

The following letters were received during the Public Comment period December 4, 2017 through January 5, 2018 for the 2040 San Benito Regional Transportation Plan and have been included in this appendix and responded to. In addition, oral comments received at one Public Hearings for the Regional Transportation Plan were also included and responded to in this appendix.

Summary of 2040 RTP Comments on the Draft 2040 San Benito Regional Transportation Plan		
Comment No.	Commenter	Date Received
1.	Mr. Wayne Norton	January 18, 2018
2.	California Department of Transportation, District 5	February 5, 2018
3.	Monterey Bay Air Resources District, per Association of Monterey Bay Area Governments	February 6, 2018

COMMENT NO. 1

Commenter

Date: January 18, 2018

Name: Wayne Norton

Organization: Aromas Resident

Comment Format: COG Public Hearing

Comment

COG Response

1. How can Appendix A, Financially Constrained and Unconstrained Project List, be revised to include Carr Avenue Bridge in Aromas.
2. Rocks Road Bridge and Anzar Road Bridge do not need to be redone.

1. The Council of Governments has modified Appendix A to include Carr Avenue Bridge as Financially Constrained.
2. Rocks Road Bridge and Anzar Road Bridge are funded through Caltrans Highway Bridge Program. Caltrans evaluates the candidate projects for eligibility requirements and includes the successful candidate projects in the Highway Bridge Program. The projects are included in the Regional Transportation Plan based on local jurisdiction’s priorities and needs. The Highway Bridge Program is intended to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

COMMENT NO. 2

Date: February 5, 2018
Name: Kelly McClendon
Organization: Caltrans, District 5
Comment Format: Letter (attached)

COMMENT	COG RESPONSE
Overall Comments	
3. Caltrans commends the work of SBtCOG staff on developing its draft San Benito RTP 2040. The document appears comprehensive, thorough and well organized. The high level of involvement that the staff has coordinated with the public and stakeholder agencies, including Caltrans, is appreciated.	Thank you for your comment.
General Comments	
4. The SBtCOG RTP successfully addresses and supports the use of active transportation and transit. The RTP includes a discussion of regional bicycle and pedestrian needs. The RTP is exceptional in describing the public outreach coordination and complying with all Title VI laws.	Thank you for your comment.
5. SBtCOG is commended for: coordinating with the Association of Monterey Bay Area Governments (AMBAG) to develop a comprehensive plan and EIR, including diagrams and explanations that show the differences in bike facility classifications from Class I through VI; Utilizing a participation plan that was well strategized and detailed; and overall message of the RTP being well outlined and direct.	Thank you for your comment.
6. In general, the document would benefit with comprehensive editing throughout.	Thank you for your comment, comprehensive editing has been performed.

Specific Comments:	
Executive Summary: 7. Under executive summary / Transportation Funding – the paragraph should be revised to state that some STIP <i>funding was restored under SB1</i> .	Added clarification stating that some STIP funding was restored under SB1.
Chapter 4	
8. Page 4-19, Thank you for identifying the Caltrans statewide bicycle and pedestrian plan. Would it be possible to reference it by name as well (“Toward an Active California”) and include the link to the plan webpage? (http://www.goactiveca.org)	Added the name: Toward an Active California - Bicycle and Pedestrian Plan.
9. Page 4-21, Figure 4-18. It is difficult to read the road labels and distinguish existing and proposed facilities especially in the City of Hollister and San Juan Bautista areas. Increased resolution is needed so that if and when you zoom in on the pdf you can read it. However, if you are trying to read printed version of this page at 100% it is impossible to read regardless of the resolution. Consider revising the map so that it can be legible in both print and web format.	The bicycle facilities map has been updated accordingly.
10. 4-34: A brief description of TDM would be beneficial at the beginning.	Added TDM language has been incorporated.
11. 4-35, last paragraph: Paragraph seems to be out of place, and unnecessary, since it refers to the next chapter.	The paragraph has been deleted.
Appendices Appendix E Regional Transportation Plan Checklist General	
12. Item 2: Pursuant to 23 CFR 450.32(b), the RTP shall include both long-range and short-range strategies/actions. Please provide more detail for the short-range strategies that will be used to help compliment the long –range goals required of this plan by 2040.	Added language has been incorporated to address long-range and short-range strategies/actions, please see page 2-2.

