and Expressways



Estimated Cost \$795,000

Need and Purpose

Through the Emergency Call Box Program, the Service Authority for Freeways and Expressways ensures that motorists have direct access to emergency services along the state highway system in San Benito County. The Department of Motor Vehicles collects \$1 per registered vehicle fee in San Benito County to fund the program.

INSTITUTIONAL ACTIONS & LEGISLATIVE PROGRAM

The Council of San Benito County Governments is faced with a challenging yet achievable set of objectives for improving San Benito County's transportation system. To face this challenge, the Council of Governments must maintain and improve its ability, as an agency, to plan and administer needed transportation programs and projects. It must also build a legislative program to secure funding for long-term programs and projects.

Staffing Levels

The Council of Governments should maintain an adequate number of qualified staff at various levels of expertise to accomplish the objectives set forth in Chapter 6: Transportation Policy.

Performance Audit

The Council of Governments should undertake an audit to evaluate the ability of the staff to accomplish the objectives set forth in Chapter 6: Transportation Policy, within one year of adoption of this Regional Transportation Plan.

Contracting Out

The Council of Governments should continue to contract outside the agency for special projects, as a means of controlling agency personnel and overhead costs.

Legislative Program

The Council of Governments should adopt an annual legislative program designed to secure support and funding for long-term transportation programs and projects in Sacramento and Washington D.C.

Legislative Program Funding

The Council of Governments should provide adequate agency funding to implement the legislative program in a timely and efficient manner.



CHAPTER 5

FINANCIAL PLAN

This chapter sets forth a financial plan for funding transportation improvements in San Benito County. The project costs identified in this chapter are consistent with the short-and long-term projects contained in Chapter 4, Action Plan.

This chapter is divided into four sections. The first section summarizes short-and long-term costs for transportation improvements in San Benito County. The second section discusses anticipated revenues from federal, state, and local sources. The third section compares estimated costs and anticipated revenues. The fourth section identifies constrained and unconstrained transportation projects.

SUMMARY OF PROJECT COSTS

The cost of transportation projects identified as needed in San Benito County between 2010 and 2035 totals over \$761 million dollars. Of this amount, approximately \$582 million (76 percent) is for street and highway improvements. Approximately \$100 million (13 percent) is for maintenance of the existing transportation system. Table 5-1 shows improvement costs by travel mode. These cost estimates constitute the short-term and long-term list of projects.

Table 5-1: Summary of Project Costs (Constrained and Unconstrained Projects)

Travel Mode	Estimated Cost of Improvements	Percent of Total
Street and Highway System Improvements	\$581,444,000	76.31%
Local Street & Road Maintenance	\$100,000,000	13.12%
Transit System Improvements	\$21,075,000	2.77%
Transportation Demand Management	\$1,160,000	0.15%
Non-Motorized Transportation	\$34,089,000	4.47%
Aviation	\$16,080,000	2.11%
Intelligent Transportation Systems	\$7,355,000	0.97%
Motorist Aid Callbox System	\$795,000	0.10%
TOTAL	\$761,998,000	100.00%



Projected Revenues

The Council of Governments completed revenue projections as part of its work on the 2010 Regional Transportation Plan update. The projections were based on historic funding levels and assumptions about the availability of future funding. Several funding sources included in the 2005 Regional Transportation Plan have been eliminated due to state and federal budget cuts. These include Congestion Mitigation Air Quality funds, State Transit Assistance, and Measure A sales tax funds. No new funding sources have been added.

It is estimated that San Benito County will receive approximately \$477 million dollars in transportation revenues from various federal, state, and local sources through 2035. Table 5-2 shows estimated transportation revenues by source for San Benito County between 2010 and 2035. An explanation of each fund source and its uses are included in this section.

The first four years of the projected fund estimate is consistent with the adopted State Transportation Improvement Program (STIP).



