



SAN BENITO REGIONAL TRANSPORTATION PLAN

RTP

2018-2040



COUNCIL OF SAN BENITO COUNTY GOVERNMENTS (COG)



Final: June 21, 2018

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Mission Statement

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

Council of County Governments (COG)

*Airport Land Use Commission
(ALUC)*

Local Transportation Authority (LTA)

*Service Authority for Freeways and
Expressways (SAFE)*

Measure A Authority



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RTP 2040

Executive Summary



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

Executive Summary

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



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

PROGRESS SINCE 2014

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

TRANSPORTATION FUNDING

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



PROJECT DELIVERY

Highways

The expansion of highways has slowed considerably over the last decade due to federal, state and local financial constraints. Still, several strides have been made since 2014 to improve access and close critical gaps and congestion chokepoints in the regional network. This includes the Council of Governments' completion of the Highway 25 Widening Design Alternatives Analysis. The study identifies a more feasible State Route 25 Corridor Improvements Project. Significant progress was also made on the State Route 156 Widening Project in order for construction to begin in 2020.

Local Streets and Roads

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

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

CONTEXT SENSITIVE PLANNING

Active Transportation

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



OTHER FOCUS AREAS

Public Transit

Transit services in the San Benito region continue to provide essential services to the community. Significant progress has been made toward completing capital projects for transit, including the purchase of new vehicles, upgrading the dispatch software and implementing electronic fare media. Several transit planning studies have also been completed since 2014, including the Short and Long Range Transit Plan, Bus Stop Improvements Plan and the Intelligent Transportation Systems Plan. In 2018, the Council of Governments and the Local Transportation Authority were awarded a Caltrans Senate Bill 1 Sustainable Communities Transportation Planning Grant to develop the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor.



Aviation

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

2040 SAN BENITO REGIONAL TRANSPORTATION PLAN HIGHLIGHTS

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

POLICY FRAMEWORK

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

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



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

REGIONAL SETTINGS AND TRAVEL PATTERNS

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

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

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

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

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



Figure 1: Population, Employment and Housing Projections

Source: Association of Monterey Bay Area Governments Regional Growth Forecast

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

ADDRESSING MOBILITY NEEDS

Over the next 22-years, the Regional Transportation Plan identifies over \$1.8 billion in transportation project costs across all modes, as illustrated in Figure 2.

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

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

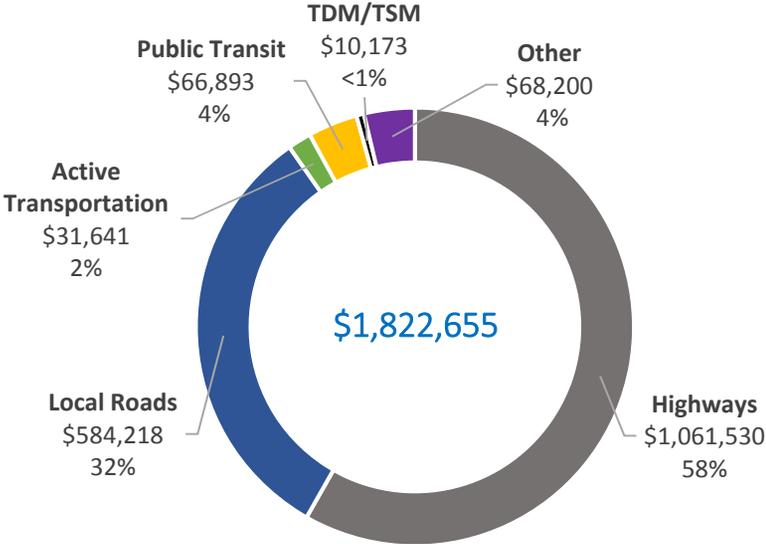


Figure 2, 22-Year Transportation Project Costs (000's)

Source: Council of San Benito County Governments

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

FUNDING TRANSPORTATION

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

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

The shortfall of transportation funding is the biggest challenge facing the San Benito region in its ability to implement transportation projects and programs, Figure 4.

Based on projected revenues, \$1.2 billion is reasonably anticipated to be available to finance \$1.8 billion in transportation project costs between the years 2018 and 2040, Figure 4. There is a \$553 million funding shortfall needed to meet the entire infrastructure needs of the San Benito region over the next 22-years. Funding forecasts show that project costs exceed the projected revenues – affecting the number of identified projects that may be delivered over the next 22 years.

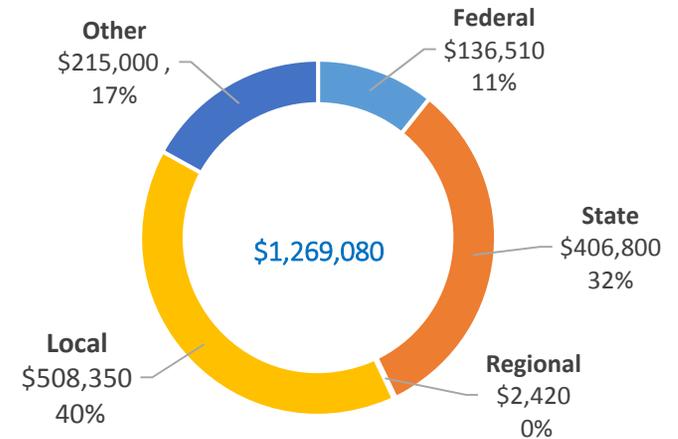


Figure 3 San Benito 22-year Projected Revenues (000's)

Source: Council of San Benito County Governments



Figure 4 Transportation Costs vs. Projected Revenue, Shortfall (000's)

Source: Council of San Benito County Governments

TRANSPORTATION INVESTMENTS

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

The category of investments, by mode of transportation, are shown in Figure 5. This illustration shows how much funding is projected to be available for the following:

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

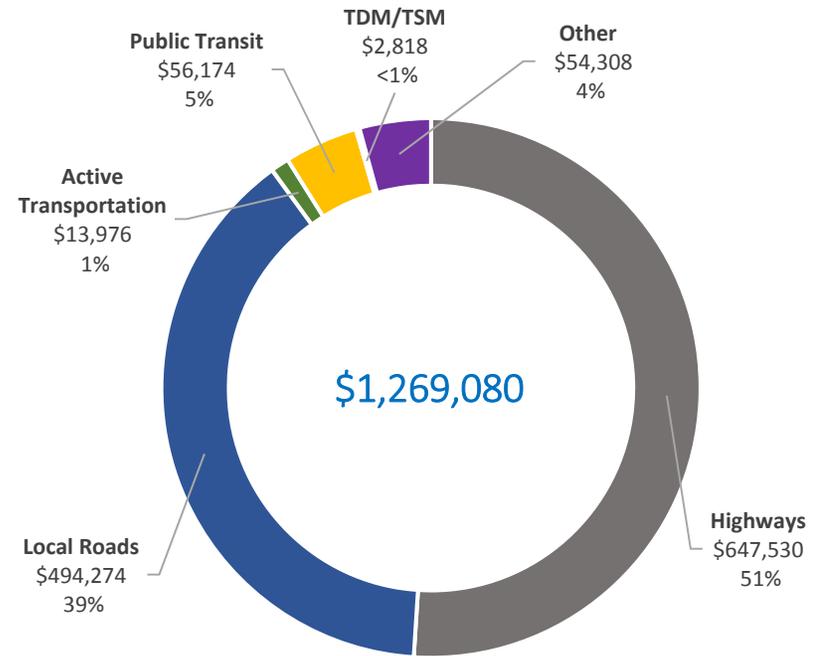


Figure 5 List of Financially Constrained Projects (000's)

Source: Council of San Benito County Governments

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

TRANSPORTATION PLANNING

PUBLIC PARTICIPATION

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



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

Source: San Benito Business Council

SUSTAINABLE COMMUNITIES STRATEGY

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

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

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

THE FUTURE OF TRANSPORTATION

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

ELECTRIFICATION OF VEHICLES

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

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

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

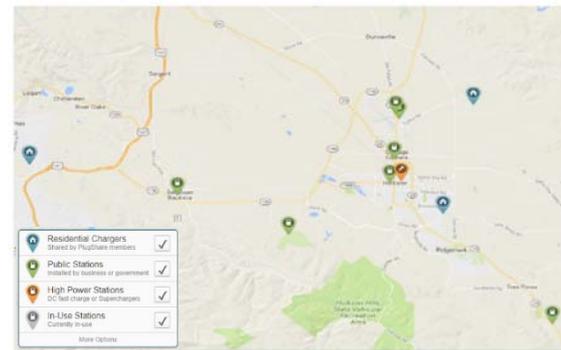


Figure 6 San Benito Electric Vehicle Charging Stations

Source: PlugShare



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

Source: Women in Transportation

¹ 2040 California Transportation Plan

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

SHARED MOBILITY

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

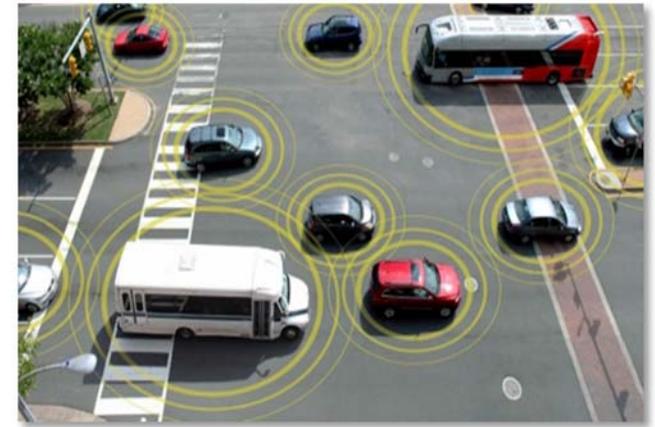
TNCs are transforming the transportation landscape by connecting people via mobile apps, pairing passengers with drivers who provide passengers with transportation on the driver's non-commercial vehicle. Public transit agencies in more urbanized areas are beginning to partner with TNCs or even provide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

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

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

AUTONOMOUS VEHICLES

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



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

CONCLUSION

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

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RTP 2040

Chapter 1: Introducing On the Move



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

Chapter 1 Introducing *On the Move*

SAN BENITO COUNTY SETTING

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

REGIONAL TRANSPORTATION PLANNING AGENCY

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



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

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

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

REGIONAL TRANSPORTATION PLAN

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

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



REGIONAL TRANSPORTATION PLAN STRUCTURE

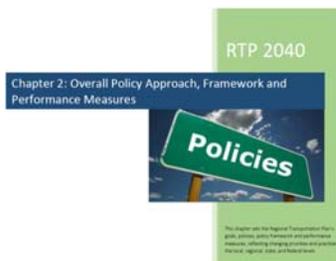
The San Benito Regional Transportation Plan is organized into seven chapters and an Executive Summary, each of which carries out the Plan’s overall vision through all-encompassing investments, services and programs. A summary of each chapter is encapsulated in the following section.

CHAPTER 1: INTRODUCING *ON THE MOVE*



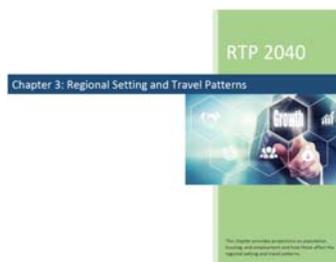
Chapter 1 provides an overview of the role and mission of the Council of San Benito County Governments. This chapter also presents an introductory overview of the chapters that make up the 2040 San Benito Regional Transportation Plan.

CHAPTER 2: OVERALL POLICY APPROACH AND FRAMEWORK



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

CHAPTER 3: REGIONAL SETTING AND TRAVEL PATTERNS



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

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



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

CHAPTER 5: FINANCING OUR TRANSPORTATION INVESTMENTS



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

CHAPTER 6: INVESTMENTS IN OUR TRANSPORTATION FUTURE



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

CHAPTER 7: PUBLIC PARTICIPATION AND COORDINATION

2040 RTP

Chapter 7: Public Participation and Consultation



The chapter describes the public involvement process and how the regional transportation plan was developed through public participation and consultation during the development of the Plan.

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

REGIONAL TRANSPORTATION PLANNING IN SAN BENITO COUNTY

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

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



RTP 2040

Chapter 2: Overall Policy Approach, Framework and Performance Measures



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

Chapter 2 Overall Policy Approach, Framework and Performance Measures

OVERALL POLICY APPROACH

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

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

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

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

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



Figure 3-1 Regional Transportation Plan Goals

LOCAL TRANSPORTATION GOALS AND STRATEGIES

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

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

GOAL NO. 1: ACCESS AND MOBILITY

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

Policy Objective:

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

Short Range Strategies:

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

Long Range Strategies:

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

GOAL NO. 2: ECONOMIC VITALITY

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

Policy Objective:

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

Short Range Strategies:

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

Long Range Strategies:

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

GOAL NO. 3: ENVIRONMENT

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

Policy Objective:

Promote environmental sustainability and protect the natural environment.

Short Range Strategies:

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

Long Range Strategies:

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

GOAL 4: HEALTHY COMMUNITIES

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

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

Policy Objective:

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

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

Short Range Strategies:

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

Long Range Strategies:

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

GOAL 5: SOCIAL EQUITY

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

Policy Objective:

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

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

Short Range Strategies:

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

Long Range Strategies:

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

¹ 2011-2015 American Community Survey 5-Year Estimates

GOAL 6: SYSTEM PRESERVATION AND SAFETY

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

Policy Objective:

Preserve and ensure a sustainable and safe regional transportation system.

Short Range Strategies

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

Long Range Strategies

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

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

PERFORMANCE MEASURES

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

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

Figure 3-2 San Benito County Performance Measures

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

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

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

Other sets of performance measures due to FHWA include:

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

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

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

STATE PLANNING GOALS

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

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



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

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

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

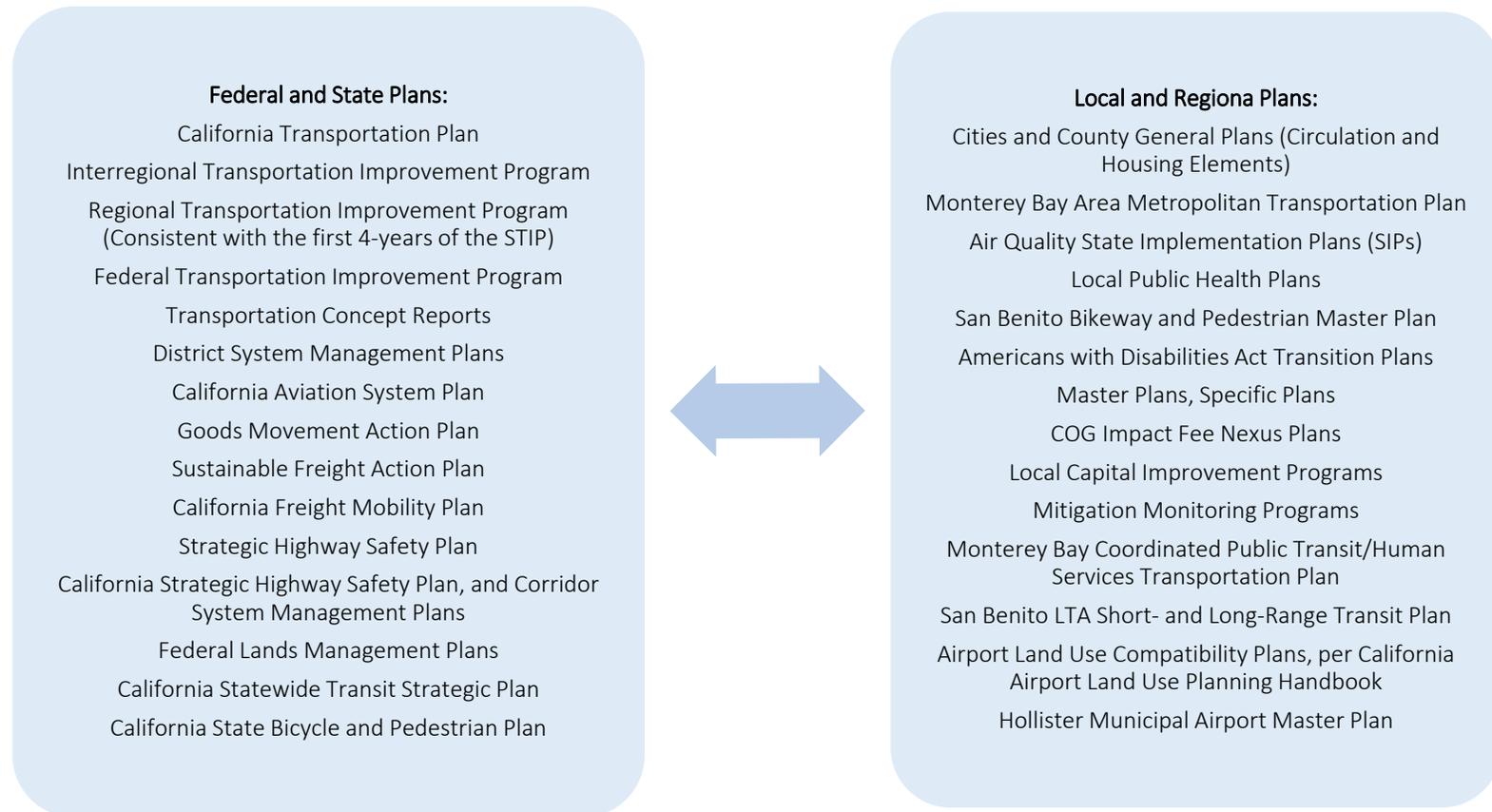
FEDERAL TRANSPORTATION PLANNING FACTORS

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

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

CONSISTENCY WITH OTHER PLANNING DOCUMENTS

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



RTP 2040

Chapter 3: Regional Setting and Travel Patterns



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

Chapter 3 Regional Setting and Travel Patterns

GEOGRAPHIC SETTING

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

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

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



Figure 3-1 Map of San Benito County

REGIONAL SETTING

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

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

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

Another critical component in planning for the future is an understanding of existing and projected travel patterns. Knowing how people travel is a necessary element in determining what transportation investment strategies are needed to meet the challenges and opportunities that will face the region through the year 2040.