13. (Page1-3) What goals will be met by the short range actions and the long range actions?	Added language has been incorporated to address what goals will be met by the short and long range actions, please see page 2-2.
14. Item 5: The project intent is defined better in the Executive Summary and Chapter 1. Please list the appropriate page numbers on the RTP Checklist.	The checklist has been revised accordingly.
15. Refer to narrative sections in Executive Summary and Chapter 1.	The checklist has been revised accordingly.
Modal Discussion	
16. Item 1: This section could use a more robust discussion on connectivity issues in the region. Please include more detail.	Added language on connectivity issues in the region has been included.
17. Item 10: Please change the page reference on the RTP Checklist to 3-17.	The checklist has been revised accordingly.
Financial	
18. Item 5: Please provide a short explanation on how “year of expenditure dollars: were used to inform the project list in Appendix A.	The following added language has been incorporated: The Federal Transportation Act and state guidelines require that the RTP reflect the cost of implementing projects in "year of expenditure dollars" (YOE) and must be financially constrained to match escalated projected revenues. While it is unknown the exact year that most projects will be implemented, this spreadsheet demonstrates how much it would cost to implement the constrained RTP project list if the annual escalation rate were 1.075%. Since the actual year that a project will be constructed may vary

	and numerous economic and external factors can impact actual cost, actual costs will likely vary. This list includes "Constrained" projects which could be funded within the projected revenues identified in this document. "Unconstrained" project are also identified for illustrative purposes.
19. Explain methodology and justification for inflation rate.	Inflation rate reflects standard increases in construction, operating, and maintenance costs and the increases in demand for new facilities.
Environmental	
20. Currently Appendix F does not contain the EIR or a link to the EIR on San Benito's website. Please either provide a link to the EIR through AMBAG's website or attach the EIR to the document that is currently posted online.	This section has been revised to include a link to the EIR.
21. Include brief explanation of how this RTP is nested within the AMBAG MTP.	Added language has been included to clarify how the RTP is nested within the AMBAG MTP.

COMMENT NO. 3

Date: February 6, 2018

Name: David Frisbey

Organization: Monterey Bay Air Resources District

Comment Format: Letter (attached)

COMMENT

COG RESPONSE

22. A major hurdle to completing transportation projects is inadequate funding. In the long term, the limited completion of projects will result in more congestion and increase emissions. Unfortunately, many of the transportation projects are focused on maintain and expanding existing road networks and not enough on active transportation. The Air District suggest that active transportation projects have a higher priority in scheduling and funding.

The Draft 2040 MTP/SCS includes \$643 million for Active Transportation projects. Additional improvements are also included as part of local streets and road improvements.

The Draft 2040 RTP includes \$31 million for Active Transportation projects. Additional improvements are also included as part of local streets and road improvements.

23. Prioritize the use of roundabouts at new intersections and adaptive signal control at existing intersections.

This is included in the 2040 MTP/SCS. The local agencies within San Benito County will continue to consider roundabouts where appropriate.

24. Since much of the areas' congestion is due to people traveling in single occupancy vehicles, a higher priority needs to be given to transportation projects that focus on the reduction of vehicle miles traveled.

A number of programs and projects are included in the 2040 MTP/SCS and RTP that reduce VMT and provide transportation options to driving alone.

25. Expand the development of projects electrifying the medium to heavy-duty truck fleets as they are a significant source of regional emissions.

The electrification of medium to heavy duty truck fleets is not in COG's planning scope, but we will continue to coordinate with the California Air Resources Board.