Table 5-2: 2010 - 2035 Estimated Transportation Revenue (Dollars in 000s)

Federal Revenue Sources	25-Year Estimate	Annual Average
Federal Transit Administration		
Elderly & Persons with Disabilities Formula Program (5310)	\$740	\$30
Nonurbanized Area Formula Program (5311)	\$8,053	\$322
Federal Transit Administration (5316)	\$30	\$30
Federal Transit Administration (5304)	\$25	\$25
Federal Highway Administration		
Surface Transportation Program (Regional)	\$20,999	\$840
Highway Safety Improvement Program (HSIP)	\$158	\$6
<i>Subtotal Federal Revenue Sources</i>	\$30,005	\$1,253
State Revenue Sources		
State Transportation Improvement Program (STIP)		
Regional Share STIP	\$52,908	\$2,116
Interregional Share STIP	\$50,000	\$2,000
Transportation Enhancements	\$3,765	\$151
Other State Funds		
Caltrans - Operations	\$11,019	\$441
Caltrans - Maintenance	\$289	\$12
State Highway Operations & Protection Program	\$430	\$17
Bicycle Transportation Account	\$22	\$1
Safe Routes to School (SR2S)	\$1,611	\$64
Cal Aid to Airports program	\$250	\$10
Environmental Enhancement and Mitigation Program	\$375	\$15
Rural Planning Assistance	\$6,875	\$275
<i>Subtotal State Revenue Sources</i>	\$127,544	\$5,102
Local Revenue Sources		
Transportation Development Act/ LTF	\$48,641	\$1,946
Proposition 42	\$46,420	\$1,857
Regional Sales Tax	\$0	\$0
Gas Tax (Highway User Tax)	\$65,480	\$2,619
Regional Developer Fees	\$154,994	\$6,200
Transit Fares	\$5,602	\$224
AB2766	\$3,382	\$135
Vanpool Lease	\$625	\$25
SAFE DMV Fees (Emergency Call Box Program)	\$1,300	\$52
<i>Subtotal Local Revenue Sources</i>	\$326,444	\$13,058
Total Revenue Sources	\$483,993	\$19,413

**Table 5-3: Summary of 2010-2035 Revenue By Mode
(Dollars in 000s)**

Travel Mode	Estimated Revenue	Percentage
Streets and Highways	\$350,227	72.30%
Maintenance	\$59,061	12.19%
Transit	\$63,280	13.21%
Transportation Demand Mgmt	\$635	0.13%
Non-Motorized	\$9,087	1.84%
Aviation	\$395	0.05%
ITS	\$0	0.00%
SAFE DMV Fees	\$1,307	0.27%
Total	\$483,993	100%

Federal Revenue Sources

Federal law requires that all federally funded projects, and regionally significant projects (regardless of funding), must be listed in a Federal Transportation Improvement Program (FTIP). The FTIP identifies all federally funded highways, transit and other surface transportation projects in the county (along with their funding sources) that are scheduled for implementation. Projects, funded with federal funds or that are regionally significant, which are listed in the Regional Transportation Plan are consistent with the Federal Transportation Improvement Program.

Federal Transit Administration (FTA)

The Federal Transit Administration has many programs to assist transit operators; however, most do not apply to the small, rural system provided in San Benito County. San Benito County receives three sources of Federal Transit Administration funding:

- Section 5307 provides training and technical assistance to transit operating and planning agencies. Section 5307 funds are awarded on a competitive basis and are not guaranteed for San Benito County.
- Section 5310 provides funding for the purchase of capital equipment for providers of transportation to the elderly and/or disabled. These funds are awarded on a competitive basis and are not guaranteed for San Benito County.



- Section 5311 is designated specifically for rural areas and provides operating and capital assistance. Operating grants require 50 percent grantee participation while the capital assistance program requires 20 percent. In general, San Benito County has used the entire allocation of these funds for operating costs and the projected revenues are designated for operating in this Regional Transportation Plan.

Regional Surface Transportation Program (RSTP)

Regional Surface Transportation Program (RSTP) funding is apportioned by Caltrans to the Council of Governments and San Benito County. The Council of Governments manages the program on a three year cycle in order to allow for larger, more costly projects to be constructed. The Regional Surface Transportation Program was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. The program funds construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on federal and state highways, local roads, and bridges.

Highway Safety Improvement Program (HSIP)

Section 1401 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act - A Legacy for Users (SAFETEA-LU) amended Section 148 of Title 23 to create a new, core Highway Safety Improvement Program (HSIP). HSIP funds are eligible for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users.