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

POPULATION GROWTH FORECAST

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

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

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

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

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

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

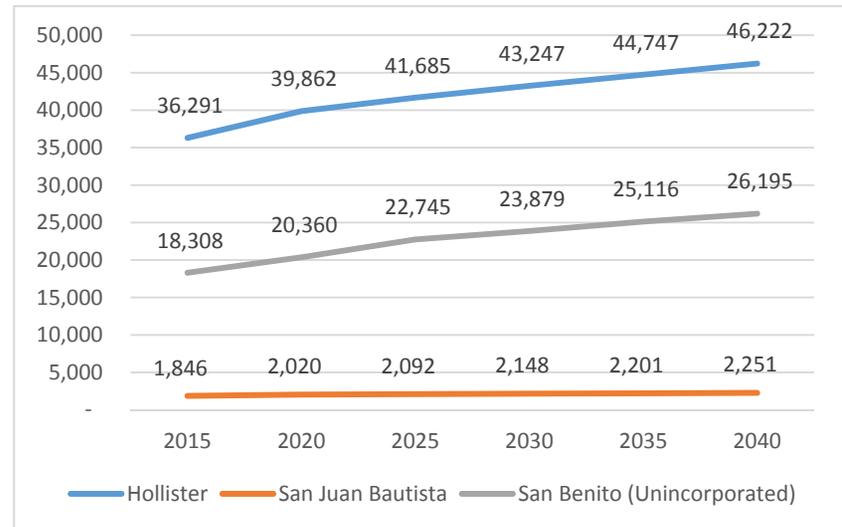


Figure 3-4 Population Forecast by San Benito Jurisdiction
Source: AMBAG Regional Growth Forecast

¹ 2018 Regional Growth Forecast

HOUSING GROWTH FORECAST

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

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

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

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

Figure 3-5 Monterey Bay Area Housing Projections

Source: AMBAG Regional Growth Forecast

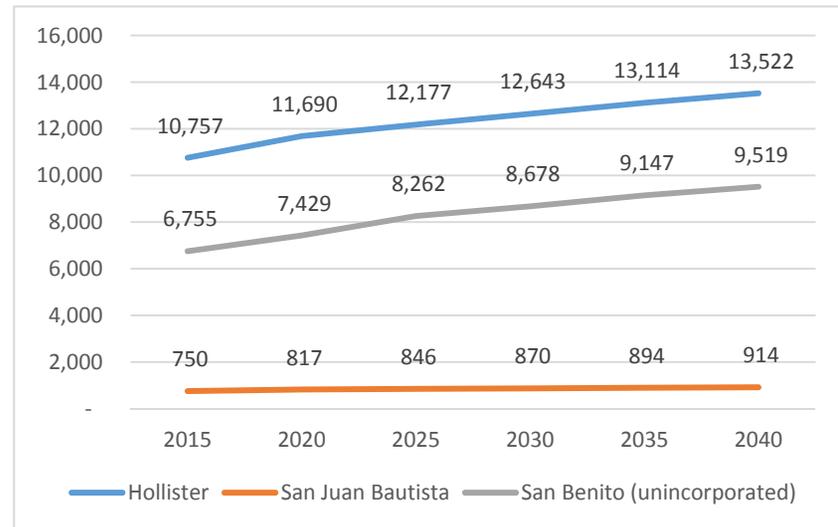


Figure 3-6 Housing Projections by San Benito Jurisdiction

Source: AMBAG Regional Growth Forecast

EMPLOYMENT GROWTH FORECAST

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

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

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

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

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

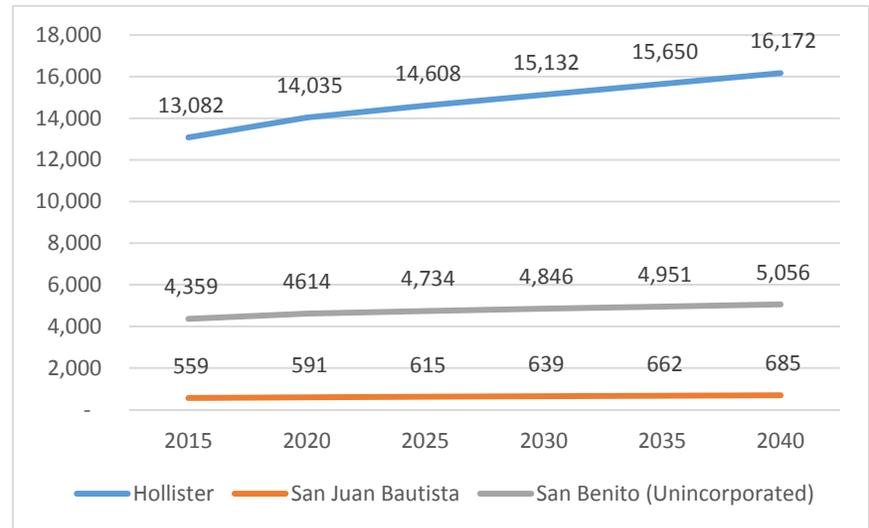


Figure 3-8 Employment Projections by San Benito Jurisdiction
Source: AMBAG Regional Growth Forecast

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

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

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

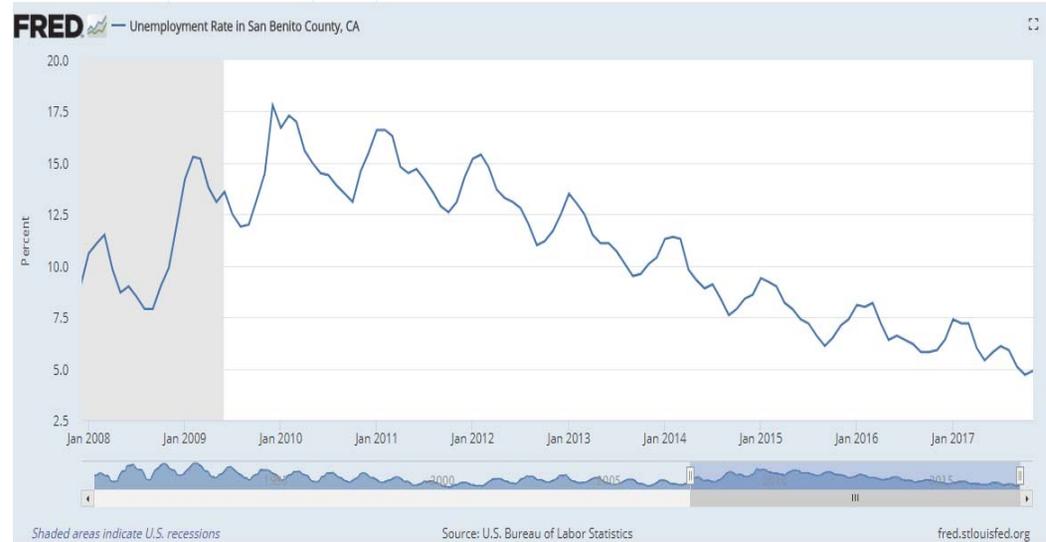


Figure 3-9 San Benito County Unemployment Rate

Source: U.S. Bureau of Labor Statistics, December 2017

TRAVEL PATTERNS

Outbound Commuting

As previously noted, the primary influence on commuting is the relationship between where people live and where they work.

This relationship has become an increasingly important issue locally as the spatial mismatch between jobs and affordable housing is causing growing numbers of workers to reside farther from their workplaces.

The San Benito region is home to a high percent of commuters. According to the Employment Development Department's Labor Market Information Division, approximately 48.9 percent of San Benito County residents commute to jobs outside of the County for employment.² This amounts to 11,694 of San Benito's total number (23,907) of workers that resided in San Benito County between 2006 and 2010, Figure 3-10. Approximately, 7,500 traveling north into Santa Clara County and points north to higher paying Silicon Valley jobs. The majority of commute destinations consists of Santa Clara and Monterey Counties, impacting the number of vehicles traveling on State Routes 25 and 156 in San Benito County.

² Special Report of 2006 to 2010 County-to-County Commuting Flows

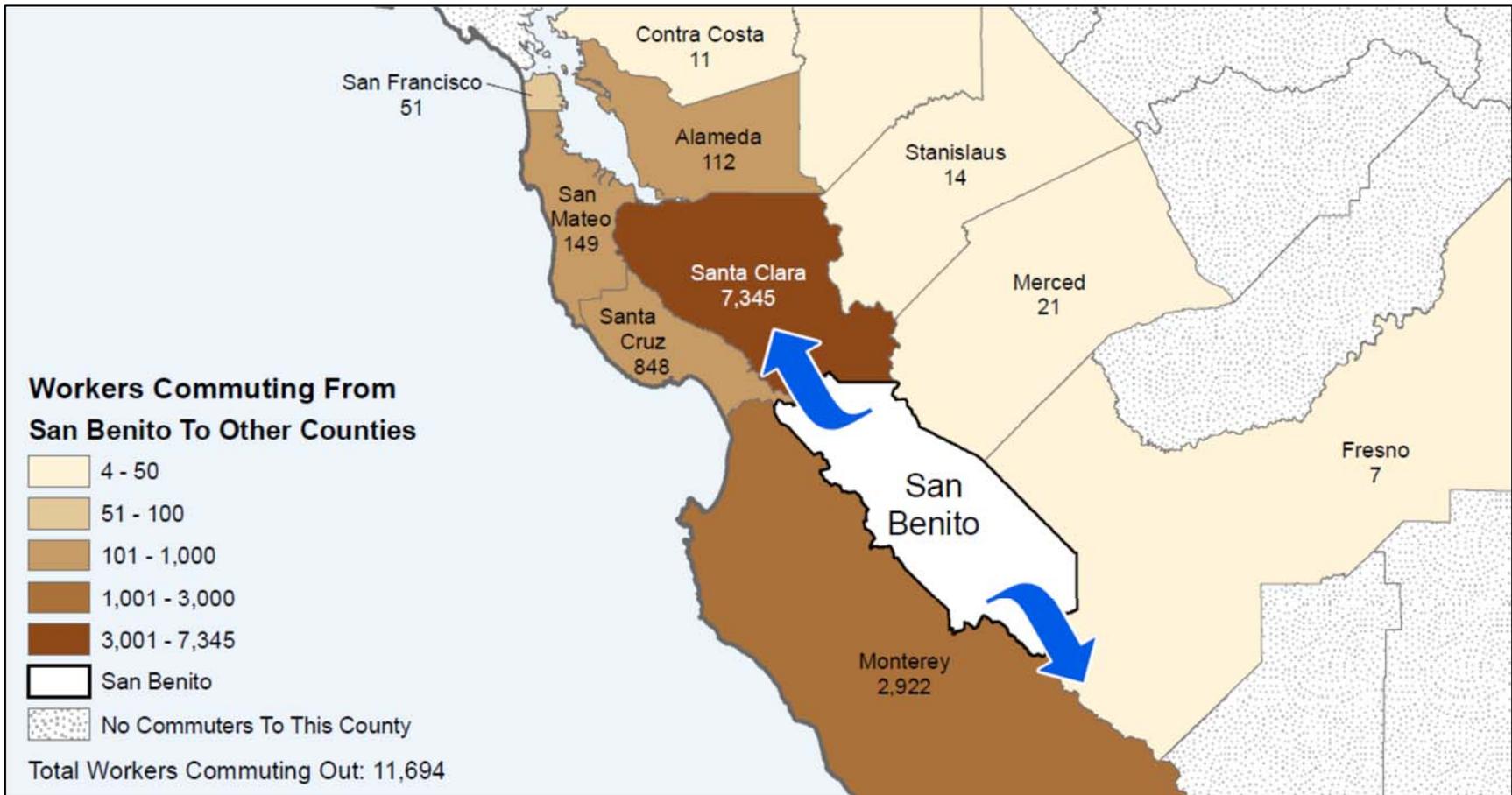


Figure 3-10 Workers Commuting from San Benito County to Other Counties

Source: American Community Survey, U.S. Census Bureau, 2013

Note: Special Report of 2006 to 2010 County-to-County Commuting Flows

Inbound and Local Commuting

While it is important to track outbound commute patterns, it is also imperative to factor in people who both live and work in San Benito County and those traveling into San Benito County for employment from other counties.

The data from the U.S Census Special Report, 2006 to 2010 County-to-County Commuting Flows, indicates that 12,213 people both live and work in San Benito County. The data also shows that 4,490 people commuted into the County each day for employment. The majority of commuters traveling from outside the County into San Benito are primarily traveling from Monterey, Santa Clara and Merced Counties, Figure 3-11.

The above-mentioned aggregate data is critical to understanding travel patterns and local economic impacts. In particular, the data shows that approximately 16,703 jobs were provided by local economies by commuters traveling into the County from other regions (4,490 people) and people who both live and work in San Benito County (12,213 people).



Figure 3-11 Workers Commuting from Other Counties into San Benito County
 Source: American Community Survey, U.S. Census Bureau, 2013
 Note: Special Report of 2006 to 2010 County-to-County Commuting Flows

The most common employment industries, by those residing in San Benito County and employed, include; retail trade, manufacturing, healthcare, construction and educational services. Figure 3-12 illustrates the share breakdown of the primary industries for residents of San Benito County, though some of these residents may live in the County, and work elsewhere. Census data is identified to a residential address, not an employment address.

Employment by Industries in San Benito County

For anonymity, the ACS 1-year estimate groups industries by course parent groupings.

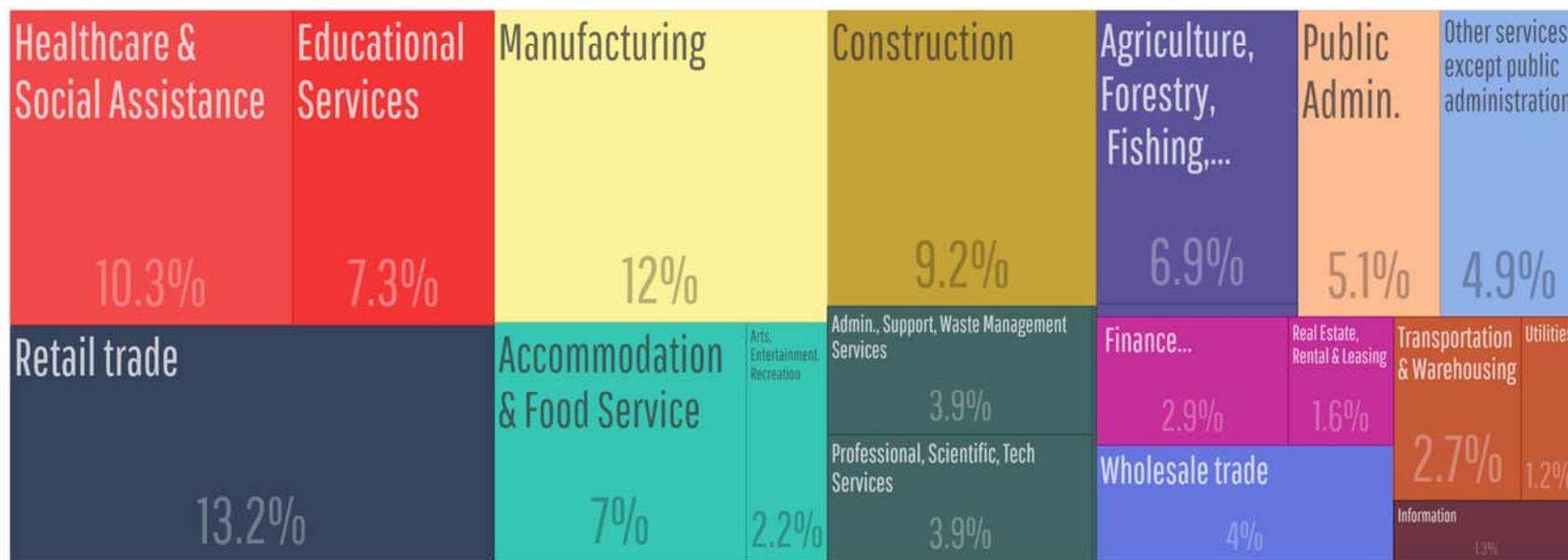


Figure 3-12 San Benito County Employment Industries by All San Benito County Residents (Includes Commuters) (2010-2015)

Source: American Community Survey, U.S. Census Bureau, 2013

As previously noted, 11,694 (≈49%) of San Benito residents travel outside the County for employment. The remaining 12,213 (≈51%) both live and work within the San Benito region. Another 4,490 people commute into the County each day for employment from other counties. Of the total San Benito County workforce,³ approximately 16,000 (69%) work in service industries (includes non-government and government services). Good producing accounts for 20 percent or 3,200 employees, which includes more specific industries, such as construction and manufacturing. The 1,800 farm employees constitute 11 percent of all employees, an indicator of counties heavily dependent on agriculture -- much higher than the average 2 percent for California as a whole.⁴

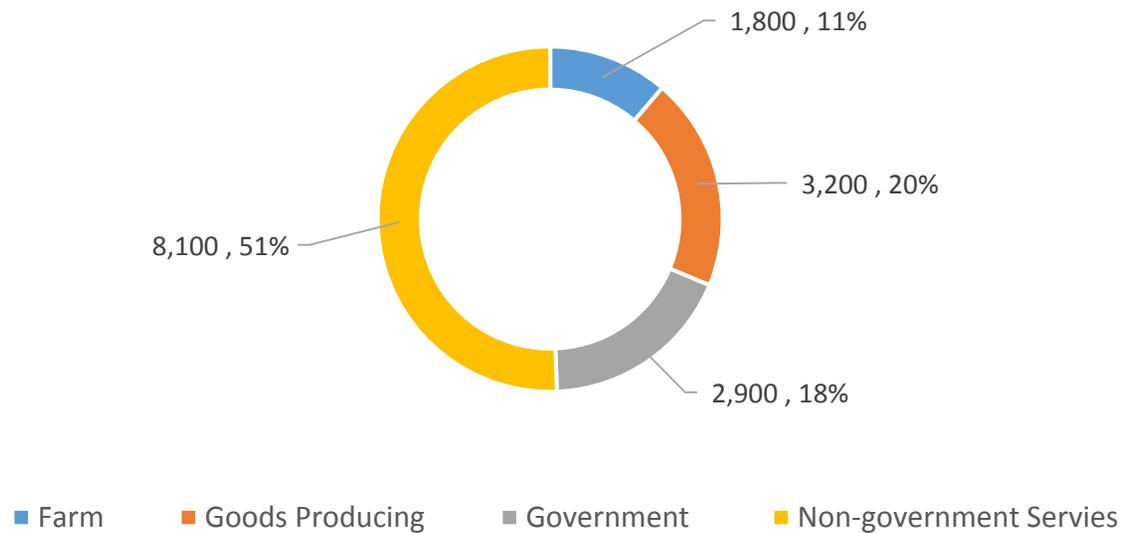


Figure 3-13 Employment Industries by those Employed in San Benito County, Regardless of Place of Residency (2010-2015)
 Source: California Employment Development Department

³ Includes those employed in San Benito County, regardless of place of residency (people that live and work in San Benito County and those commuting into San Benito County for employment from other counties).