<p>26. Emphasize a transition away from fossil fuels for bus and part-transit fleets in the region.</p>	<p>AMBAG and COG will continue to work with our transit partners to encourage and provide efficient buses.</p>
<p>27. Promote guidelines for developing regional, County and municipal and codes to support the development of electric vehicle infrastructure.</p>	<p>AMBAG developed a number of toolkits to help local jurisdictions implement the SCS including electric vehicle infrastructure. AMBAG also prepared a study, Electric Vehicle Infrastructure for the Monterey Bay Area which is available to all local jurisdictions. San Benito COG was a partner agency in the development of the Electric Vehicle Infrastructure for the Monterey Bay Area. The Regional Transportation Plan includes a discussion on the subject matter in the Executive Summary.</p>
<p>28. Consider development around emerging technologies such as connectivity, autonomous vehicles, carsharing programs and fleet modernization. Discuss the expansion of these technologies and their impact on traffic congestion.</p>	<p>Emerging and future transportation technologies are continually being studied and evaluated included and discussed as part of future MTP/SCS updates as appropriate.</p> <p>The Regional Transportation Plan includes a discussion on the subject matter in the Executive Summary. Added language has been included to address the impacts of expansion of these technologies and their impact on traffic congestion.</p>

DEPARTMENT OF TRANSPORTATION

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*Making Conservation,
a California Way of life.*

February 5, 2018

Ms. Mary Gilbert, Executive Director
San Benito County Council of Governments
330 Tres Pinos Road, Suite C7
Hollister, CA 95023

**DRAFT SAN BENITO REGIONAL TRANSPORTATION PLAN – RTP 2040, COUNCIL OF
SAN BENITO COUNTY GOVERNMENTS**

Dear Ms. Gilbert:

Thank you for the opportunity to review your agency's draft San Benito Regional Transportation Plan (RTP) 2040. We highly regard our partnership with the Council of San Benito County Governments (SBtCOG) in strategically planning, financing, and achieving long-term goals for the region. Caltrans supports an RTP that is consistent with state and federal planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety.

Caltrans values the continuing, cooperative, and comprehensive partnership with SBtCOG in integrating regional and state processes for planning the region's transportation system. Caltrans supports how the plan addresses the importance of the SR 156 Improvement Project in San Benito County. Working to raise the profile of State Route (SR) 156 and emphasizing its statewide significance continues to be a top priority for Caltrans. This project will reduce peak hour traffic congestion, provide capacity for future travel demand, and facilitate the flow of goods and services.

Lastly, we commend SBtCOG for producing an excellent plan addressing existing and future transportation needs, supporting multi-modal options and greenhouse gas emission reduction.

Please note our additional detailed comments are included in a separate attachment. If you have any questions, please contact me at (805)-549-3510 or kelly.mcclendon@dot.ca.gov

Sincerely,

A handwritten signature in blue ink, appearing to read "Kelly McClendon".

Kelly McClendon

Senior Transportation Planner

Attachment

Detailed Comments by Caltrans Draft San Benito (RTP) 2040

Overall Comments:

- Caltrans commends the work of SBtCOG staff on developing its draft San Benito RTP 2040. The document appears comprehensive, thorough and well organized. The high level of involvement that staff has coordinated with the public and stakeholder agencies, including Caltrans, is appreciated.

General Comments:

- The SBtCOG RTP successfully addresses and supports the use of active transportation and transit. The RTP includes a discussion of regional bicycle and pedestrian needs. The RTP is exceptional in describing the public outreach coordination and complying with all Title VI laws.
- SBtCOG is commended for: coordinating with the Association of Monterey Bay Area Governments (AMBAG) to develop a comprehensive plan and EIR, including diagrams and explanations that show the differences in bike facility classifications from Class I through IV; Utilizing a participation plan that was well strategized and detailed; and the overall message of the RTP being well outlined and direct.
- In general, the document would benefit with comprehensive editing throughout.

Specific Comments:

Executive Summary:

- Under executive summary / Transportation Funding – the paragraph should be revised to state that some *STIP funding* was restored *under SBI*.

Chapter 4:

- Page 4-19, Thank you for identifying the Caltrans statewide bicycle and pedestrian plan. Would it be possible to reference it by name as well (“Toward an Active California”) and include the link to the plan webpage? (<http://www.goactiveca.org/>)
- Page 4-21, Figure 4-18. It is difficult to read the road labels and distinguish existing and proposed facilities especially in the City of Hollister and San Juan Bautista areas. Increased

resolution is needed so that if and when you zoom in on the pdf you can read it. However, if you are trying to read a printed version of this page at 100% it is impossible to read regardless of the resolution. Consider revising the map so that it can be legible in both print and web format.