It is the intent of the Highway Safety Improvement Program that federal funds be expended on safety projects that can be designed and constructed expeditiously. Projects should not require the acquisition of significant rights-of-way (not more than 10% of the construction cost), nor should they require extensive environmental review and mitigation.

State Revenue Sources

State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is a five-year multimodal-programming document funded with monies from the State Highway Account and the Passenger Rail Bond Fund. The State Transportation Improvement Program is divided into two basic accounts—the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). Regional transportation planning agencies propose the Regional Transportation Improvement Program, while Caltrans proposes the Interregional Transportation Improvement Program. The culmination of the Regional Transportation Improvement Program and the Interregional Transportation Improvement Program comprise the State Transportation Improvement Program. The California Transportation Commission approves the State Transportation Improvement Program.

State Highway Operation and Protection Program

The State Highway Operation and Protection Program is a four-year program of projects that have the purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the state highway system. The state highway system is aging and its use is increasing. Immediate needs are statewide. The 2008 State Highway Operation and Protection Program emphasizes the delivery of projects from the 2006 State Highway Operation and Protection Program that were not constructed due to funding constraints



Bicycle Transportation Account (BTA)

This program provides funds bicycle projects in California. It is funded largely through funds diverted from the State Highway Account. The program requires that an approved bicycle plan be adopted by the local jurisdiction and no match is required.

Safe Routes to School (SR2S)

Safe Routes to School is an international movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, and lack of programs that promote walking and bicycling through education/ encouragement programs aimed at children, parents, and the community.

California Aid to Airports Program

This program provides funds to general aviation airports in California. It is funded from excise taxes on aviation fuel sales. Each airport receives an annual allotment of \$65,000 and surplus funds are made available for discretionary grants. The purpose of the California Aid to Airports Program is to assist in establishing and improving a statewide system of safe and environmentally compatible airports whose primary benefit is for general aviation (GA). The California Aid to Airports Program includes Annual Credits pursuant to Public Utilities Code (PUC) section 21682; the Airport Improvement Program (AIP) Matching Grants pursuant to PUC section 21683.1; and Acquisition and Development (A&D) Grants pursuant to PUC section 21683.

NOTE: Authority cited: Section 21243, Public Utilities Code. References: Sections 21002, 21602, 21682, 21683, and 21683.1, Public Utilities Code.

Local Revenue Sources

Transportation Development Act (TDA)

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds 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. Some counties have the option of using Local Transportation Funds for local streets and roads projects, if they can show there are no unmet transit needs. The branch provides oversight of the public hearing process used to identify unmet transit needs. It provides interpretation of and initiates changes or additions to legislation and regulations concerning all aspects of the Transportation Development Act. It also provides training and documentation regarding Transportation Development Act statutes and regulations. The branch ensures local planning agencies complete performance audits required for participation in the Transportation Development Act.

Proposition 42

In March 2002, 70% of the electorate approved Proposition 42, a legislative constitutional amendment that permanently dedicated revenues from the sales tax on gasoline to transportation infrastructure needs. Under provisions of Proposition 42, upon declaration of the Governor and with two-thirds concurrence of both houses of the Legislature, the gasoline sales tax dedication to transportation can be suspended.



Fuel Tax Subvention

These funds are apportioned to cities and counties by the state using a formula based on population, number of registered vehicles, and miles of maintained road. This program funds local street, road maintenance, and operational requirements.

Traffic Impact Fees

In order to mitigate the impact of development on transportation infrastructure the City of Hollister and the County of San Benito have established traffic impact fees based on a computer generated traffic model that estimates improvement needs given proposed land use scenarios.

AB 2766 (Air District)

The Monterey Bay Unified Air Pollution Control District has assessed a \$4.00-per-vehicle registration surcharge on motor vehicles registered in the three-county district. This surcharge is used to fund projects in the Air District that reduce transportation-related air emissions. Projects are chosen on a competitive basis.

Registered Vehicle Revenue

The San Benito County Service Authority for Freeways and Expressways (SAFE) administers the emergency call box system in San Benito County. Funding for the operation of the Service Authority for Freeways and Expressways program is made possible by a \$1.00 annual fee on vehicles registered in San Benito County. Service Authority for Freeways and Expressways project costs are limited to the amount of revenue available from the Department of Motor Vehicles (DMV) fees each year.