⁴ San Benito County Economic Development Corporation, 2017 - 2022 Comprehensive Economic Development Strategy (CEDS)

As previously noted, the number of workers residing in the San Benito region continue to exceed the number of employment opportunities available locally– resulting in a high percent of commuters traveling out of the county for employment.

In San Benito County, the *drove alone* choice had the highest number of all the travel modes with 19,759 travelers per day (78.1%), followed by carpoolers with 3,691 (14.6%) and those working from home at 882 (3.5%). The walking mode has 395 commuters per day (1.5%), public transit mode has 193 commuters (0.8%). The bicycle mode has 192 commuters per day or 0.8% of all modes. Lastly, those traveling by motorcycle and by other means had a combined total of 189 commuting (0.7%).

As noted, almost 80 percent of San Benito County residents are traveling alone as their preferred mode of transportation. Single-occupancy vehicles and limited capacity infrastructure are a significant contributor to congestion within the region.

The preferred transportation choice selected by these commuters also impacts the network as a whole. This data is supported by the preferred means of travel, referred to as mode choice, which may be by private automobile, public transit, walking, bicycling, or other means.



In a peer comparison, Figure 3-14, with Tuolumne (pop. 54,079) and Calaveras (pop. 44,767) Counties, San Benito County's "drove alone" mode choice ranked comparable. However, when compared with larger populated Counties, such as Yolo (pop. 207,320) and Santa Cruz (pop. 274,146), San Benito County had a higher percent of commuters driving alone.

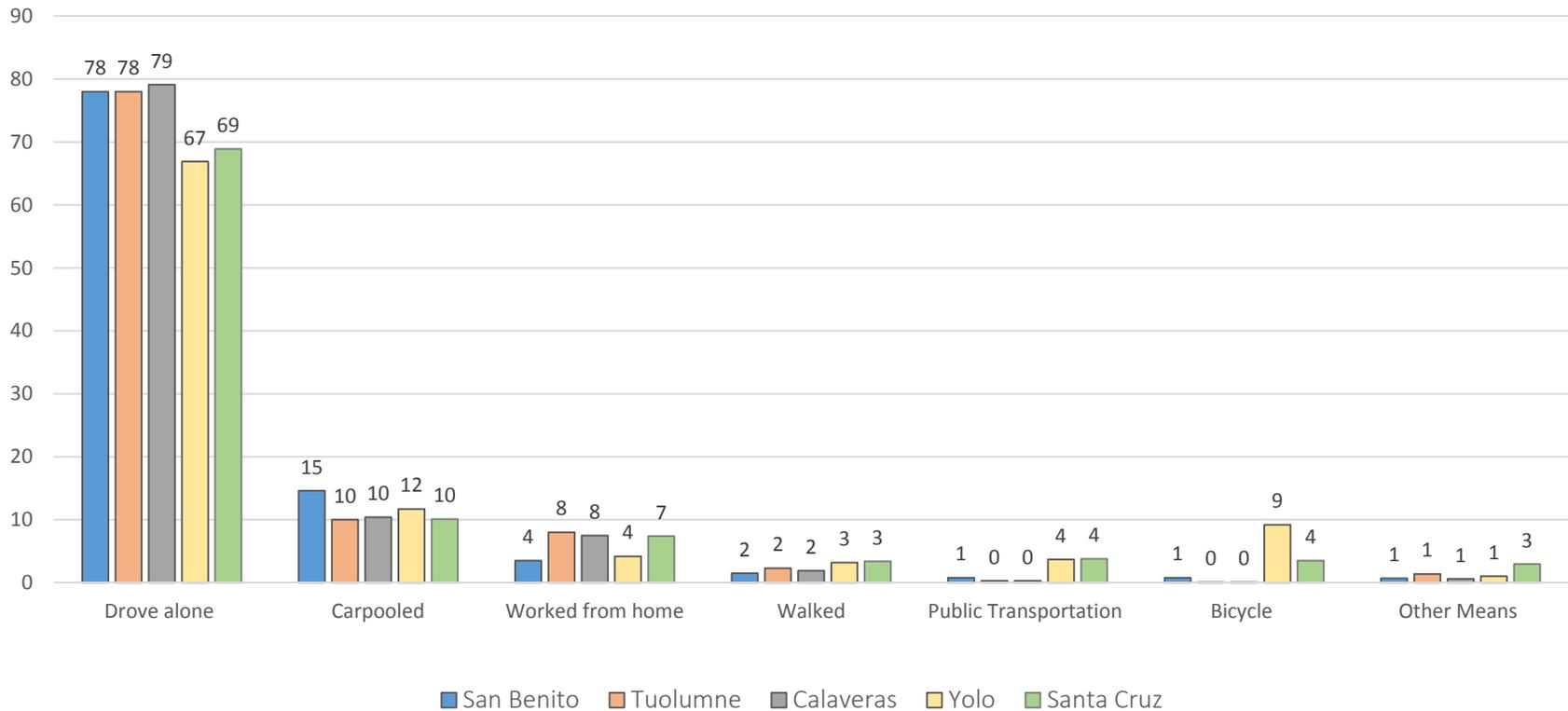


Figure 3-14 Mode Choice Peer Comparison by Percent

Source: U.S. Census Bureau, 2011-2015 American Community Survey

The continued reliance on single occupant vehicles, congested highways, and the limited availability of alternative modes of travel adds to the congestion during peak commute times. Within the San Benito region, the majority of all workers, 46 percent, travel between 6:00 a.m. and 8:00 a.m.⁵ Another 13.9 percent commute between 5:00 a.m. and 6:00 a.m.

Additionally, 70 percent of all San Benito workers travel more than 15 minutes to work, as noted in Figure 3-15. This data is notable because most travel at the same time of day on the same roads and highways – exceeding road capacity. These workers also have a longer average commute time, 30.7 minutes, than the national average of 24.8 minutes⁶. Moreover, six percent of the workforce in San Benito County have “super commutes” in excess of 90 minutes, which is higher than the national average of 2.62%.⁷

Increased traffic has adverse impacts on San Benito County’s regional transportation system, causing a strain on the existing infrastructure and available funding resources. Accessibility to the transportation network goes beyond utilitarian trips to and from work. Providing people access to various destinations such as education, medical care, shopping, recreation or other activities is essential to one’s daily needs.

<i>Travel Time to Work</i>	
Less than 10 minutes	16.8%
10 to 14 minutes	13.0%
15 to 19 minutes	9.8%
20 to 24 minutes	8.8%
25 to 29 minutes	4.5%
30 to 34 minutes	9.0%
35 to 44 minutes	7.3%
45 to 59 minutes	13.1%
60 or more minutes	17.6%

Figure 3-15 San Benito Travel Time to Work
Source: U.S. Census Bureau, 2011-2015 American Community Survey



⁵ U.S. Census Bureau, 2011-2015 American Community Survey

⁶ U.S. Census Bureau, 2015

⁷ U.S. Census Bureau, 2015

RECREATIONAL TRAVEL

The San Benito region is home to several popular tourist destinations. San Benito County residents and visitors enjoy world-class recreation, sports and cultural amenities within the County as well as within a 45 mile radius. There are a number of regional educational facilities, public libraries and recreational activities close by.

Pinnacles National Park, known for hiking, rock climbing, home to California Condors, camping and picnic grounds, is located in southern San Benito County. According to the Economic Development Corporation of San Benito County, over 200,000 people visit the park every year. Between 2014 and 2015, there was a five percent increase in Pinnacles National Park visitors. The primary access to the Pinnacles National Park is the southern segment of SR 25.

Hollister Hills State Vehicular Recreation Area is another tourist attraction that offers 24 trail miles for 4-wheel drive recreational vehicles and 128 trail miles for motorcycle and all-terrain vehicles (ATV). The 2015 number of visitors reached 101,273, and increased to 119,423 in 2016. The primary access to the recreation area is through San Benito County local roads.

Bicyclists, bird watchers and nature lovers also venture out on the many winding local roads or choose the canyon trek to Fremont Peak State Park with its magnificent vistas to Monterey Bay and observatory star gazing opportunities.

Another major recreation facility in San Benito County includes the San Juan Bautista Mission. The region relies on tourism to the Mission as a major industry, and tourist traffic welcomed by downtown businesses. The 2015 number of visitors to the Mission were approximately 75,000 and increased to 77,000 in 2016 with motorists traveling to and from San Juan Bautista using SR 156.



GOODS MOVEMENT

Another source of traffic on San Benito roadways is goods movement. The majority of commodities in San Benito region are transported in and out of the county by truck, with a small portion transported by rail.

The Central Coast region, which includes San Benito, Monterey, Santa Cruz, San Luis Obispo, and Santa Barbara counties, is one of the most important agricultural production areas in the country and is known for its fresh produce. The region's industries include agriculture, manufacturing, food processing, and other freight-related business clusters which are critical to the region's economy. Growth in Central Coast population centers related to the region's proximity to the Silicon Valley in the north and the Los Angeles Metro area in the south has resulted in increased demand for products shipped via freight modes concurrently with an increase in demand for Central Coast products from outside of the region. The Central Coast relies on many transportation arteries for the region and the area's major truck routes.



Within the San Benito region, there are several key goods movement highways, including U.S. 101, SR 156 and SR 129. U.S. 101 is used to access freight to transport commerce on the Monterey Peninsula and points north and south. In 2013, the location with the highest absolute number of trucks was in San Benito County at the junction of U.S. 101 and Route 156 East, with 22,000 average daily trucks. The highest percent of trucks was at the junction of U.S. 101 and Route 129 in San Benito County where 27.8 percent of all traffic was a truck.

Trucking

The transportation system in the San Benito region is typical of many rural counties. Private automobiles are the primary mode of moving people and trucks are the primary mode of moving goods.

Goods movement-dependent industries represent a significant portion of the region’s economy. Figure 3-16 lists the employment in goods movement-dependent industries in the San Benito region. Data shows that 40.5 percent of San Benito jobs are goods movement dependent. The retail trade industry employs the highest number of people. Manufacturing jobs are the second top employment sector, followed by construction.

Overall, the San Benito region goods movement system supports a vibrant economy, enabling commerce and development of new industries. The transport of these industry products generates also significant amount of truck traffic in and out of the County.



<i>San Benito Good Movement Dependent Industries</i>	<i>Jobs</i>	<i>%</i>
Construction	1,391	6.2%
Agriculture	1,182	5.3%
Manufacturing	2,848	12.7%
Retail trade	2,978	13.7%
Transportation & Warehousing	579	2.6%
Total	8,978	40.5%

Figure 3-16 Employment in Goods Movement Dependent Industries

Source: Bureau of Economic Analysis

While this traffic is largely confined to state highways, it also impacts local streets and rural roads not designed to handle large heavy trucks, creating conflicts with local traffic and adding to congestion. Seasonal trucking activity in the region is a challenge for farmers trying to get their produce to market. In addition to congestion the infrastructure is not adequate to handle large truck volumes and wear.

Figure 3-17 shows the top commodities for goods moving into, out of, and within the San Benito region in 2012 and 2040 (projection) by weight.

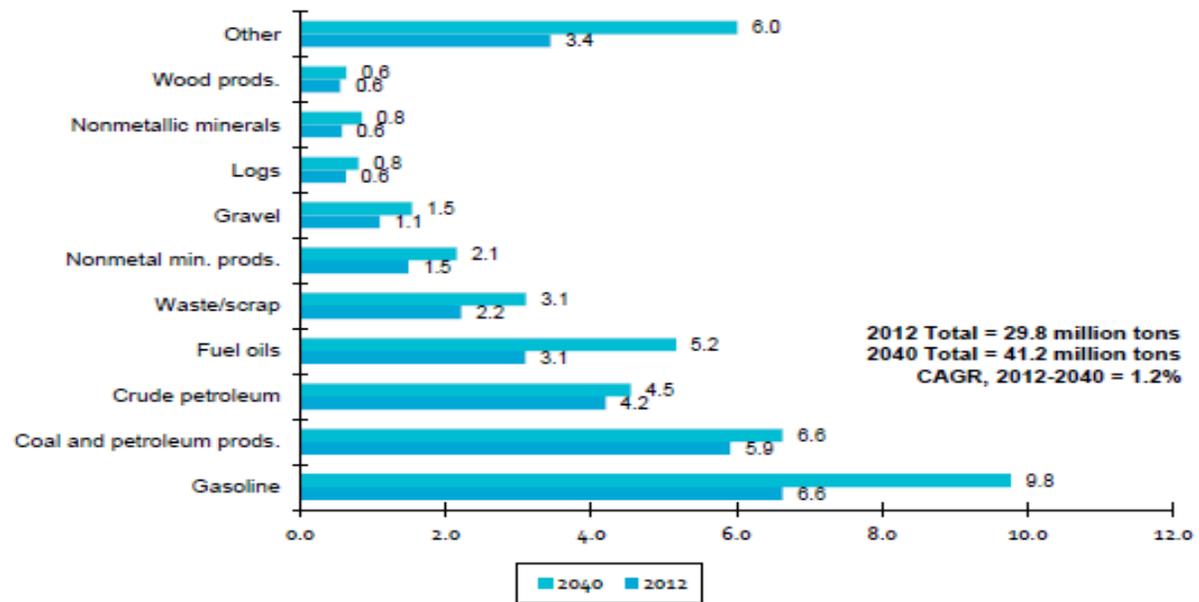
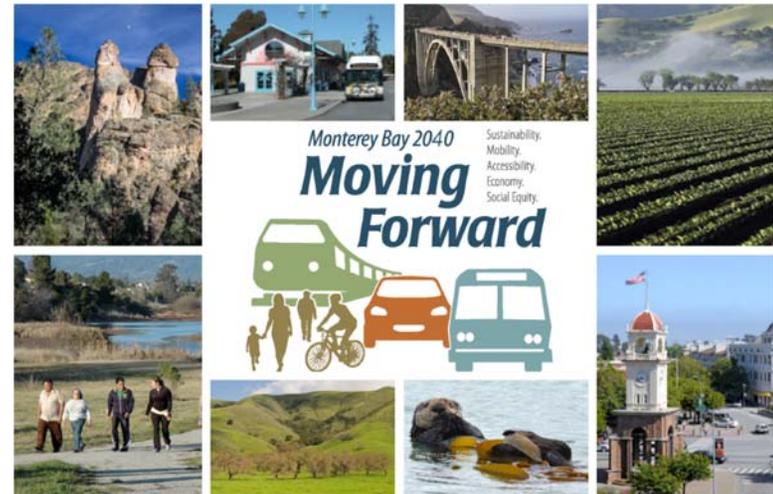


Figure 3-17: Freight Flows by Top Commodities by Tonnage, Millions of Tons
 Source: U.S. 101 Central Coast California Freight Strategies, 2016

TRANSPORTATION AND LAND USE CONNECTION

Never before have the linkages and interrelationships between the regional transportation system and commercial and residential land uses been more important. As the San Benito region transforms, locating employment opportunities where there is an increased potential for transit usage, as well as walking and biking opportunities, will become critical. This is supportive of a multimodal system, while also promoting mode alternatives to the single passenger car. Land use planning and transportation options will dictate how people travel within the San Benito region. Integrating the two will have a key role in shaping the region and in delivering social, economic, and environmental sustainability.



Ultimately, the San Benito Regional Transportation Plan aims at building a system that keeps pace with projected population, housing, employment growth. The gradual upswing in employment and housing will allow public agencies have more windows of opportunity to direct future development in urbanized areas and advance the sustainability goals of the Regional Transportation Plan and AMBAG’s Metropolitan Transportation Plan and its Sustainable Community Strategy.

In keeping with this interconnection between land use planning and transportation, the San Benito Regional Transportation Plan was developed in close coordination with AMBAG’s 2040 Metropolitan Transportation Plan and its Sustainable Communities Strategy.⁸ The Sustainable Community Strategy came about as a result of Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008. The bill requires the 18 MPO’s in California, which includes AMBAG, to reduce transportation related per capita greenhouse gas emissions through a coordinated land use and transportation plan. For example, the Plan identifies locations ideal for compact development with a focus on infill development, and access to travel options including transit and bike/pedestrian facilities.

⁸ AMBAG Website: <http://www.ambag.org/programs-services/planning/metro-transport-plan>

MAJOR GROWTH CORRIDORS

The Regional Transportation Plan also assesses projected land uses in the region and identifies major growth corridors in order to plan for future transportation infrastructure.

CITY OF HOLLISTER

The City of Hollister’s General Plan includes a Phasing Diagram that indicates the City's priorities for locating future growth, as illustrated in Figure 3-18.

The new residential areas include land northeast, south, east, and eventually northwest of the City respectively as the preferred progression of development. New employment growth is focused within the existing downtown, new retail gateways north and west of the downtown, and in the industrial park near the airport.

The City’s General Plan Circulation Element facilitates the orderly, efficient, and context sensitive expansion and development of Hollister's circulation systems in support of the Land Use Element, as illustrated in Figure 3-19.

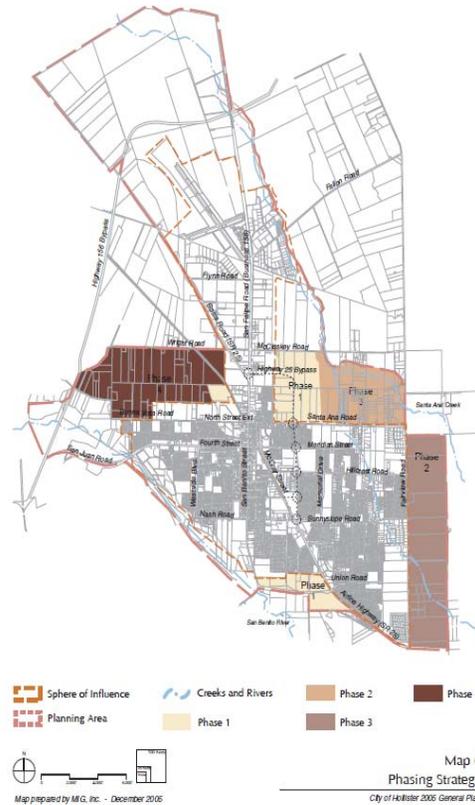


Figure 3-18 City of Hollister Phasing Strategy
Source: City of Hollister 2005 General Plan

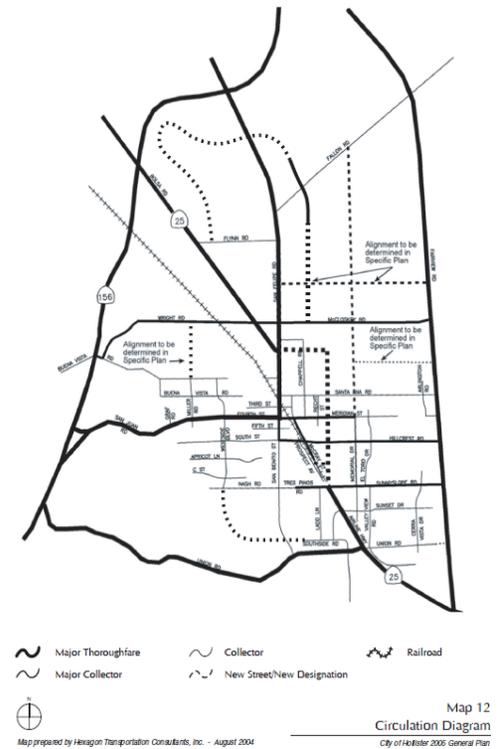


Figure 3-19 City of Hollister Circulation Diagram
Source: City of Hollister 2005 General Plan

CITY OF SAN JUAN BAUTISTA

The City of San Juan Bautista’s General Plan identifies a Clustered Growth Alternative, which focuses development on five key areas in the City. These areas were selected based on existing conditions, public opinion, and overall potential for creating accessible mixed-use areas.