- 4-34: A brief description of TDM would be beneficial at the beginning.
- 4-35, last paragraph: Paragraph seems to be out of place, and unnecessary, since it refers to next chapter.

Appendices:

Appendix E Regional Transportation Plan Checklist:

General

- Item 2: Pursuant to 23 CFR 450.324(b), the RTP shall include both long-range and short-range strategies/actions. Please provide more detail for the short-range strategies that will be used to help compliment the long-range goals and requirements of this plan by 2040.
- (Page 1-3) What goals will be met by short range actions and long range actions?
- Item 5: The project intent is defined better in the Executive Summary and Chapter 1. Please list the appropriate page numbers on the RTP Checklist.
- Refer to narrative sections in Exec Summary and Chapter 1.

Modal Discussion

- Item 1: This section could use a more robust discussion on connectivity issues in the region. Please include more detail.
- Item 10: Please change the page referenced on the RTP Checklist to 3-17.

Financial

- Item 5: Please provide a short explanation on how “year of expenditure dollars” were used to inform the project list in Appendix A.
- Explain methodology and justification for inflation rate.

Environmental

- Currently Appendix F does not contain the EIR or a link to the EIR on San Benito's website. Please either provide a link to the EIR through AMBAG's website or attach the EIR to the document that is currently posted online.
- Include brief explanation of how this RTP is nested within the AMBAG MTP.

February 5, 2018

Heather Adamson
AMBAG
24580 Silver Cloud Ct.
Monterey, CA 93940

Email: hadamson@ambag.org

Re: Draft EIR for the 2040 MTP/SCS and RTPs for Monterey, San Benito and Santa Cruz Counties

Dear Ms. Adamson:

Thank you for providing the Monterey Bay Air Resources District (Air District) with the opportunity to comment on the Draft EIR for the 2040 MTP/SCS. We found that the document adequately addressed the issues identified in the comments the Air District submitted during the comment period for the NOP. However, we do have some additional comments:

Mitigation Measure AQ-3, Project-Level PM10 Emissions Reduction, Page 153

One of the mitigation measures for excessive PM10 emissions is to provide funding through the Air District's Carl Moyer Memorial Grant Program. While this program does reduce quantifiable emissions, a specific program could be developed to provide emissions offsets specific to transportation and land use projects. The Air District requests that AMBAG work with the Air District to initiate an offset emission reduction program. Please contact David Frisbey, Planning and Air Monitoring Manager, at the Air District office at (831) 647-9411 or dfrisbey@mbard.org for assistance in developing an offset program.

Mitigation Measure GHG-1, Construction GHG Reduction Measures, Page 280

This section suggests the use of diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy duty diesel engines. Please make this measure consistent with Mitigation Measure AQ-2(b) Diesel Equipment Emissions Standards on page 151 which recommends the use of Tier 4 certified engines to the maximum extent feasible.

In addition to the comments on the Draft EIR, the Air District has the following general comments on the MTP and the Counties' RTPs:

- A major hurdle to completing transportation projects is inadequate funding. In the long term, the limited completion of projects will result in more congestion and increased emissions. Unfortunately, many of the transportation projects are focused on maintaining and expanding existing road networks and not enough on active transportation. The Air District suggests that active transportation projects have a higher priority in scheduling and funding.
- Prioritize the use of roundabouts at new intersections and adaptive signal control at existing intersections.
- Since much of the areas' congestion is due to people traveling in single occupancy vehicles, a higher priority needs to be given to transportation projects that focus on the reduction of vehicle miles traveled.
- Expand the development of projects electrifying the medium to heavy-duty truck fleets as they are a significant source of regional emissions.
- Emphasize a transition away from fossil fuels for bus and para-transit fleets in the region.

- Promote guidelines for developing regional, County and municipal and codes to support the development of electric vehicle infrastructure.
- Consider development around emerging technologies such as connectivity, autonomous vehicles, carsharing programs and fleet modernization. Discuss the expansion of these technologies and their impact on traffic congestion.

Please let me know if you have any questions. I can be reached at (831) 647-9418 ext. 234 or dfrisbey@mbard.org.

Best Regards,



David Frisbey
Planning and Air Monitoring Manager

cc: Alan Romero, Hanna Muegge, Chris Duymich