Transit Farebox Revenue

Transit systems generate user revenue from fares collected from each passenger. However, in San Benito County and in the majority of other transit systems statewide, farebox revenue covers less than 20 percent of the total operating costs of the transit system and, therefore, other revenue sources are used to fill the gap. Federal, state, and local funds allow the transit system to continue providing public service. Public funding of transit is justified by the economic and societal benefits of transit to the overall transportation system and economy.



COMPARISON OF PROJECTED COSTS & ANTICIPATED REVENUES

The 2010 Regional Transportation Plan identifies nearly \$762 million in needed transportation projects in San Benito County. Projected revenues total only \$483,993,000, leaving an unfunded deficit of nearly \$278 million. The revenues projected include all current sources of transportation funding available for these projects. New transportation funding sources will be necessary to fully fund the transportation program.

Table 5-4: Summary of Improvement Costs and Revenues by Travel Mode (000s)

Travel Mode	Proposed Improvements	Anticipated Revenues 2010 to 2035	Balance
Streets and Highways	\$581,444	\$350,227	(\$231,217)
Maintenance	\$100,000	\$59,061	(\$40,939)
Transit	\$21,075	\$63,280	\$42,205
Transportation Demand Management	\$1,160	\$635	(\$525)
Non-Motorized Transportation	\$34,089	\$9,087	(\$25,002)
Aviation	\$16,080	\$395	(\$15,685)
ITS	\$7,355	\$0	(\$7,355)
SAFE	\$795	\$1,307	\$512
TOTAL	\$761,998	\$483,993	(\$278,006)



CHAPTER 6 TRANSPORTATION POLICY

This chapter sets forth goals, policies, and objectives to guide policymakers in their comprehensive and day-to-day decision making about transportation planning and financing. It also contains performance measures, which shall be used to judge the effectiveness of future Regional Transportation Improvement Programs. Finally, this chapter provides regional input for consideration in the statewide evaluation of significant transportation issues.

This chapter is divided into four sections. The first section discusses regional transportation mobility needs and the overall approach to addressing these issues. The second section outlines national and state transportation goals. The third section describes regional and local transportation goals and policies. Finally, the fourth section sets forth short- and long-term objectives and performance measures.

REGIONAL ISSUES & OVERALL POLICY APPROACH

San Benito County changed rapidly as Santa Clara County experienced unprecedented economic expansion in the late 1990s and 2000. This economic expansion fueled the housing growth throughout an extended region, including San Benito County. However, this expansion was followed by a near halt in development in the region due to wastewater restrictions placed on the City of Hollister by the Regional Water Quality Control Board. The long-mature agricultural economy is continually challenged by the demands for housing for the high technology sector. Rural roads once safe for farm equipment are now crowded with commuters. Neighborhood streets once safe for children are now through routes for the journey north to San Jose or west to Salinas. Farmland once used for lettuce has been converted for housing and business. In this regard, San Benito County has a new adolescent in the family; it has all the expense of housing a young teenager, and gets little but grief by way of return.

San Benito County has changed since the 2005 Regional Transportation Plan with respect to traffic congestion and housing development. The recent downturn in the economy and the mortgage meltdown have resulted in a 12.5% unemployment rate (as of September 2009) and a high foreclosure rate. Despite these problems, San Benito County will grow again with pressure to develop, resulting in increased demand on the roadway network, on the public transit system, on bikeways and pedestrian facilities, and aviation operations.

The 2010 San Benito County Regional Transportation focuses on a few major objectives that address issues of safety, growth, and health.



NATIONAL & STATE TRANSPORTATION GOALS

National transportation policy is set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users, which states in part the following.

It is in the national interest to preserve and enhance the surface transportation system to meet the needs of the United States for the 21st Century (Section 101 (b)(3)(A))... The connection between land use and infrastructure is significant (Section 101 (b)(3)(F))... Transportation should play a significant role in promoting economic growth, improving the environment, and sustaining the quality of life (Section 101 (b)(3)(G))... It is in the national interest to—(1) encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter (Section 134 (a)(1)).

At the state level, the California Legislature has mandated that regional transportation plans reflect the California Transportation Planning Directions Statement, which is currently under development by the Business, Transportation, and Housing Agency. This statement will promote greater consistency and coordination between regional and interregional transportation planning agencies.