The Clustered Growth Alternative arranges growth into central areas, placing retail, jobs, services, and recreation in walkable and bikeable distances. The major linear corridor encompasses four of the five clusters, where development is focused on the proposed Muckelemi Street Gateway leading into the redevelopment of the 3rd Street Downtown Corridor. South of the City, the fifth cluster creates higher density housing, more commercial and mixed-use land uses, and a linear park connecting Old San Juan-Hollister Road to the Downtown Corridor. The dotted clusters are featured in order to provide a vision for growth beyond 2035. The three key growth areas are illustrated in Figure 3-20.

The City of San Juan Bautista’s Circulation Element has a critical impact on land use patterns, economic development, public health, and social interaction. A balanced multimodal system encourages compact land use, efficiency of access, commercial development, and increased physical activity, as illustrated in Figure 3-21.

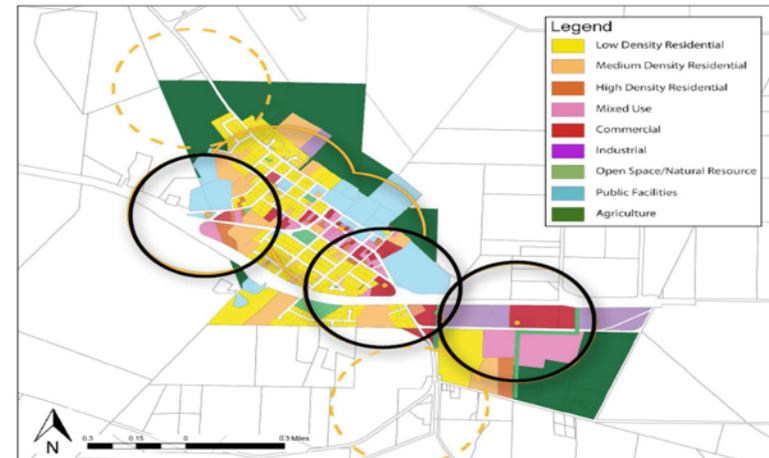


Figure 3-20 Clustered Development Key Growth Areas

Source: City of San Juan Bautista 2035 General Plan

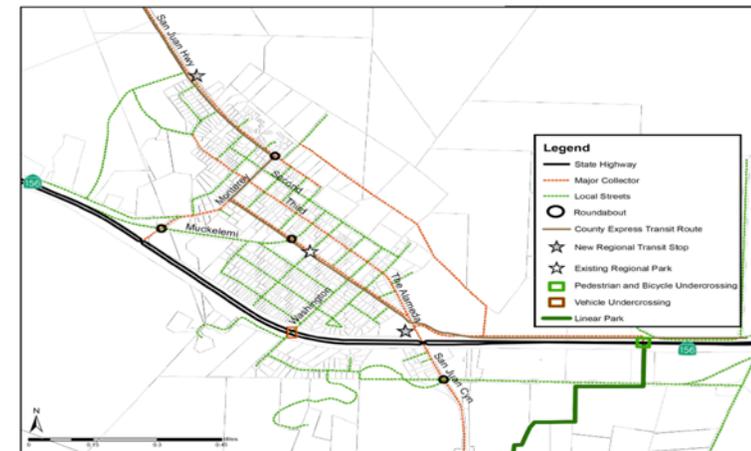


Figure 3-21 Preferred Growth Scenario, Circulation Map

Source: City of San Juan Bautista 2035 General Plan

COUNTY OF SAN BENITO

As noted in the County of San Benito’s General Plan, Figure 3-22, the County will focus future development in areas around cities where infrastructure and public services are available, within existing unincorporated communities, and within a limited number of new communities, provided they meet the goals of the General Plan and demonstrate a fiscally neutral or positive impact on the County and any special districts that provide services to the project.

The Circulation Element of the General Plan provides the framework for decisions in unincorporated San Benito County concerning the countywide transportation system. While the Circulation Element strives to encourage a multi-modal transportation system that serves the mobility needs of all residents, it also reflects the rural nature of the County. Policies encourage public transit and pedestrian and bicycle facility improvements in appropriate areas of the County where they will be most beneficial for linking residents to work, shopping, and leisure destinations. In rural areas of the County, policies in this Element encourage an efficient and economical transportation system to move goods for the agricultural and manufacturing industries.

The Circulation Element supports existing and proposed development under the Land Use Diagram for the General Plan horizon year of 2035, as illustrated in Figure 3-23. Circulation Elements play a critical role in how people travel and by what transportation mode.

The next chapter, Chapter 4, provides a snapshot of the existing transportation network and its system needs.

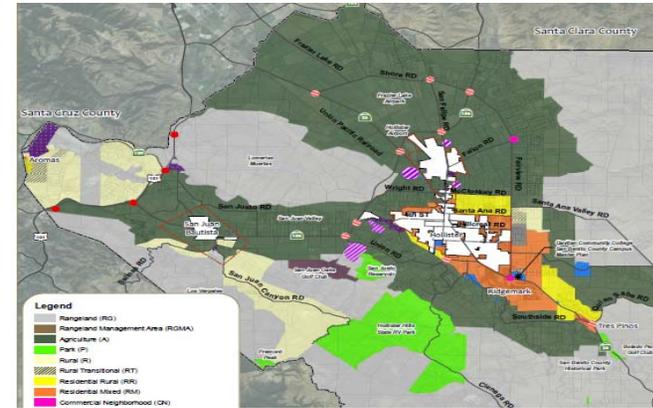


Figure 3-22 Specific Area Plan, County of San Benito
Source: 2023 City of Hollister General Plan



Figure 3-23 Circulation Diagram, County of San Benito
Source: 2035 San Benito County General Plan

RTP 2040

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



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

Chapter 4 Snapshot of the Existing Transportation Network and System Needs

The strength of the San Benito region's multi-modal transportation network lies in its vast network of roads, highways, bus routes, sidewalks, bicycle lanes, and airports. This chapter provides a snapshot of the existing facilities that make up San Benito County's multi-modal transportation network. Cities, counties, regional agencies, transit agencies, and the State of California have ownership and operating responsibility for the various parts of the system.

This chapter also discusses the San Benito region's financial and system needs for all existing transportation modes. Ultimately, those needs reflect the priorities of the region's residents, businesses, and Cities and County over the next 22-years. The needs assessment was prepared in a way that would support the future infrastructure improvements recommended in Chapter 6: Investments in our Transportation Future.



Over the next 22-years, the San Benito Regional Transportation Plan identifies a transportation system need of over \$1.8 billion in projects across all modes, as illustrated in Figure 4-1 (Appendix A).

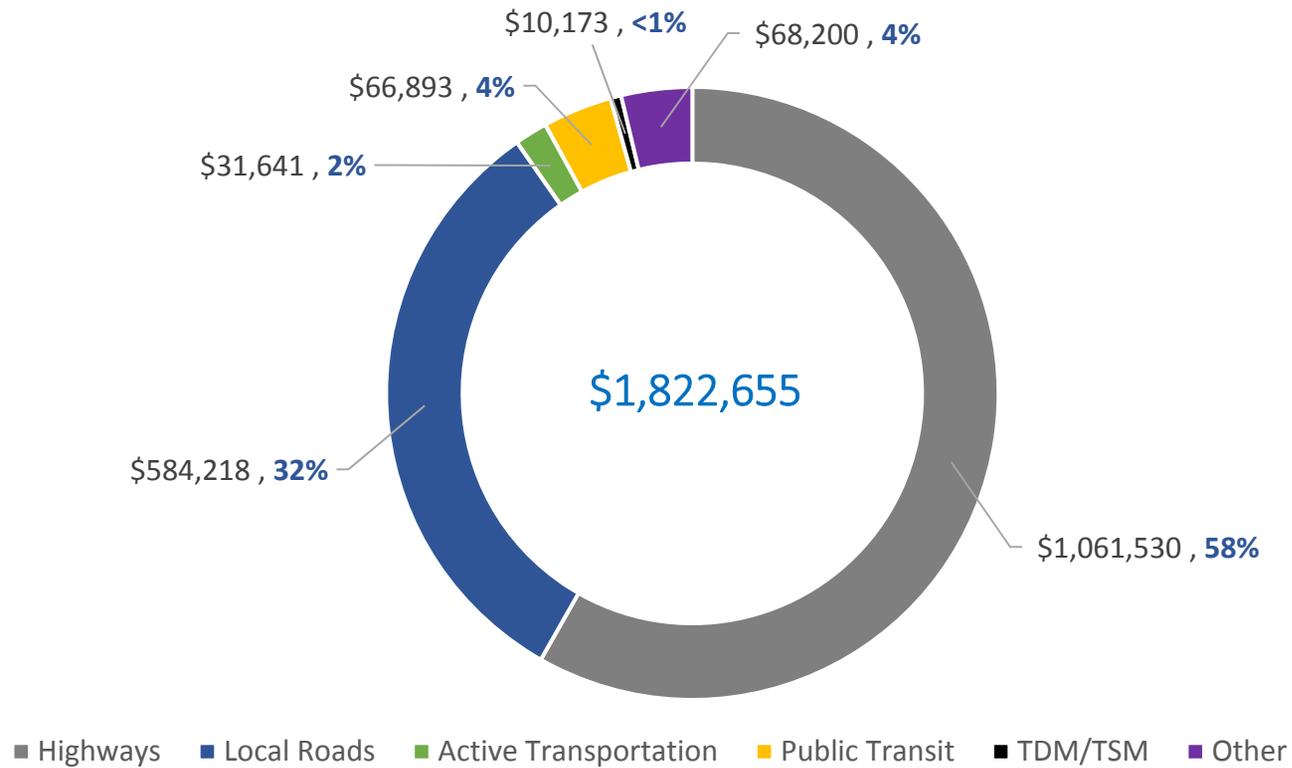


Figure 4-1, 22-Year Transportation Project Costs by Mode (000s)

Source: Council of San Benito County Governments

A summary of San Benito region’s existing transportation network and system needs, by mode, are identified in the following section.

FEDERAL AND STATE HIGHWAYS

The overall funding need for the San Benito regional highway system exceeds \$1 billion over the next 22-years.

The San Benito region includes several highways that connect people between several counties, including: Monterey, Santa Cruz, Santa Clara Merced and beyond. The Federal U.S. Bureau of Land Management and the National Park Service maintain a combined 34.47 centerline miles within the County.¹ The State of California’s highway system extends over 89.43 maintained miles within San Benito County.²

The California Department of Transportation (Caltrans) maintains one federal and four state highways, which include routes U.S. 101, SR 25, SR 129, SR 146, and SR 156. With the exception of U.S. 101, the highways in San Benito County are primarily two-lane conventional highways. Caltrans also implements highway maintenance and safety projects.

While safety is a top priority for Caltrans, congestion on the highway system is a longstanding issue in the State. In 2013, the California Department of Transportation conducted a National Household Travel Survey to obtain insight on the top transportation concerns of California residents. The price of travel was the primary concern with 29% of the participants. This is not surprising, as in most cases, transportation costs are typically the second or third largest expense in a family budget.



Figure 4-2: California State Highway System
Source: California Department of Transportation

¹ California Public Road Data 2015

² California Public Road Data 2015

The second chief concern of those surveyed, 20%, was congestion on the highway system.³ Those sentiments were echoed by San Benito residents in a survey conducted by the Council of Governments in 2018. The Council of Governments conducted a bilingual transportation telephone and email survey of San Benito County voters. The purpose of the survey was to obtain insight on the transportation priorities of the community and to acquire insight as to whether a transportation sales tax proposal would be supported for the November 2018 election.

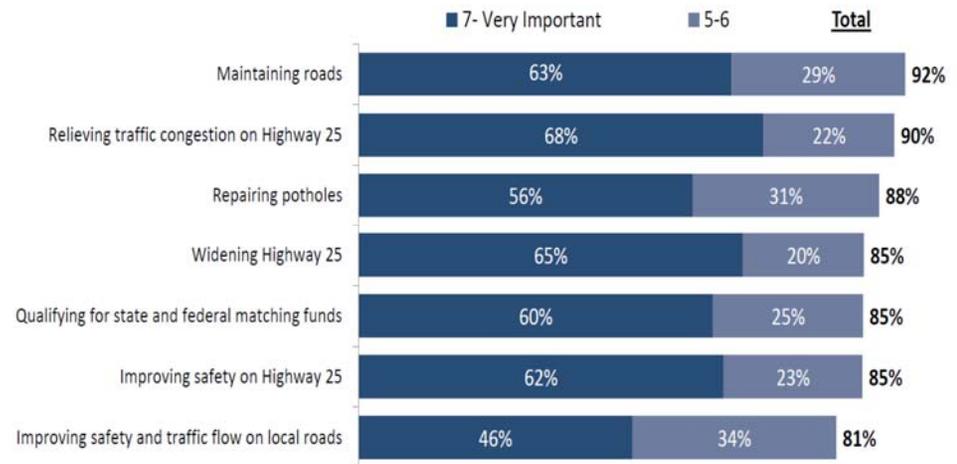


Figure 4-3: Transportation Telephone Survey of San Benito County Voters

Source: EMC Research, 2016

Of those surveyed, over 90% expressed relieving traffic congestion on SR 25 as a top priority for the region. This indicates that highway congestion remains a top concern for local residents traveling north of the County.

Measure P, a half-cent sales tax to fund local streets and road maintenance, capital projects and funding for the widening of Highway 25 project, fell short of the required two-thirds vote. The proposed levy would have brought in about \$240 million over 30 years to the San Benito region. The Council of Governments is reassessing a transportation sales tax proposal for the November 2018 election.

Funding inadequacies continue to be a challenge facing the San Benito highway system. These financial shortfalls have led to a backlog of capacity, maintenance, operations and rehabilitation projects. Highway projects can be expensive, especially compared to the region’s share of federal, state, and local funds.

A summary of San Benito’s existing highway investments, by project, are discussed in the following section.

³ 2040 California Transportation Plan

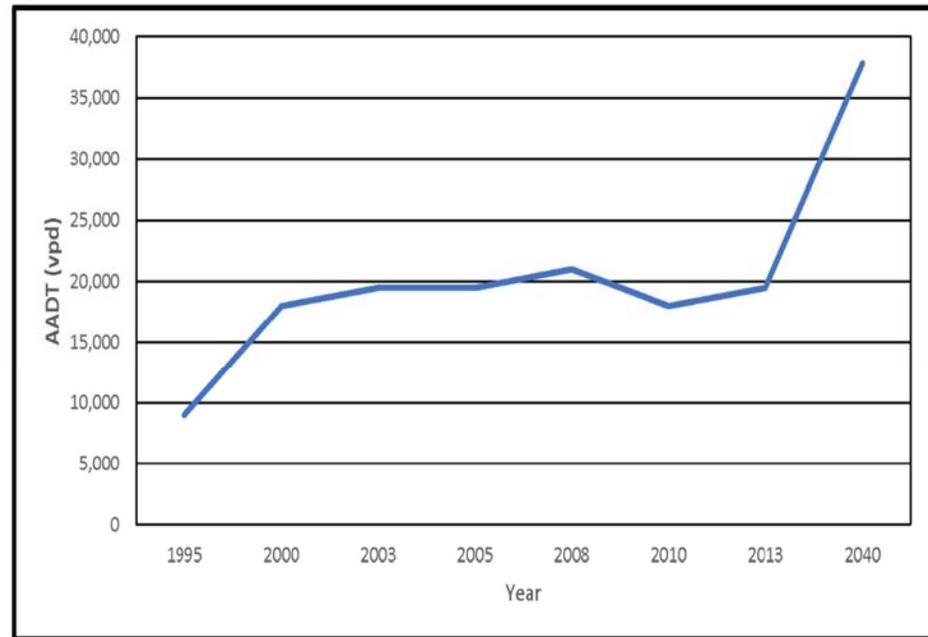
State Route 25

State Route (SR) 25 traverses the entire length of San Benito County for the south at the junction of SR 198 in Monterey County, north through Paicines, Tres Pinos, and Hollister to the northern county boundary near Gilroy, where it connects to U.S. 101. This primarily minor rural route functions as a two-lane conventional highway, with the exception of a short section in Hollister where there are three miles consisting of four and six lanes with access control. There are two creek crossings, two railroad crossings, and numerous local road and private driveway intersections.

SR 25 is a primary commuter route between Hollister to points north. Between 1998 and 2003, SR 25 experienced a high number of traffic accidents and fatalities along the corridor. Anecdotal evidence indicates that heavy peak-period traffic volumes impact parallel County roads including Frazer Lake Road.

Average daily traffic at the San Benito/Santa Clara County Line has more than doubled since the mid-1990's due to rapid population growth and commute trips, and is expected to double again by 2040.

Historical trends in daily two-way traffic volumes on SR 25 at the San Benito/Santa Clara County line are shown in Figure 4-4. Daily traffic volumes at this location have increased from 9,000 vehicles per day (vpd) in the mid-1990's to 19,500 vpd in 2013. By 2040, the volumes are forecast to increase to 37,800 vpd.⁴



Note: AADT – Annual Average Daily Traffic; vpd – vehicles per day

Source: Caltrans Traffic Data (<http://traffic-counts.dot.ca.gov/>); and Draft SR 25 Transportation Concept Report, dated 2016

Figure 4-4: Historical Daily 2-Way Traffic Volumes on SR 25 at County Line

⁴ Highway 25 Widening Design Alternatives Analysis Study, 2016

When traffic volumes exceed the capacity of a two-lane roadway, 100 percent of time is spent following other vehicles and average travel speeds of less than 30 mph.⁵ Commercial trucks and public transit vehicles travel through the area on SR 25 and are also subject to delays due to the congestion.

According to the latest Caltrans traffic data from 2014, truck traffic makes up about 6.5 percent of the total traffic on SR 25 near the US 101 junction. During peak commute hours, traffic becomes heavy, resulting in congestion. Traffic is often delayed by vehicles turning into and/or out of the numerous driveways and local roads, affecting the flow of the faster-moving vehicles. Conflicts between faster-moving vehicles and slower moving agricultural traffic occur during off-peak traffic hours. This segment of SR 25 is a conventional highway, so access to driveways is not limited. Between San Felipe Road and US 101 there are approximately 48 private driveways and 11 local road intersections along the SR 25 corridor. Several intersections do not currently have left-turn channelization lanes.



Figure 4-5 Highway 25 in San Benito County
Source: Council of San Benito County Governments

Over the last decade, the Council of Governments in coordination with Caltrans and various local government agencies, have implemented a series of projects, identified below, that address some of the needs of travelers using SR 25.

- **Highway 25 Bypass - Constructed**

The Measure A Authority, a 1988 transportation sales tax measure, funded by the Council of Governments constructed the SR 25 Hollister Bypass, which opened to the public in February of 2009. The Bypass is a six and four-lane urban arterial with bicycle lanes that begins at the intersection of SR 25 at Sunnyslope Road and extends north intersecting East Park Street, Hillcrest Road,

⁵ Highway 25 Widening Design Alternatives Analysis Study, 2016

Meridian Street, and Santa Ana Road. The new facility continues north and then west to connect to San Felipe Road and SR 25. The new route is parallel to and to the east of Downtown Hollister.

In 2014, the Council of Governments worked in partnership with Caltrans to designate the Bypass as the official SR 25. The existing SR 25 that runs through Downtown Hollister was relinquished and is now a city owned street. The transfer of the Bypass to the State was made in May 2014.

- **Highway 25 Safety and Operational Enhancements Project – Constructed**

In 2010, the Council of Governments in partnership with Caltrans completed construction on SR 25 Safety and Operational Enhancements Project. The purpose of the SR 25 Safety and Operational Enhancements Project was to reduce the potential for cross centerline collisions by constructing a median barrier and consolidating private driveways. This project is located on SR 25 between San Felipe Road and Shore Road in San Benito County.

U.S. Highway 101

U.S. 101 passes through the northwestern portion of San Benito County for 7.5 miles and serves primarily interregional traffic. It is the main north/south route that Caltrans classified as a principal arterial and includes it as part of the Interregional Route System. San Benito County has designated the route as a Scenic Highway from the Monterey County line to SR 156, and is eligible for inclusion in the California Scenic Highway Program.

U.S. 101 in San Benito County starts as a four-lane expressway at the Monterey/San Benito County Line and changes to a four-lane freeway 1.6 miles north. The route continues as a four lane freeway to the Pajaro River Bridge at the San Benito/Santa Clara County Line. State Routes 156 and 129 intersect U.S. 101 in San Benito County. Caltrans has identified a route concept for U.S. 101 that is a six-lane freeway configuration, which is currently unfunded.

In 2013, the location in the County with the highest *absolute* number of trucks was at the junction of U.S. 101 and Route 156 East, with 22,000 average daily trucks. This location also was the highest when measured by trucks as a percent of total vehicle Average Annual Daily Trucks (AADT), at 22%. The high truck volumes at this location are due to a combination of agriculture activities in Monterey County, including transportation between coolers and shippers, as well as proximity to the Bay Area for trade.

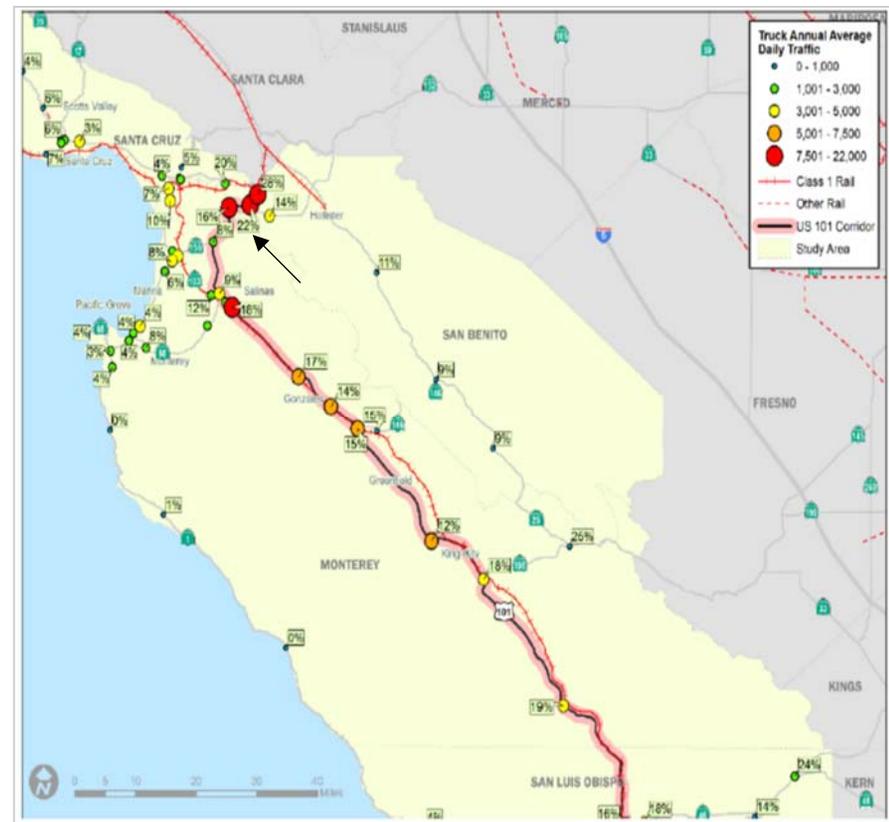


Figure 4-6 Truck Volumes and Percent Traffic that is Trucks on U.S. 101

Source: Caltrans data. Note: AADT stands for Average Annual Daily Traffic.

State Route 156

State Route 156 traverses northern San Benito County, from U.S. 101 (west of San Juan Bautista) through San Juan Bautista and Hollister to the San Benito/Santa Clara county line where it connects with SR 152. SR 156 is a four-lane expressway from U.S. 101 to San Juan Bautista, where it narrows into a conventional two-lane rural highway. In the Hollister area, SR 156 becomes a two-lane expressway, as it bypasses Hollister and maintains that configuration to the San Benito/Santa Clara County line. Near Hollister, the SR 156 Bypass continues north of the city limits.



Figure 4-7: SR 156 in San Benito County

Source: Benitolink

The corridor serves interregional traffic traveling east/west, including a substantial number of trucks during the week and recreational traffic between the Central Valley, Monterey Bay, and San Francisco Bay Area on the weekend. Caltrans classifies SR 156 as a rural minor arterial and includes it as part of the Interregional Road System and is a Focus Route. As such, the route has a high priority for completion to facility standards in order to handle higher volumes of interregional trip movements and connect all urban areas, goods movement gateways, and rural areas. It is also designated as a Federal Aid Primary Route and is part of the Freeway and Expressway System, although a large portion of the route is a conventional highway.

SR 156 is also a major corridor for residents of Hollister, San Juan Bautista, and San Benito County traveling to Monterey and Santa Clara Counties. While portions of the facility have been upgraded to handle increased demand, the segment between San Juan Bautista and Hollister remains a two-lane facility. With conflicts between commuters and agricultural operations, improving safety on this highway segment is a priority for Caltrans and San Benito policy makers.

According to the Caltrans Traffic and Vehicle Data Systems Unit and the 2008 traffic data, generally, for a two-way highway, truck traffic averages 13 to 15 percent of the total traffic volume. For this project, the average daily truck traffic is approximately 9.7 percent, with truck traffic averaging approximately 9 percent during peak-hour traffic between The Alameda (post mile 3.2) and Union Road (post mile 7.25).

Route capacity is measured in both traffic volume and quality of traffic flow. The average annual daily traffic count is the average number of vehicles that pass a given point within a 24-hour period. The Design Hourly Volume is defined as the one-hour vehicular volume in both directions of travel in the design year selected for highway design, which is usually 20 years following construction. Level of Service ranges from A to F, with a Level of Service A indicating free-flowing traffic and a Level of Service F indicating gridlock and stop-and-go conditions.

The existing two-lane conventional highway within the project limits is designed to handle a maximum of 20,000 vehicles each day. According to the Caltrans Historical Traffic Data, traffic volumes for the segment of State Route 156 between The Alameda and Union Road has increased on an average from 14,000 vehicles in the year 1992, to 20,300 vehicles in the year 2000, to its current average volume of 26,200 vehicles. Figure 4-8 shows the average annual daily traffic counts, the Design Hourly Volume, and Level of Service for this segment of the project for the year 2006. The estimated Traffic and Level of Service with, and without the project, are also shown for the years 2014 and 2034 (future conditions).

Caltrans’ future route concept for SR 156 is a four-lane access-controlled conventional highway from The Alameda to Union Road (west of Hollister), and a two-lane access-controlled conventional highway from Union Road to the San Benito/Santa Clara County Line. Caltrans and the Council of Governments secured funding for the San Benito Route 156 Improvement Project and is currently in the final design and right-of-way phases to widen SR 156 from The Alameda to Union Road. Construction on the Project is scheduled to start in 2020. Once constructed, the existing SR 156 will become a county road and will serve as access for residents living on the north side. A bicycle and pedestrian multi-use path is also proposed, connecting bicyclist traveling between Hollister and San Juan Bautista. SR 156 from the Monterey County line to the Santa Clara County line is eligible for inclusion in the California Scenic Highway Program.

Year	Design Hourly Volume	Average Annual Daily Traffic (number of Vehicles)	Level of Service
			Without Project
2006	2,400	26,200	E
2014	2,920	29,344	F
2034	4,221	37,531	F

Source: Caltrans Traffic Operations

Figure 4-8 Average Annual Daily Traffic and Level of Service with No Project

Source: San Benito Route 156 Improvement Project Final



State Route 129

As a two-lane conventional highway, SR 129 extends from Santa Cruz County into the northwestern portion of the County connecting to U.S 101 approximately 2.6 miles from the Santa Cruz/San Benito County Line. It provides access from SR 1, in Santa Cruz County to U.S. 101 for truck traffic generated by food processing plants in the Watsonville area and a sand and gravel quarry in southeastern Santa Cruz County. The route also serves agricultural production areas used by farm equipment and slow-moving trucks carrying farm produce. SR 129 provides access to Santa Cruz and Monterey County beaches.

Truck traffic originating from Santa Cruz County on SR 129 impacts San Juan Highway and San Justo Road, both of which are narrow two lane roads ill-equipped to handle heavy loads and large vehicles. Agricultural-related businesses located on San Juan Highway are generating much of this truck traffic, which impact the county's roads as trucks move through the area toward SR 156. In addition, Anzar High School, which is also located on San Juan Highway, generates motor vehicle traffic in the area during school hours. The route concept for SR 129 is a two-lane conventional highway with passing lanes where appropriate. The highest percent of trucks on the corridor was at the junction of U.S. 101 and Route 129 in San Benito County where 27.8 percent of all traffic was a truck.

State Route 146

SR 146, in San Benito County is a two-lane conventional highway used primarily to provide access from SR 25 to Pinnacles National Park. Caltrans classifies this route as a minor arterial. San Benito County has designated the route as a local Scenic Highway and the corridor has been identified as eligible for inclusion in the California Scenic Highway Program. SR 146 is expected to accommodate anticipated growth through the long-term 2040 forecast without major capacity improvements. The route concept for SR 146 is to maintain the corridor as a two-lane conventional highway. Caltrans is in the process of relinquishing SR 146 to the National Park Service.

SURFACE TRANSPORTATION ASSISTANCE ACT (STAA) TRUCK ROUTES

The highway system plays an integral part of the economy, providing households with access to jobs, education, markets and recreation activities and allowing business to conduct transactions. The federal and state highway systems are also central to the distribution of goods throughout the region.

Figure 4-9 illustrates the existing and proposed truck route network for the San Benito region. Trucks and commercial vehicles provide goods and essential services to residents every day.

Supporting Surface Transportation Assistance Act (STAA) truck routes helps provide adequate access, limited service interruptions, and congestion alleviation that bolster State and local economies.

In addition to the highway system, there is an extensive network of local roads that are maintained by the County of San Benito, City of Hollister and the City of San Juan Bautista, which are described in the following section.

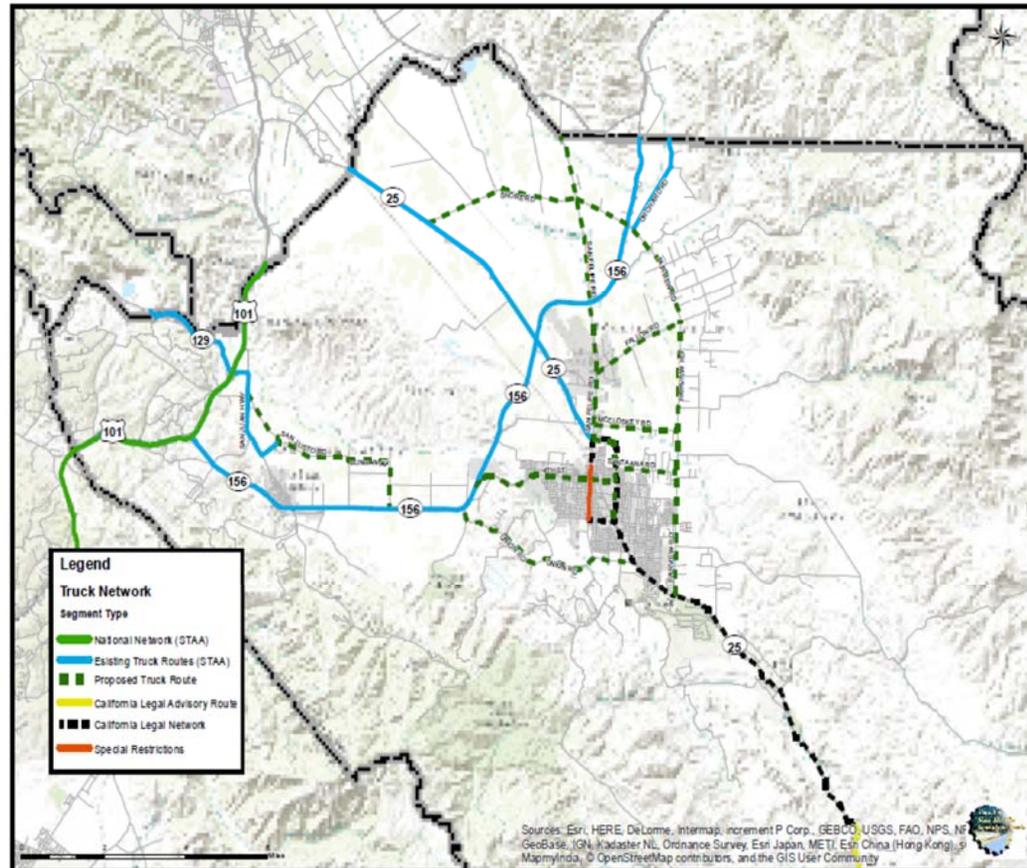


Figure 4-9: San Benito Existing and Proposed STAA Networks
Source: Council of Governments and California Department of Transportation

LOCAL STREETS AND ROADWAYS

The overall county-wide funding need for new local roads, rehabilitation and maintenance of the existing network exceeds \$584⁶ million over the next 22-years.

Local roadways are the backbone of the San Benito region’s economic well-being, they facilitate the movement of people and goods. The San Benito region’s network includes numerous county roads and city streets. The local network of roads that are maintained by the County of San Benito, and the Cities of Hollister and San Juan Bautista total 561.89 centerline miles Figure 4-10⁷.

San Benito local roads have seen an increase in traffic due to significant growth in the late 1990’s. Traffic congestion on rural roads in northern San Benito County has created delays at rural intersections. Within Hollister, many local and collector streets are being used for through travel.

Particularly, the regional highway system approaches capacity at peak times, traffic sets into secondary rural roads that are not equipped or designed to accommodate high volumes of commuter traffic.

Progressively, local streets and roads are moving towards a ‘Complete Streets’ approach – focusing on the movement of people, including non-drivers of all ages and abilities, and the variety of travel modes they may use.

San Benito County	•454.53 miles
City of Hollister	•98.59 miles
San Juan Bautista	•8.77 miles

Figure 4-10 Local Roads by San Benito County Jurisdiction
Source: Caltrans, 2015 Public Road Data

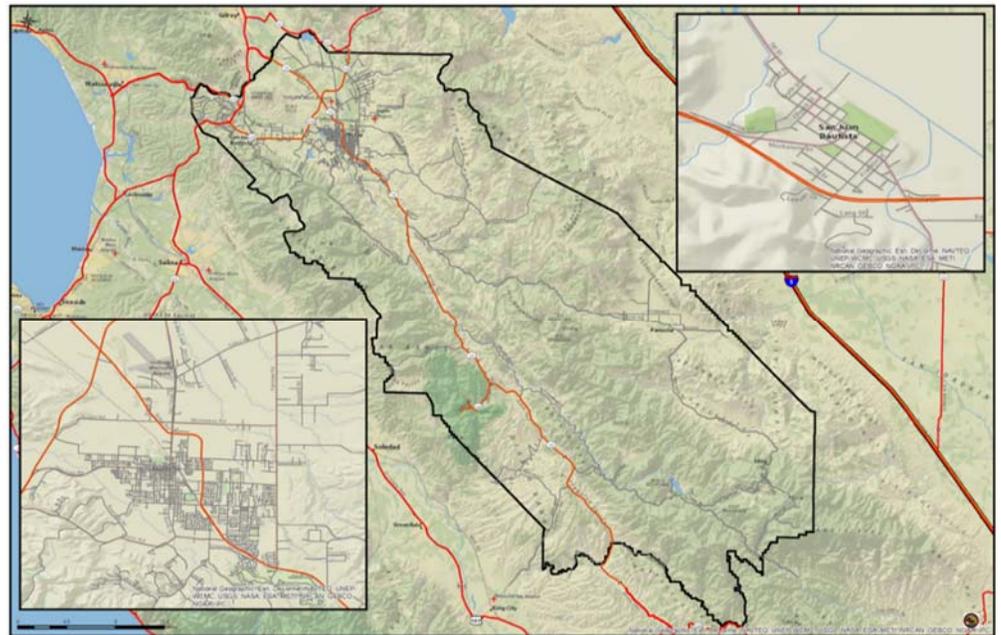


Figure 4-11 San Benito Regional Roadway Network
Source: San Benito County

⁶ Includes all roadway needs: construction of new local roads, rehabilitation and maintenance of the existing network

⁷ Source: Caltrans, 2015 Public Road Data

Local jurisdictions classify these facilities according to their function into one of following categories described below.