The State has further made it clear through Assembly Bill 32 and Senate Bill 375 that transportation and land use planning must play a significant role in reducing greenhouse gas emissions in the transportation sector. Senate Bill 375 states:

Greenhouse gas emissions from automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel. However, even taking these measures into account, it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32 (SB 375, Section 1 (c)).

REGIONAL & LOCAL TRANSPORTATION GOALS

The Council of San Benito County Governments has adopted general goals and policies that correspond to the seven planning factors set forth in Title 23, Chapter 1, Subchapter 1 §134.(f)(1)(A-G) of the United States Code. In addition, it has adopted goals and policies for major modes of travel and special circumstances.

General Goals and Policies

Goal 1 To support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency. San Benito County jurisdictions:

Policy 1.1 Shall promote improvements in all modes of transportation to respond to growing demand for commuter and commodity travel. They shall give funding priority to major road improvements that address critical safety



concerns and provide increased capacity for commuter and commodity travel.

- Goal 2 To increase the safety and security of the transportation system for motorized and non-motorized users. San Benito County jurisdictions:
- Policy 2.1 (In conjunction with the safety improvements specified in Policy 1.1 above) shall give next funding priority to minor road improvements that affect the safety of the greatest number of users.
 - Policy 2.2 Shall ensure that the integrity of inter-regional transportation facilities, including road, rail, and aviation facilities, can be maintained during and after major natural disasters.
- Goal 3 To increase the accessibility and mobility options available to people and freight. San Benito County jurisdictions:
- Policy 3.1 Shall promote alternative modes of transportation, including: bus transit, rail, pedestrian, and bicyclist travel.
 - Policy 3.2 Shall ensure that pedestrian and public transit facilities are accessible to all persons, regardless of physical capabilities.
- Goal 4 To protect and enhance the environment, promote energy conservation, and improve quality of life. San Benito County jurisdictions:
- Policy 4.1 Shall develop a street and highway system that promotes compact urban development and preserves prime agricultural land.
 - Policy 4.2 Shall design transportation improvements to conserve protected habitats and species.
 - Policy 4.3 Shall operate transportation facilities in a way that provides a high level of air quality and energy efficiency.
 - Policy 4.4 Shall design urban streets and public transit systems to protect residential and business districts from degradation due to large traffic volumes and or speeding vehicles.
- Goal 5 To enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. San Benito County jurisdictions:
- Policy 5.1 Shall accommodate connections between truck and/or rail freight.
 - Policy 5.2 Shall promote park-and-ride lots and bicycle parking facilities at key locations to facilitate ridesharing and public transit use.
- Goal 6 To promote efficient system management and operation. San Benito County jurisdictions:



- Policy 6.1 Shall promote and incorporate intelligent transportation system (ITS) technology into the regional transportation improvement program as new systems become available.
- Policy 6.2 Shall actively promote ridesharing and public transit to increase the average persons per vehicle during peak hour periods.
- Goal 7 To emphasize the preservation of the existing transportation system. San Benito County jurisdictions:
- Policy 7.1 Shall conduct regular maintenance of all transportation facilities.
- Policy 7.2 Shall support state and federal policy to increase the level of funding available for preservation of the existing system, including pavement preservation and maintenance.

Streets and Highways

- Goal 8 To construct and maintain a street and highway system that is safe, accommodates well-managed demand from existing and future development, and is well maintained. San Benito County jurisdictions:
- Policy 8.1 Shall give priority, among all street and highway projects, to the improvement of roadways and intersections that experience the worst safety records. The next highest priority shall be given to projects that reduce weekday congestion and that serve to maintain the existing roadway system.
- Policy 8.2 Shall give priority, among all street and highway maintenance projects, to maintenance projects that improve safety for the greatest number of persons; also to maintenance projects required for fire and police equipment to respond quickly and safely to emergencies throughout the county.
- Goal 9 To design, construct, and maintain the integrity of streets and highways to serve their designated purpose and be compatible with the land use to which they are adjacent. San Benito County jurisdictions:
- Policy 9.1 Shall construct (or cause to be constructed if private), roads, highways, and selected urban arterial streets for regional or interregional travel. Such facilities shall be designed to the minimum standard of the local jurisdiction within which they are located. Such standards shall emphasize safe and efficient automobile, motorcycle, truck, and transit operations. Where appropriate, the jurisdiction shall accommodate the safe movement of agricultural equipment on the facility.
- Policy 9.2 Shall construct (or cause to be constructed if private), urban collector and local streets primarily for intra-city travel. Shall accommodate vehicular travel but shall emphasize safe and efficient pedestrian and bicycle travel.