Arterials

Within urbanized areas, arterials provide access to major activity centers and accommodate pedestrian and bicycle use. Arterials usually have relatively high traffic volumes and travel speeds. Arterial streets have limited parking opportunities or parking is prohibited altogether.



Collectors

The collector street and road system primarily provides for vehicular, pedestrian, and bicycle movement between sub-areas within residential, commercial, and industrial neighborhoods.



Collector streets and roads usually have moderate traffic volumes and travel speeds, consistent with a moderate level of pedestrian and bicycle use. Collector streets typically have limited on-street parking opportunities.

Local Roads

The local street and road system primarily provides for vehicular, pedestrian, and bicycle movement. Moderate to high traffic volumes and low travel speeds are consistent with the highest level of pedestrian and bicycle use. Main streets have ample on-street parking opportunities for commercial use.

Private Roads

Private roads provide access from public roads to properties otherwise unconnected to the public road system. Private roads are also found in multi-family or condominium development projects. Usually, local jurisdictions require new private roads to meet the same standards as public roads, but in many cases older facilities do not meet minimum public standards. Private roads usually have low traffic volumes and travel speeds, and pedestrian and bicycling facilities are often missing.

REGABILITATION AND MAINTENANCE, PAVEMENT CONDITIONS

San Benito region’s network of roads is crumbling under the weight of decades of underinvestment due to funding deficiencies.

In 2016, the California Statewide Needs Assessment Project surveyed California’s 58 counties and 482 cities on the condition of local streets and roads infrastructure. It collected data on the amount and type of funding used to support the needs of pavement, essential component needs, and bridges.

According to the California Statewide Needs Assessment Project, on a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) has deteriorated from 66 to 65 (“at risk” category) between 2014 and 2016. Moreover, 52 of 58 counties are either at risk or have “poor” pavements.

As shown in Figure 4-12, the San Benito region ranked one of seven counties in the State of California to have an average pavement condition is less than 49, significantly worse than the statewide average.⁸ The countywide average pavement condition index in San Benito is 46.

The San Benito region has a combined pavement rehabilitation and maintenance need of over \$350 million. Figure 4-13 illustrates San Benito’s financial need when compared to the needs of the rest of the State of California.



Figure 4-12 Pavement Conditions Index
Source: Statewide Needs Assessment, 2016

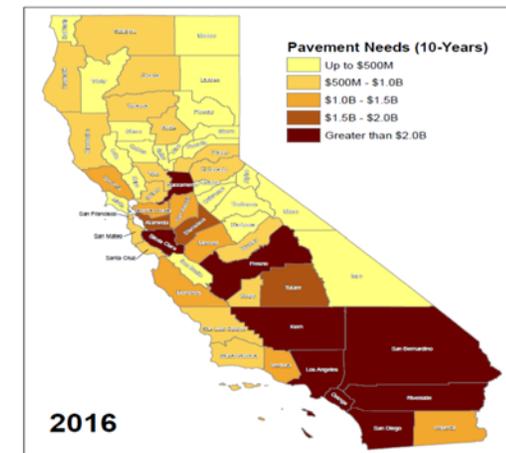


Figure 4-13 Pavement Conditions Index
Source: Statewide Needs Assessment, 2016

⁸ 2016 California Statewide Needs Assessment Project

The breakdown of existing roadway rehabilitation and maintenance needs by San Benito jurisdiction is illustrated in Figure 4-14. The City of San Juan Bautista’s maintenance needs totals \$1.9 million over the next 22-years and is fully funded as discussed in the next chapter. The maintenance needs for the County of San Benito jurisdiction totals \$221 million over the same 22-year timeframe. The City of Hollister’s maintenance need exceeds \$126 million.

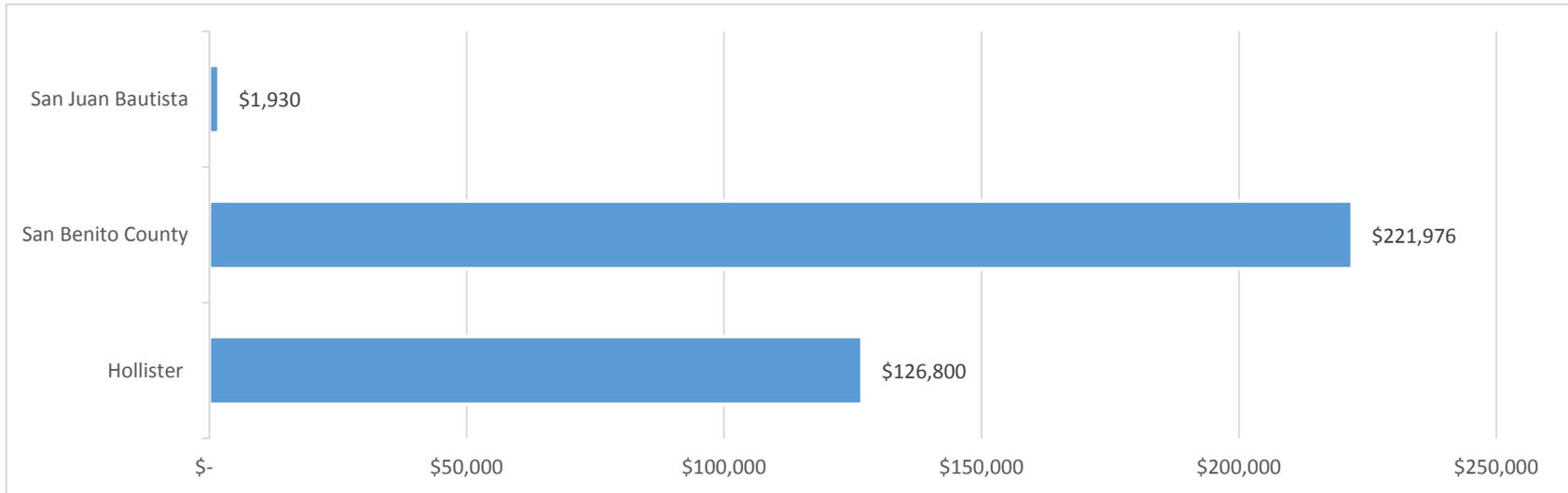


Figure 4-14, 22-Year Pavement Rehabilitation and Maintenance Needs (000s)

Source: City of Hollister, City of San Juan Bautista and County of San Benito

The shortage of funding in the County and City of Hollister has significantly impacted the ability to provide adequate rehabilitation and maintenance of the existing roadway system, which also impacts the overall multi-modal transportation system. The Regional Transportation Plan’s approach to addressing the San Benito region’s local road rehabilitation and maintenance needs are address in Chapter 6: Investments in Our Transportation Future.

ACTIVE TRANSPORTATION

The overall funding need for the San Benito regional bicycle and pedestrian system exceeds \$31 million over the next 22-years. Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling.

PUBLIC HEALTH BENEFITS

The benefits of Active Transportation have significant co-benefits for health. Projects such as bikeways or streetscape features encourage public health by developing active communities, resulting in lower healthcare costs. More recently the understanding of the relationship of transportation and health has been expanding to include a much broader range of community needs. One fundamental example is the way in which transportation can encourage physical activity, such as walking and biking, often referred to as active transportation. There is a demonstrated relationship between increased physical activity and a wide range of health benefits. Especially, considering that on a national, state and local level, people are leading increasingly sedentary lives.

According to the 2011-2012 California Health Interview Survey (CHIS), only 18.2% of children in San Benito County age 5-17 reported engaging in regular physical activity in the last week (with a State rate of 20.8%) and 25.3% of adults engaged in regular walking in the past week (with a State rate of 33.3%). Lack of physical activity among young people, adults, and seniors is an increasing problem from a public health perspective. The 2011-2012 CHIS found that 57.9% of children in San Benito County age 12-17 were overweight or obese (with a State rate of 32.4%) and 41.2% of adults are obese (with a State rate of 24.8%). The survey also found that 29.2% of adults reported having fair to poor health (with a State rate of 19.4%), 17.5% have been diagnosed with diabetes (with a State rate of 8.4%), and 32.3% have been diagnosed with high blood pressure (with a State rate of 27.3%). Over the years, the Council of Governments has made strides to make active transportation a fundamental part of the overall transportation system in San Benito County.



Figure 4-15, Healthy San Benito Initiative Report Priority Outcomes, 2014

Source: San Benito County Health & Human Services Agency

ACTIVE TRANSPORTATION PLANNING

Improving transportation infrastructure in ways that encourages walking and cycling is one of several effective ways to improve physical activity, decrease traffic collisions, and improve one’s health status. But, transportation planning also has a tremendous impact on community health, safety, and neighborhood cohesion. For instance, health-focused transportation plans can help reduce the rate of injuries and fatalities from collisions. Some research suggests that there is a multiplier effect: when streets are designed to safely accommodate walking and biking, more people do so, and as more people walk and bike the rate of collisions actually goes down as pedestrians and bicyclists become more visible to motorists.

In addition, more people out walking and biking in a neighborhood has an important public safety benefit, as it means there are more “eyes on the street” to deter criminal activity. Taking this a step further, studies have shown that people who live in neighborhoods with less traffic and higher rates of walking, bicycling, and transit use know more of their neighbors, visit their neighbor’s homes more often, and are less fearful of their neighbors. When streets are inhospitable to pedestrians and bicyclists, residents don’t feel safe walking or biking to nearby transit and their ability to access regional educational and employment opportunities is hampered. In short, improving traffic safety results in better public health beyond simply reduced injuries and fatalities.

In May 2009, the Council of Governments adopted the San Benito County Bikeway and Pedestrian Master Plan. The Plan provides a blueprint for making active transportation an integral part of the daily life in the San Benito region. The Plan proposes 140.16 miles of designated trails, lanes, and routes that can be used to conveniently access major employers, shopping centers, and schools throughout the San Benito region. The goals of the Bikeway and Pedestrian Plan are consistent with the system goals of the Regional Transportation Plan. The San Benito County Bikeway and Pedestrian Master Plan is significantly important when nearly 33% of the San Benito Countywide population is under the age of 18 and generally would not have access to a vehicle for personal use.⁹

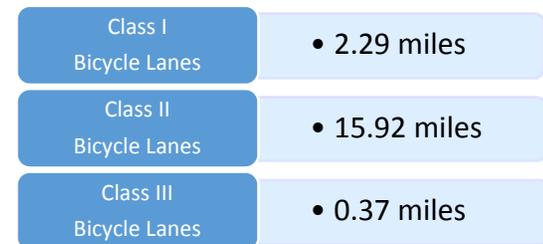


Figure 4-16 Bicycle Lanes in San Benito County

Source: San Benito Bikeway & Pedestrian Master Plan

The San Benito region is also making local strides to include bicycle and pedestrian facilities in all roadway projects, when feasible.

⁹ City of Hollister Downtown Strategic Plan, 2007

The California Department of Transportation (Caltrans) also recently, in 2017, developed the first statewide policy-plan, Towards an Active California: State Bicycle and Pedestrian Plan, to support Active Transportation travel by bicyclists and pedestrians through objectives, strategies, and actions. This direction continues support for the recent trend of increasing bicycle and pedestrian travel in the state and strengthens the connection between transportation, environmental sustainability, and public health.

BICYCLING FACILITIES

Like many rural communities throughout the United States the San Benito region is experiencing resurgence in bicycling as a means of transportation. The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, energy-efficient, versatile, healthy, and fun. Bicycles offer low-cost mobility to the non-driving public and offer recreational activity for people of all ages. Recent national and local surveys find that more people are willing to bicycle more frequently if better facilities are available.

As illustrated in Figure 4-16, the bicycle network in the San Benito region is modest and consists of 13.21 miles. There are approximately 2 miles of Class I bike lanes and 15 miles of Class II. Existing Class I bike lanes often parallel arterial roadways. Existing Class II bike lanes are on urban roadways, often on arterial streets. There are no existing Class IV bike routes in the region. Figure 4-17 illustrates examples of the primary bike lane classifications. Figure 4-18 depicts the current and proposed bicycle lanes.

Progress is being made at the local level to incorporate active transportation supportive facilities in a proactive manner as opposed to reactive. As development occurs, future bicycle connections are being incorporated as part of roadway network in an effort to integrate Complete Street concepts. The Complete Streets movement aims to develop integrated, connected networks of streets that are safe and accessible for all people, regardless of age, ability, income, ethnicity, or chosen mode of travel. Complete Streets makes active transportation, such as walking and bicycling convenient and economically viable as well as provide increased access to employment centers, commerce, and educational institutions.

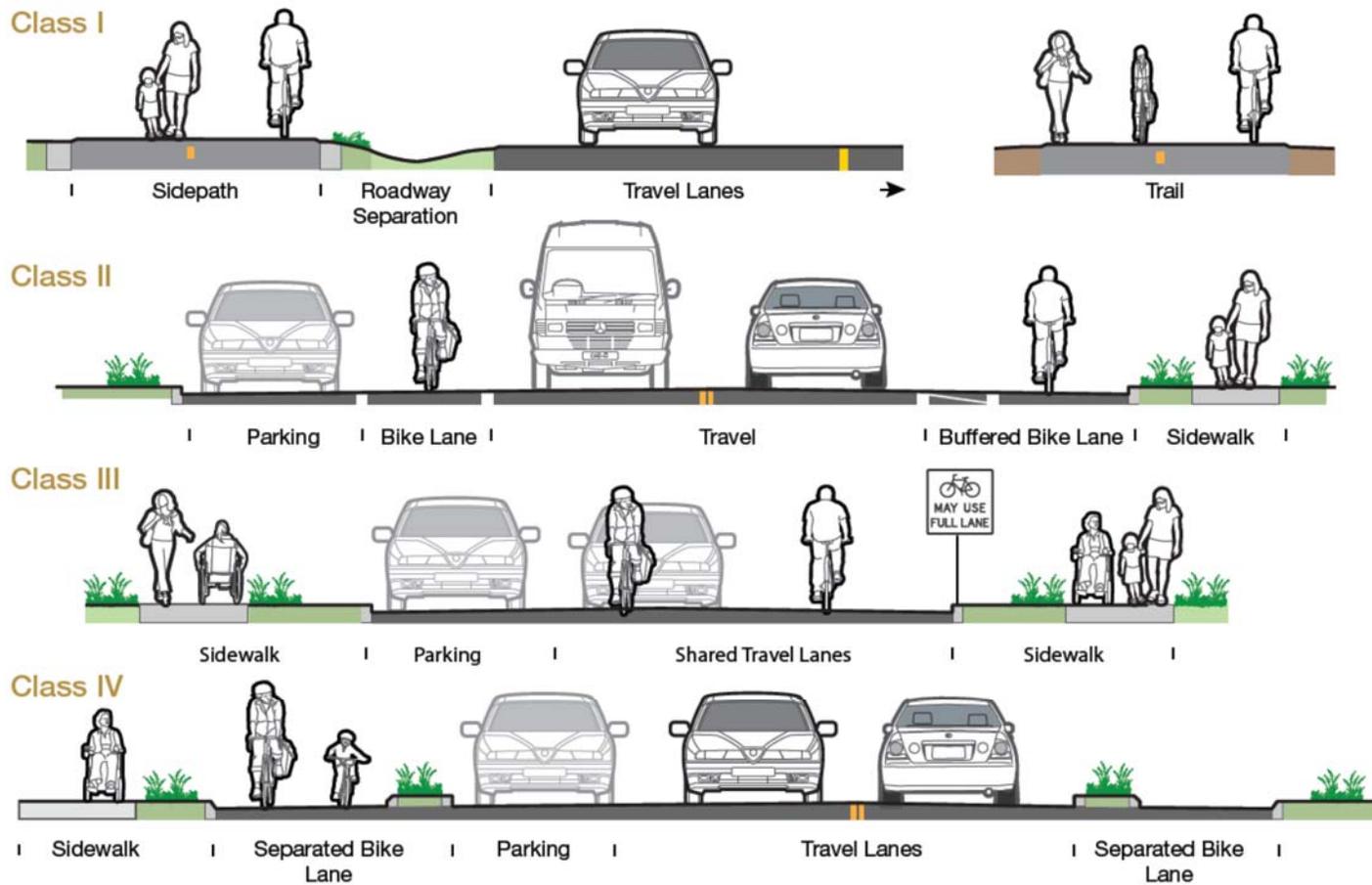


Figure 4-17 Caltrans Bicycle Facility Classifications
 Source: California Bicycle and Pedestrian Plan, 2017

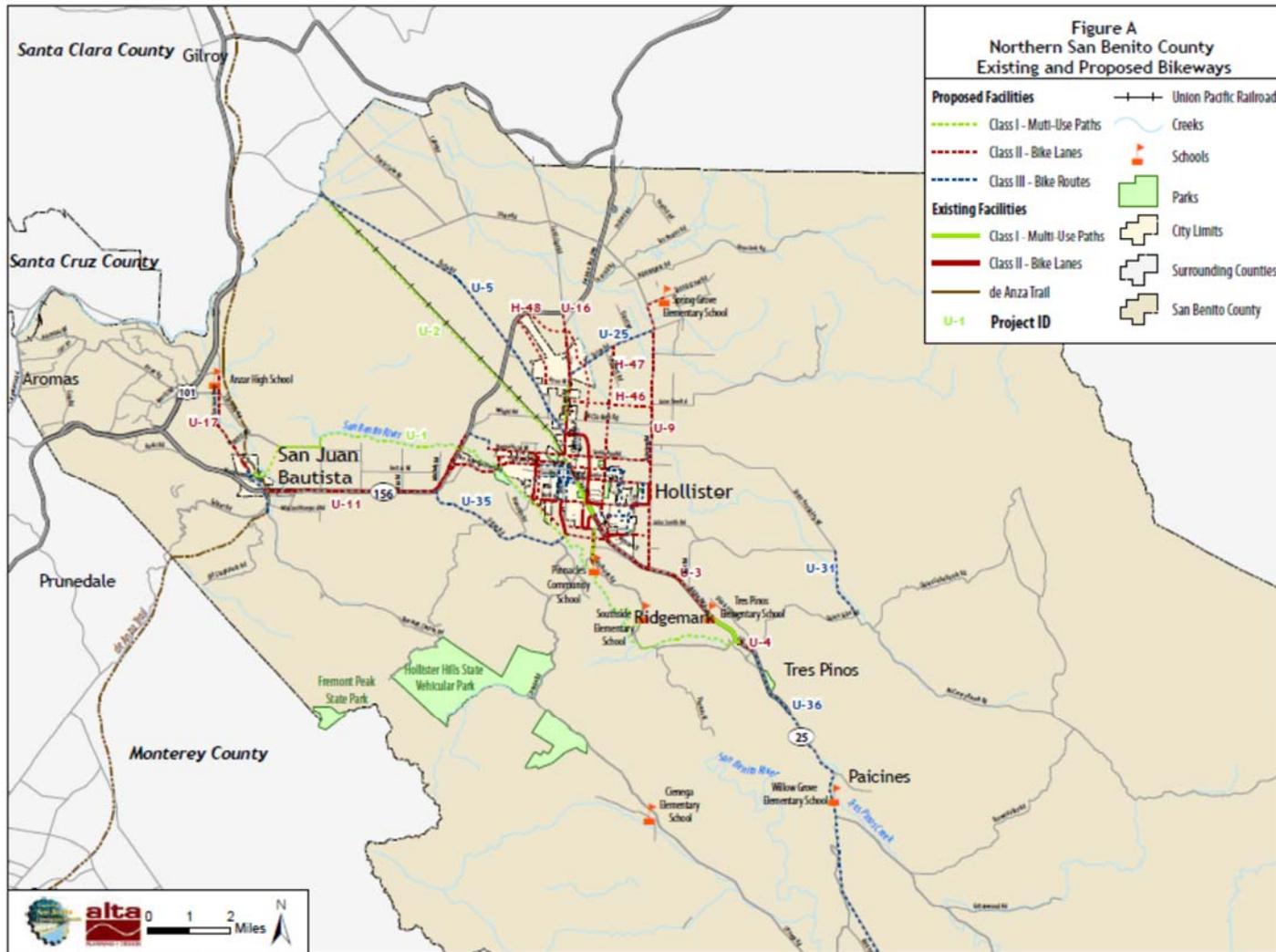


Figure 4-18 San Benito County Existing and Proposed Bikeways
 Source: 2009 San Benito County Bikeways and Pedestrian Master Plan



Figure 4-19 City of Hollister Existing and Proposed Bikeways
 Source: 2009 San Benito County Bikeways and Pedestrian Master Plan

BICYCLE SAFETY EDUCATION PROGRAMS

Education is an important element for increasing bicycling while also improving safety. There is a need for proper education of both youth and adult bicyclists and motorists.