- Policy 9.3 Shall construct (or cause to be constructed, if private), streets in downtown areas primarily to serve business activity. Shall include wide sidewalks and encourage diagonal parking where feasible to increase the number of parking spaces close to businesses and to facilitate the calming of traffic on major downtown streets.
- Goal 10 To plan new transportation facilities to promote compact urban development, prevent urban sprawl, and prevent conversion of prime farmland. San Benito County jurisdictions:
- Policy 10.1 Shall provide transportation incentives to developers of compact, infill development in existing urbanized areas to minimize the premature construction of new streets and highways.
- Policy 10.2 Shall locate and design new transportation facilities to minimize the conversion of prime agricultural land outside existing urban/rural boundaries.
- Goal 11 To promote the development of "livable" streets in urbanized areas that accommodates multiple modes of transportation. San Benito County jurisdictions:
- Policy 11.1 Shall include bike lanes on arterial and collector streets where feasible, and sidewalks on all streets in developed areas. They should also require street trees designed to form canopies over streets and green strips between sidewalks and streets in new development.
- Policy 11.2 Shall protect urban streets from through traffic by constructing bypass routes around Hollister.
- Policy 11.3 Shall designate appropriate routes for large trucks and establish ordinances that prohibit large trucks from traveling on non-designated streets.
- Policy 11.4 Shall adopt alternative street standards, consistent with standards for fire protection that accommodate traffic-calming measures for existing urban streets. Where appropriate, jurisdictions should install traffic-calming devices to protect local residential streets from speeding traffic.

Rail and Bus Transit

- Goal 12 To provide an alternative mode of transportation to commuters traveling from San Benito County to Santa Clara County. San Benito County jurisdictions:
- Policy 12.1 Shall give priority, among all transit operations, to improved express bus service connecting Hollister with Gilroy. The next priority shall be the provision of intra-city bus service in Hollister.
- Goal 13 To provide a transportation system that is responsive to the needs of the elderly, people with disabilities, and transit dependent people. San Benito County jurisdictions:



- Policy 13.1 Shall continue to provide general public demand response and paratransit services.
- Policy 13.2 Shall manage the demand for, and cost of, transit services by encouraging the development of housing for the elderly and people with disabilities in existing urban areas close to stores and health services.
- Goal 14 To promote transit-oriented development and encourage the use of public transportation to reduce energy consumption and congestion. San Benito County jurisdictions:
- Policy 14.1 Shall give priority to development projects that construct residential and commercial projects in proximity to existing and planned rail and bus transit stations. Jurisdictions shall review these projects and possibly require the provision of transit facilities in conjunction with and financed by the developer.
- Policy 14.2 Shall encourage automobile and bicycle parking facilities at major rail and bus transit stations.

Non-Motorized (Pedestrian and Bicycle) Travel

- Goal 15 To encourage pedestrian and bicycle travel within urbanized areas. San Benito County jurisdictions:
- Policy 15.1 Shall require bicycle-parking facilities at major rail and bus transit stations and in downtown business districts.
- Policy 15.2 Shall ensure that urban streets are safe for bicyclists through regular cleaning and maintenance.
- Policy 15.3 Shall ensure that existing sidewalks are safe, free of obstruction, and accessible to all persons.
- Policy 15.4 Shall plan, design, and construct bicycle facilities in conformance with state standards, as outlined in "Planning and Design Criteria for Bikeways in California" (Caltrans).
- Policy 15.5 Shall construct pedestrian walkways in high-density areas that currently lack adequate pedestrian facilities.
- Goal 16 To facilitate pedestrian and bicycle travel within new development and between new development and existing urban areas. San Benito County jurisdictions:
- Policy 16.1 Shall require sidewalk facilities in all new development in or adjacent to urban areas.
- Policy 16.2 Shall require all new multi-family residential and large commercial development to provide easily identified pedestrian facilities connecting all parts of the development and providing access through parking areas and across driveways.

- Policy 16.3 Shall design and construct all new bridge structures with sufficient width to accommodate pedestrians and bicyclists.
- Goal 17 To create a new pedestrian and bicyclist facility connecting urban areas with major recreational areas. San Benito County jurisdictions:
- Policy 17.1 Shall plan and construct a combined pedestrian and bicycle path along the San Benito River.
- Goal 18 To promote pedestrian and bicycle safety. San Benito County jurisdictions:
- Policy 18.1 Shall work with school districts to identify and make improvements as necessary to provide safe routes to school.

Aviation

- Goal 19 To promote a safe and efficient air transportation system that serves general aviation and air commerce needs. San Benito County jurisdictions:
- Policy 19.1 (City of Hollister and County of San Benito) shall protect airport operations at Hollister Municipal Airport and Frazier Lake Airpark from incompatible land uses and maintain the facilities for general aviation and airfreight purposes.
- Policy 19.2 (City of Hollister and County of San Benito) shall plan for facility expansions at Hollister Municipal Airport, including additional hangar space as demand presents itself, a runway expansion to 7,000 feet, and Instrument Landing System (ILS).
- Policy 19.3 (City of Hollister and County of San Benito) shall plan for new industrial uses in designated areas of the airport property as demand for space presents itself.
- Policy 19.4 Shall support the continued operation of a general aviation airport at Frazier Lake Airpark.

Goods Movement

- Goal 20 To facilitate the safe and efficient movement of commodities in ways that are compatible with existing and planned land uses. San Benito County jurisdictions:
- Policy 20.1 Shall accommodate large truck traffic on designated routes throughout San Benito County.
- Policy 20.2 Shall, where viable alternatives exist, direct large truck traffic away from narrow rural roads, residential districts, and pedestrian-oriented streets in downtown business districts.
- Policy 20.3 Shall accommodate the development of connections between truck and rail transportation facilities.



OBJECTIVES & PERFORMANCE MEASURES

The Council of San Benito County Governments has adopted short- and long-term objectives that are designed to guide the agency's work program until the next update of the Regional Transportation Plan. Also, in accordance with the new Regional Transportation Guidelines, the Council of San Benito County Governments has also adopted performance measures by which the Regional Transportation Improvement Plan will be judged during adoption of that document.

Short-Term Objectives

- Objective S.1 To accommodate short term growth by improving the street and highway system so that it operates at a better level of service during peak travel periods.
- Objective S.2 To serve 200 commuter round trips per weekday of service with express bus service connecting Hollister to Gilroy.
- Objective S.3 To reduce the rate of fatal vehicular accidents throughout San Benito County
- Objective S.4 To develop a recreational trail for pedestrians and bicyclists along the San Benito River from San Juan Bautista to Hollister.
- Objective S.5 To develop a transportation emergency preparedness and response plan that identifies emergency transportation systems, including emergency corridors and reliever routes.
- Objective S.6 To convert the old Highway 25 corridor in Hollister from use as a state highway to use as a business-oriented main street that includes increased parking, pedestrian, and bicyclist opportunities.
- Objective S.7 To develop a plan for commodities transportation that designates appropriate routes for large trucks throughout San Benito County and protects rural and residential roads and downtown business districts from degradation caused by large trucks.
- Objective S.8 To increase rideshare and intra-county transit operations by 10 percent over current (2005) levels.
- Objective S.9 To improve Hollister Municipal Airport operations by lengthening the main runway, installing an Instrument Landing System, and constructing additional hangars for general aviation use.

Long-Term Objectives

- Objective L.1 To increase the capacity of the street and highway system to accommodate projected long-term growth.
- Objective L.2 To serve 500 commuter round trips per weekday of service with commuter rail and express bus service connecting Hollister to Gilroy.
- Objective L.3 To reduce the rate of fatal vehicular accidents throughout San Benito County.



Objective L.4 To extend the recreational trail for pedestrians and bicyclists along the San Benito River from Hollister to the Pinnacles National Monument.

Objective L.5 To increase rideshare and intra-county transit operations by 10 percent over (2010) levels.