San Benito County Safe Routes to School efforts aim to improve the health of kids and the community by making walking and bicycling to and from school safer, easier, and more enjoyable. Safe Routes to Schools uses education and incentives to encourage walking or riding a bicycle to and from school.

The Council of Governments has made great efforts to encourage walking and bicycling within the San Benito region. Specifically, by implementing various Safe Routes to School focus programs and projects, including:

- Suggested Safe Routes to School Brochures - Bilingual handouts for various schools in Hollister that outline the best suggested routes to and from school.
- Safe Routes to Schools Program –Implementation Plan on improving facilities and encouraging walking and bicycling at R.O. Hardin and Calaveras Schools in Hollister.
- Bike-to-School Day - Free breakfast, peer support, and prizes. By encouraging students to safely ride to and from school, the event strives to reduce childhood obesity, traffic at school sites, and greenhouse gas emissions, and encourage long term bicycling habits.
- Helmet Fitting Program - The Council of Governments partners with the Safe Kids Coalition of San Benito County to distribute free helmets and educate children of all ages on the importance of wearing a helmet correctly, and at all times, while riding a bicycle, skateboard or scooter.
- The Council of Governments also serves as a member of the Safe Kids Coalition of San Benito County, whose mission is to prevent accidental death and injury to children ages 18 years and under, accomplished through the collaborative efforts of community partners.



Figure 4-20, COG Staff as Members of the Safe Kids Coalition Conducting Helmet Fittings

Source: Council of Governments

PEDESTRIAN FACILITIES

Complete Streets recognize that people who travel by foot are legitimate users of the transportation system and equally deserving of safe facilities to accommodate their travel. Sidewalks can minimize the dangers of weather conditions, tripping hazards, and public health concerns. Sidewalks elevate the individual from storm and stagnant waters along roadways that can collect debris or bacteria. There are numerous places within the San Benito region where sidewalks do not exist or end abruptly, resulting in a discontinuous network. Areas without walkways may force pedestrians to walk along the edge of the roadway or may cause pedestrians to cross at undesignated crossing locations.

Sidewalks are now required for new residential, commercial and industrial parks development. Priority locations for sidewalks were identified as part of the Council of Governments' Bicycle and Pedestrian Master Plan, Figure 4-20.

Encouraging active transportation, such as bicycling and walking, in turn, helps achieve healthy communities. These programs employ a powerful public health framework for creating healthier environments.

The Council of Governments, its local jurisdictions and partner agencies recognize that making the healthy choice the easy choice is a sure route to success in promoting healthier behavior.

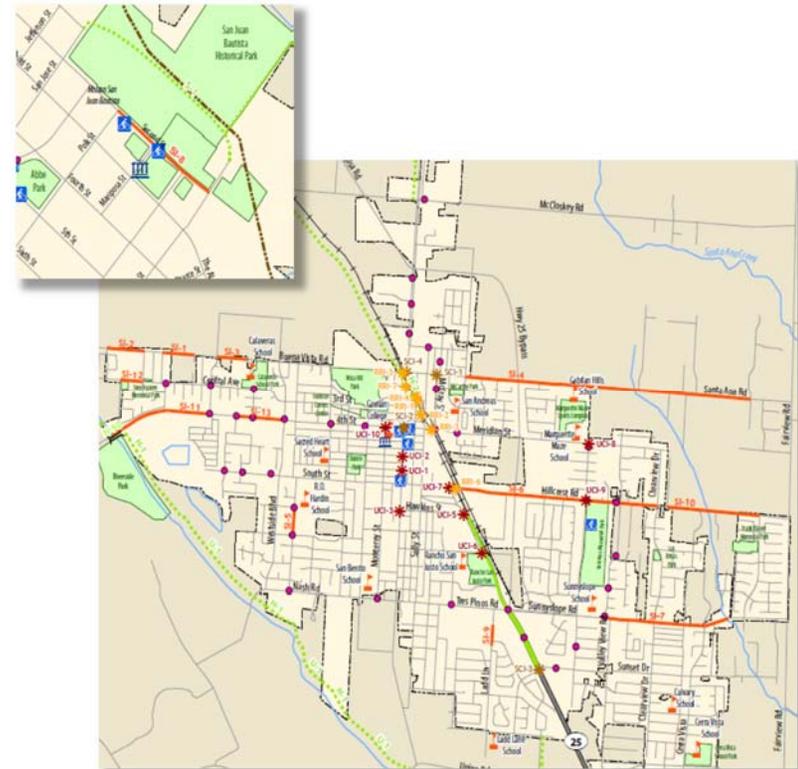


Figure 4-21, Sidewalk Gaps, Hollister and San Juan Bautista
Source: 2009 San Benito County Bikeways and Pedestrian Master

BICYCLE AND PEDESTRIAN FUNDING STRATEGIES

Steps have also been taken towards improving residents' quality of life, which create a more sustainable environment by reducing traffic congestion, air pollution from vehicle exhaust emissions, noise, and energy consumption. The Council of Governments has also actively sought grant opportunities to meet the funding shortfall for the bikeway and pedestrian network. Past grants have included:

- Active Transportation Program grant application consisted of collaboration and support of the City of Hollister's application for construction of the West Gateway Project, which was awarded in 2017
- Community Based Transportation Planning Grant funded the San Benito County Bikeway and Pedestrian Master Plan
- Bicycle Transportation Account and Safe Routes to School Grant funded the construction of the San Juan Highway Bike Lanes Project. These grant programs were consolidated into the Active Transportation Program (ATP)
- Monterey Bay Area Unified Air Pollution Control District's AB2766 Vehicle Emissions Reduction Grant Program funded the construction of the Southside Road Bike Lanes Project
- Silicon Valley Health Trust Grant funded the Safe Routes to School Implementation Plan for R.O. Hardin and Calaveras Schools

Identification of new strategies will play a vital role in moving the region towards a more cohesive multi-modal network.

PUBLIC TRANSIT SYSTEM

The overall funding need for the San Benito regional transit system exceeds \$66 million over the next 22-years. San Benito County's transit system includes an extensive network of services and options providing a viable alternative to auto travel.

The San Benito County Local Transportation Authority was formed by a Joint Powers Agreement between the Cities of Hollister and San Juan Bautista and the County of San Benito in 1990. The Authority is responsible for the administration and operation of public transportation services in the County provided by County Express and Specialized Transportation Services.

As an ongoing effort to coordinate public transportation services and resources in the San Benito region, AMBAG in partnership with the Authority and other regional transit agencies developed a comprehensive strategy for public transportation service.

The Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan identifies the current transit needs of individuals with disabilities, older adults, and individuals with limited incomes, and outlines strategies for meeting these needs. The Coordinated Plan can be found on the AMBAG website, www.AMBAG.org.

The Plan supports transit as an essential service needed by many community members to maintain a minimum standard of living. It also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes.

Adequate transit service for older and disabled citizens and for coordinated social services transportation is an additional service goal which ties strongly to community access and quality of life issues. This specialized transportation service will expand over the life of the Plan to accommodate an anticipated significant increase in older age adults who continue to value mobility, but seek options to the automobile.



Figure 4-22 County Express Riders

Source: Council of San Benito County Governments

COMMUNITY DEMOGRAPHICS

Transit services provided by County Express and Specialized Transportation Services are vital to the mobility of the County's residents. These two public transit services allow dependent residents, such as seniors and youth, to make lifeline trips, such as: transportation to medical services, social services and education.

The Area Agency on Aging for San Benito and Santa Cruz Counties reported that in 2016 the population over the age of 60 in the San Benito region, increased by 20.5% since 2011. Notably, seniors 65+ are the fastest growing age group in California and the United States.

Of the people currently living in the San Benito region, up to 43% of the population may merit special transportation services because of their potential inability to drive due to age, disability, or income status.

Based on the U.S. Census estimates, of the total population in the region 8.2% has one or more disabilities, 10% of the population are seniors, and nearly 13% are considered low-income. Another transit dependent group are the youth demographic. In the San Benito region, one-third (33%) of its residents are under the age of 19, as illustrated in Figure 4-23.

Given this information, it is crucial to continue to operate a transit system that meets the needs of those who are most dependent on the systems as their primary mode of travel.



Figure 4-23 Clients of Specialized Transportation Services

Source: Council of San Benito County Governments

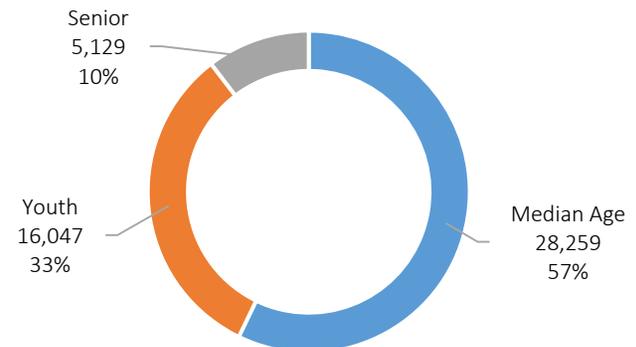


Figure 4-24 Age Groups in the San Benito Region

Source: US Census, 2010

OVERVIEW OF THE TRANSIT SYSTEM

County Express

The County Express system currently provides three fixed routes in the City of Hollister, complementary Americans with Disabilities Act Paratransit service, Intercounty service to Gilroy in Santa Clara County, and a general public Dial-A-Ride. As of August 2017, the County Express fleet included 20 vehicles. All vehicles are ADA compliant and equipped with wheelchair lifts/ramps and bicycle racks. The Local Transportation Authority contracts with a private operator for management, dispatchers, trainers, and drivers of its County Express transit service.

Fixed-Route

Fixed-Route service operates three Fixed Routes within the City of Hollister. These routes operate between 6:20 a.m. and 5:40 p.m. However, there is no Fixed Route service between 11:00 a.m. to 2:00 p.m. Headways for each of the routes range from 40 to 50 minutes.

Dial-A-Ride

County Express transit system provides Dial-a-Ride service to parts of northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, Monday through Friday from 6:00 a.m. to 6:00 p.m. where and when Fixed Route is not available, and on weekends 9:00 a.m. to 3:00 p.m. Reservations for the Dial-A-Ride may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

Paratransit

Complementary Americans with Disabilities Act Paratransit service is available for residents and visitors who are eligible for the service as determined by the Authority. The service is for individuals who are not able to access Fixed Route due to a physical or cognitive disability and have trips that begin or end in a location less than $\frac{3}{4}$ mile from a Fixed Route bus stop. Reservations for the Paratransit service may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

Intercounty

County Express' Intercounty routes provide connections from the Cities of Hollister and San Juan Bautista to the City of Gilroy. There is daily weekday service to Gavilan College and the Caltrain station and weekend service to the Greyhound station in Gilroy. The weekday shuttle service to Gavilan College is from 6:55 a.m. to 6:15 p.m. with a limited schedule when school is not in session. There are three early morning and four evening runs to the Gilroy Caltrain station for connections to Caltrain and Valley Transportation Authority bus services. Service to the Greyhound station operates on Saturday and Sunday from 7:35 a.m. to 6:00 p.m.

Figure 4-24 below illustrates the public transit system-wide ridership numbers for fiscal year 2016-2017.

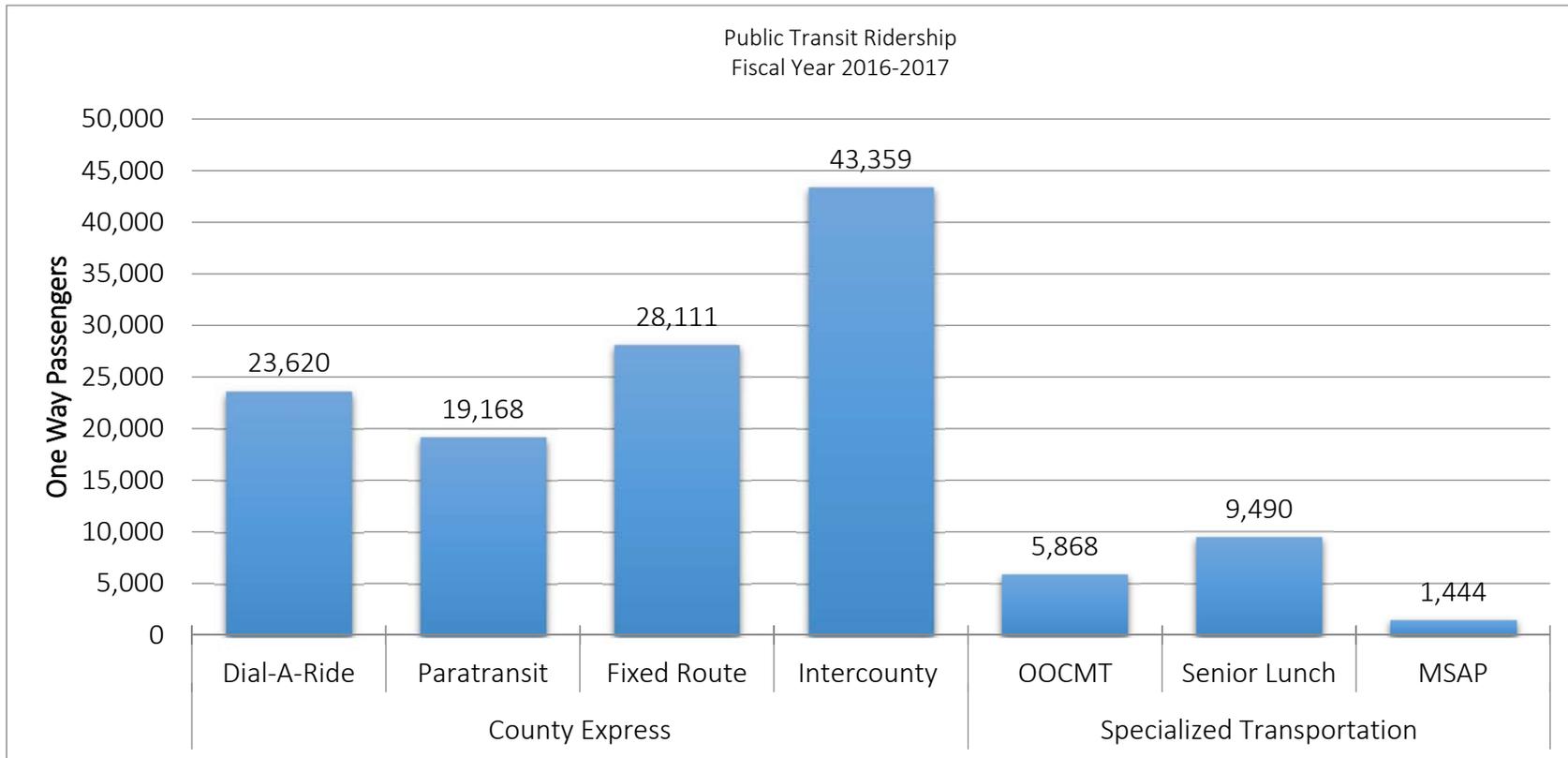


Figure 4-25 Fiscal Year 2016/2017 Public Transit Ridership

OOCMT – Out-of-County Non-Emergency Medical Transportation

MSAP – Medical-Shopping Assistance Program

Source: San Benito County Local Transportation Authority

Specialized Transportation Services

According to the 2010 U.S. Census, 10 percent of the total county population is aged 65 or older.¹⁰ Many of these elderly individuals and persons with disabilities require specialized transportation services to travel to medical appointments, shop, and visit recreation centers.

The Authority contracts with Jovenes de Antaño, a local non-profit organization that has been providing specialized transportation services in San Benito County since 1990. Specialized services include: Out of County Non-Emergency Medical Transportation, Medical Shopping Assistance Transportation, and Senior Lunch Transportation Program. These services are beyond the requirements of Americans with Disabilities Act. They provide escort services, door-through-door, and minor translation services. The coordination effort between Jovenes de Antaño and the Authority allows for efficient, affordable and reliable service for this critical need in the community of San Benito County.

Public transit needs in the San Benito region have increased, causing a surge in local Unmet Transit Needs. In 2009, the State of California eliminated Proposition 42 State Transit Assistance Increment (STA) funds from the Transportation Development Act due to State budget constraints. As a result, the Authority had to make significant reductions to its transit services and increase fares. At the 2017 Unmet Transit Needs hearing, the Social Services Transportation Advisory Council found that the lack of mid-day Fixed Route service was an unmet transit need that was not reasonable to meet due to funding constraints.