Table 6-1: 2010 Regional Transportation Plan Performance Measures

Source	Indicator	Relation to STIP Section 19 Performance Criteria	Performance Measures			Current System Performance (Baseline)	Projected Impact of Projects
			Mode	Level*	Measures		
County & Cities	Safety	2	Roadway	Region	Fatalities /Vehicle Miles Traveled (VMT)		
					San Benito County	1 per 157,242,000 mile/ year	25% Improvements
					Hollister	N/A	N/A
					San Juan Bautista	N/A	N/A
					Fatal Collisions / VMT		
					San Benito County	1 per 157,242,000 mile/ year	25% Improvements
		Hollister	N/A	N/A			
		San Juan Bautista	N/A	N/A			
		2	Roadway	Region	Injury Collisions / VMT		
					San Benito County	1 per 1,355,345 mile/ year	25% Improvements
					Hollister	N/A	N/A
		San Juan Bautista	N/A	N/A			
LTA		2	Transit	Bus Transit	Fatalities / Passenger Miles	0	0
AMBAG	Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	1,215,085	4,432,560
		1			Average Peak Period Travel Time	19.54	21.38
		1			Average Non-Peak Period Travel Time	17.55	17.55
LTA	Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/4 mile of a bus route	75%	80%
AMBAG	Reliability	1	Roadway	Corridor	Travel Time Variability		
					Highway 101	0.351253032	0.29249411
					Highway 25	1.070046083	1.039391226
					Highway 156	0.846788194	0.083913979
LTA		5	Transit	Bus Transit	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	81%	92%



Source	Indicator	Relation to STIP Section 19 Performance Criteria	Performance Measures			Current System Performance (Baseline)	Projected Impact of Projects
			Mode	Level*	Measures		
Caltrans	Productivity (Throughput)	7	Roadway Vehicles	Corridor	Average Peak Period Vehicle Trips		
					Highway 101	4,767	N/A
					Highway 25	2,040	N/A
		Highway 156			1,625	N/A	
		7			Average Daily Vehicle Trips (ADT)		
					Highway 101	50,667	N/A
Highway 25	22,300		N/A				
AMBAG	Productivity (Throughput)	7	Roadway People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate		
					Highway 101	24.74	29.71
					Highway 25	10.85	11.17
		Highway 156			23.04	23.25	
		7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate		
					Highway 101	123,014	170,612
Highway 25	35,729		57,078				
Caltrans	Productivity (Throughput)	7	Trucks	Corridor	Percentage of ADT that are (5+ axle) Trucks		
					Highway 101	4.9	N/A
					Highway 25	6.5	N/A
		Highway 156			7.8	N/A	
		7			Average Daily Vehicle Trips that are (5+ axle) Trucks		
					Highway 101	2,463	N/A
Highway 25	4,047		N/A				
LTA	Productivity (Throughput)	7	Transit	Bus Transit	Passengers per Vehicle Revenue Hour	6.3	6.50
		7			Passengers per Vehicle Revenue Mile	0.4	0.50



Source	Indicator	Relation to STIP Section 19 Performance Criteria	Performance Measures			Current System Performance (Baseline)	Projected Impact of Projects
			Mode	Level*	Measures		
County & Cities	System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles		
					San Benito County	160 miles	10% improvements
					Hollister	N/A	N/A
		San Juan Bautista			9.53	N/A	
		3			Percentage of Distressed Lane Miles		
					San Benito County	40%	10% improvements
					Hollister	N/A	N/A
		3			Percentage of Roadway at Given IRI Levels		
					San Benito County	N/A	N/A
					Hollister	N/A	N/A
Caltrans	Return on Investment/ Life Cycle Cost	1--7	All	Corridor	Percentage rate of return		
					Highway 101	N/A	N/A
					Highway 25	N/A	N/A
					Highway 156	1.4	N/A
COG	Bicycle and Pedestrian	N/A	Bicycle and Pedestrian	Region	Miles of Class I & II bikeways	10.41	N/A
					Number of bike collisions/population	92	N/A
					Number of pedestrian collisions/population	89	N/A
*Level	Corridor - Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system. Region - Region or county commission that is responsible for RTIP submittal. Mode - One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.						