Although it has been an ongoing issue that needs far exceed funding, some relief is anticipated soon with the Authority annually receiving additional State Transit Assistance funding from Senate Bill 1, Road Repair and Accountability Act of 2017 which may be used to fund additional service.



Figure 4-26 Specialized Transportation Services Driver

Source: Jovenes de Antaño

¹⁰ U.S. Census, San Benito County

In order to meet public demand, the Authority is always looking toward generating revenue through various grants to help fund transit. Some examples of past services that were funded through grants to the Authority include:

- Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study
- Expansion of Intercounty Services
- Transit Internship Program
- Transit Design Guidelines
- Short-Range and Long-Range Transit Plan
- Bus Stop Improvement Plan
- Intelligent Transportation Systems Plan
- Various vehicle, bus stop, and infrastructure projects

Although the Authority has been successful in receiving grants, these types of funds are unstable in nature. Grants are typically highly competitive and last only for a few years. While these grants are helpful, they are not guaranteed nor consistently funded. Therefore, these grants do not provide a sustainable and/or reliable source of funding needed for planning activities or maintaining service levels.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

The overall funding need for the Transportation System Management and Transportation Demand Management exceed \$10 million over the next 22-years.

TRANSPORTATION SYSTEM MANAGEMENT (TSM)

Transportation System Management (TSM) strategies increase the efficiency of the existing transportation system and reduce the need for costly system expansion. Transportation System Management strategies often use Intelligent Transportation System technologies. These measures include signal synchronization, ramp metering, “at-speed” truck scales “weight in motion”, and 511 traveler information systems. Strategic application of Intelligent Transportation System technology on our transportation system can increase system productivity by as much as 5%.

The California Department of Transportation (Caltrans) implemented a statewide effort to develop Corridor System Management Plans for corridors funded under the Corridor Mobility Improvement Account. This integration of transportation planning and operations seeks to maintain over the long term, through identification of multimodal, operational, and minor capacity enhancements, the mobility benefits gained from major corridor projects.

Another form of Transportation System Management is Intelligent Transportation Systems, which involve the use of advanced computer, electronic, and communication technologies to increase the safety and efficiency of the entire surface transportation system. In 2000, the Central Coast Coordinating Group, which is composed of various transportation agencies in the Monterey Bay Area, coordinated with Caltrans to develop the Central Coast Intelligent Transportation Systems Implementation Plan. The short and long range projects will help local agencies develop new products that will help each agency to better implement, operate, and maintain their Intelligent Transportation Systems projects. The Regional Transportation Plan is consistent with the regional performance architecture plan.

The San Benito County region continues to implement Intelligent Transportation Systems application in various transportation projects when feasible.

How can Intelligent Transportation Systems (ITS) help?
As transportation funds become more limited and travel demands increase, we need to find ways of maximizing the use of our existing transportation systems. Efficiently use our initial transportation investment.

The Central Coast Intelligent Transportation Systems Implementation Plan included various projects, such as:

- Traffic signal control (signal timing, synchronization, and central control)
- Interactive traveler information systems (internet websites, kiosks, telephone call-in systems, APPS)
- Smart Motorist Aid Call Boxes

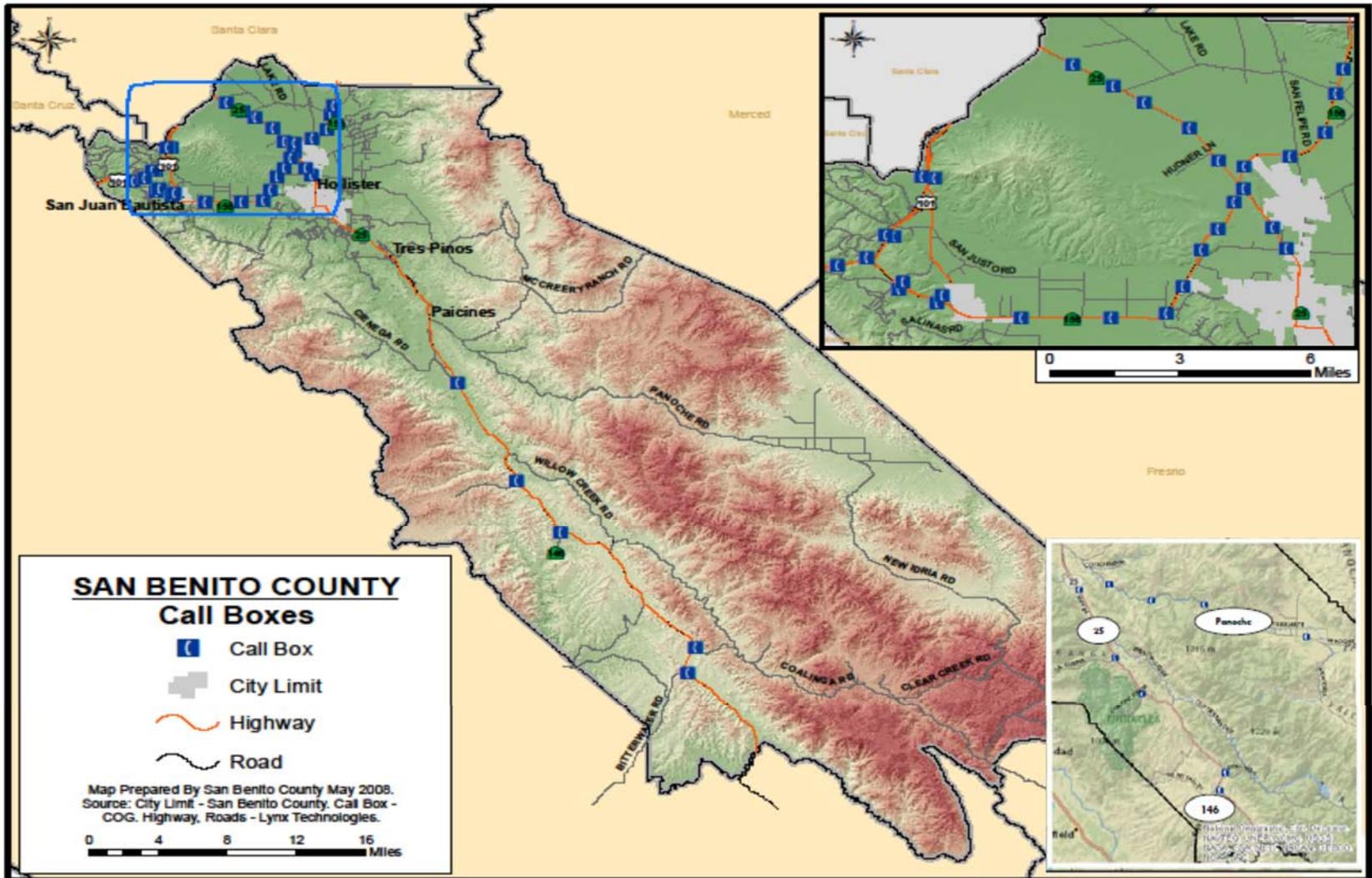
Call boxes help motorists in distress by providing a direct connection to a California Highway Patrol communications center. The motorist-aid system operates along major roadways throughout the State. The programs are administered at the county level by local Service Authorities for Freeways and Expressways (SAFEs).

In 1998, the Council of Governments established the San Benito County Service Authority for Freeways and Expressways (SAFE) to administer the \$1 vehicle registration fee collected by the Department of Motor Vehicles for maintaining an Emergency Call Box Program in San Benito County. San Benito SAFE currently maintains 40 call boxes in region, Figure 4-27 and 4-28.

Call box usage in San Benito County has remained steady over the past few years. Call box usage trends for the year typically show a decrease in calls during the winter months as people tend to travel less. Although cell phone usage is becoming more prevalent, it is still important to maintain this program because of the rural nature of San Benito County as there are areas with little to no cell phone service. Most recently, San Benito SAFE installed four call boxes in south San Benito County at the request of the California Department of Forestry due to the lack of cell service in the area.



Figure 4-27 Call Box Locations
Source: San Benito SAFE



4-28 Map of Call Box Locations in San Benito County
Source: San Benito County Service Authority for Freeways and Expressways

TRANSPORATION DEMAND MANAGEMENT (TDM)

Transportation Demand Management or TDM refers to policies and strategies that aim to reduce travel demand, particularly single occupant vehicles, or to redistribute that demand to off-peak times. Reducing the demand for single occupant vehicle trips and shifting those trips to carpools, bicycles, pedestrians, and transit trips are ways to reduce congestion and make more efficient use of the existing transportation system.

PARK-AND-RIDE LOTS

San Benito County currently has two park-and-ride lots serving area commuters. One location is at the intersection of U.S. 101 and SR 156 near Searle Road. The other location is in Hollister at the intersection of Hillcrest Road and Memorial Drive; this location also serves as a County Express transfer point for commuter transit service to Gilroy.

RIDESHARING

The Council of Governments has provided ridesharing services to San Benito County residents since 1987. The goal of the Rideshare Program is to help commuters traveling to or from San Benito County use alternatives to driving alone. The Rideshare Program helps improve air quality by encouraging shared vehicle use, and the use of other modes of transportation as alternatives to the single-occupant vehicle.

As a resource to commuters, San Benito Rideshare partners with the Bay Area's Metropolitan Transportation Commission (MTC) for use of its 511 Ridematch Database. The database contains registered individuals in the region that use carpool and vanpool ride matching services. After registering in the 511 database, registrants can see if there are others with a similar commute. If schedules align, a carpool can be formed; if there are a large number of people commuting to the same location, a vanpool could be formed.

REGIONAL VANPOOL PROGRAM

The Council of Governments administers a commuter Vanpool Program, which is designed to help residents save money to reduce traffic congestion, and to make the commute to/from work more pleasant by providing affordable shared transportation. The Vanpool Program fleet consists of four 15-passenger vehicles that are leased to commuters traveling to and from San Benito County.

CALVANS

CalVans is a state-wide Vanpool Program that includes vanpools tailored to meet the needs of commuters, plus some vans especially designed for farm workers. CalVans is sponsored by the California Vanpool Authority.

COMMUTER RAIL SERVICE

Although there is no direct commuter rail service from San Benito County to Santa Clara County, County Express provides Intercounty shuttle service to connect commuters to Caltrain services available in Gilroy. The California High Speed Rail Authority has a planned route that is proposed to go through northern San Benito County as it connects the Bay Area with the Central Valley and Los Angeles. Although there is no planned stop within San Benito County, one stop is anticipated in Gilroy. The primary rail line in San Benito County is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero Creek in Santa Clara County.

In 2018, the Council of Governments and the Local Transportation Authority were awarded a Caltrans Senate Bill 1 Sustainable Communities Transportation Planning Grant to develop the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor. The Analysis will include stakeholder participation, feasibility analysis of public transit network expansion projects, implementation strategies, project cost estimates, and the identification of potential funding strategies and sources. State Route 25 in northern San Benito County is highly congested during commute hours due to the many residents commuting into Santa Clara County. There is a need to identify feasible public transit projects increasing ridership, lowering vehicle miles traveled, reducing emissions, lessening commute times, providing greater economic opportunity, and increasing access between affordable housing in San Benito County and job centers in Silicon Valley. For this reason, an in-depth analysis identifying opportunities to expand the public transit network providing alternatives to driving along the corridor will be completed. The study will commence in 2018.

SCHOOL BUS TRANSPORTATION

San Benito County has 11 public school districts, 7 private schools and 4 special-purpose schools. The four school districts that provide bus service for their students are Aromas-San Juan Unified, Hollister, North County Joint Union, and San Benito High School. School bus service is open only to students who live within a specific distance from the school or have a disability.

OTHER REGIONAL TRANSPORTATION PROGRAMS

The overall funding need for the “other” category of projects exceeds \$68 million over the next 22-years.

AVIATION SERVICES AND GROUND ACCESS

San Benito County has one public airport (Hollister Municipal Airport), one public/private airport (Frazier Lake Airpark), and several private landing strips throughout the County.

In San Benito County, agricultural producers, fire fighters, and emergency medical services all depend on the use of the local airports for various purposes. Private aircraft users also use these aviation facilities for commercial and recreational uses. The land uses surrounding the Hollister Municipal Airport are varied and include open space, agricultural uses, and industrial/commercial development.

In order to promote compatibility between the land uses surrounding the Hollister Municipal Airport and Frazier Lake Airpark, the San Benito County Airport Land Use Commission guides itself by the Hollister Municipal Airport Land Use Compatibility Plan and the Frazier Lake Airpark Comprehensive Land Use Plan, respectively. The Compatibility Plan and the Comprehensive Land Use Plan seek to protect the public from the adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to keep aircraft operational areas free from obstructions or activities that may impact aircraft navigation. The San Benito County Airport Land Use Commission is made of members of the Council of San Benito County Governments Board of Directors.



Figure 4-29 Hollister Municipal Airport

Source: Hollister Municipal Airport Master Plan

Hollister Municipal Airport

The Hollister Municipal Airport is located approximately two miles north of Hollister adjacent to SR 156 and is owned and operated by the City of Hollister. The Management Services Director is responsible for the operation, maintenance, and management of the airport. A seven-member Airport Advisory Commission provides recommendations on the policies and long-range plans for the Hollister Municipal Airport to the City Council.



The facility is a general aviation airport and is included in the National Plan of Integrated Airport Systems. In its operational role, it is classed as General Utility and accommodates all current aviation aircraft except certain business jets. Annual aircraft operations are estimated at 53,000.

Hollister Municipal Airport has two intersecting runways. Runway 13-31, is aligned in a north/west prevailing wind direction with winds commonly out of the northwest. The crosswind runway, Runway 6-24, is aligned east/west. Both runways have lighting systems for night operations.

Runway 13-31 is the longest runway at the airport with a length of 6,350 feet. Additionally, it is the only runway served with a straight-in instrument approach. Runway 13-31 is equipped with a localizer performance with vertical guidance instrument approach, with visibility minimums of 1¼ mile and a decision altitude of 553 feet Mean Sea Level (323 Above Ground Level). Large aircraft, such as business jets and Cal Fire aircraft, almost exclusively use Runway 13-31.

Runway 6-24 is 3,150 feet in length and 100 feet wide. Runway 6-24 is a visual approach runway. As a crosswind runway, Runway 6-24 allows aircraft, particularly smaller aircraft which are susceptible to strong crosswinds, to safely land and depart the airport when wind conditions do not favor 13-31. Local weather patterns indicate that winds are out of the northwest in the morning, favoring Runway 13-31. In the afternoon, winds shift and blow out of the west, favoring Runway 6-24.

The City of Hollister has made continual improvements to address the future needs of the Hollister Municipal Airport. The Hollister Municipal Airport, in cooperation with the Federal Aviation Administration (FAA) and the State, is continuing to bring the facility into

the 21st century. This will allow increased air cargo traffic, including air-training centers for pilots and mechanics, plus support additional air tourism traffic to the area.

Frazier Lake Airpark

Frazier Lake Airpark is located approximately 4.5 nautical miles northwest of Hollister Municipal Airport and is privately-owned and operated by the Frazier Lake Airpark Corporation. Two runways are available for use at the airport, one waterway which is 3,000 feet long and a turf runway that is 2,500 feet long. The airport does not have an airport traffic control tower and no published instrument approach procedures. Approximately 90 aircraft are based at the airport, with tie-downs being the only service available.

REGIONAL AIRPORTS

San Jose International Airport is a major carrier airport that provides San Benito County residents with airline service throughout the state, nation, and selected foreign countries. The airport is approximately 55 miles north of Hollister and 45 miles from San Juan Bautista. Primary access to San Jose International Airport is via SR 25, 156 and U.S. 101.

Monterey Peninsula Airport is a smaller regional airport that provides San Benito County residents with airline service within California and a few out-of-state destinations. The airport is approximately 40 miles southwest of Hollister and 35 miles from San Juan Bautista. Primary access to Monterey Peninsula Airport is via SR 156 and U.S. 101.

The airports service the needs of agriculture, tourism, government, and other business interests throughout the region. Almost 50% of the total air trips to the area through the regional airports are specifically for business purposes while another 40% of those trips are for tourism.

2040 RTP

Chapter 5: Financing Our Transportation Investments



This chapter describes the nuts and bolts of the financial forecasts for the San Benito region.

Chapter 5: Financing Our Transportation Investments

This chapter describes the financial strategy needed to operate, maintain, and expand the multi-modal list of transportation projects identified in the next chapter. In identifying which projects will advance the region's goals through the year 2040, the Council of Governments must consider how much funding is projected to be available to the San Benito region over the next 22-years. *Funding forecasts show that project costs exceed the projected revenues – affecting the number of identified projects.*

As discussed in earlier chapters, the lack of adequate funding levels is the biggest challenge facing the San Benito region in its delivery of transportation projects and programs. As the region grows, the strain on available resources will continue to be a challenge. Given the funding circumstances, it is critical to set clear priorities for limited funds and pursue new revenues to address the backlog of transportation needs.

The fund projections included as Appendix B were developed in collaboration with regional partners in the Monterey Bay Region who subscribed to the same methodology in preparation of their Regional Transportation Plans. The Council of Governments developed the financial projections based on these guiding assumptions:

- Projections of revenues that rely on historical patterns of funding from federal, state, regional, and local sources, as well as conservative assumptions about future growth conditions (i.e. escalation rate).
- Funding identified in currently adopted plans and programs
- Guidance from local, state, and federal agencies
- Direction from policymakers regarding consideration of new, alternative revenues



PROJECTED FUNDING THROUGH 2040

Transportation projects in the San Benito region are funded through a variety of federal, state, regional, and local funding sources. Based on projected revenue sources, approximately \$1.2 billion is reasonably anticipated to be available to finance \$1.8 billion in transportation project costs between the years 2018 and 2040.

Federal and state funding for transportation is critical; however, it is insufficient to cover the growing needs of the San Benito region. As illustrated in Figure 5-1, 40% or \$508 million of the anticipated revenues come from local sources, primarily from the transportation mitigation impact fee program.

State and federal sources account for a combined 43% or \$543 million in funding over the next 22-year timeframe. The “other” funding category includes monies from the Santa Clara County Valley Transportation Authority for two specific projects.¹ Regional funds consist of those provided by the Monterey Bay Air Resources District.

Like so many funding sources, transportation funding is often dedicated for specific uses. Some funding categories may be considered broad, generic groupings, while others have restrictions defined by federal and state law. For example, Active Transportation Program monies cannot be redirected to bridge projects.

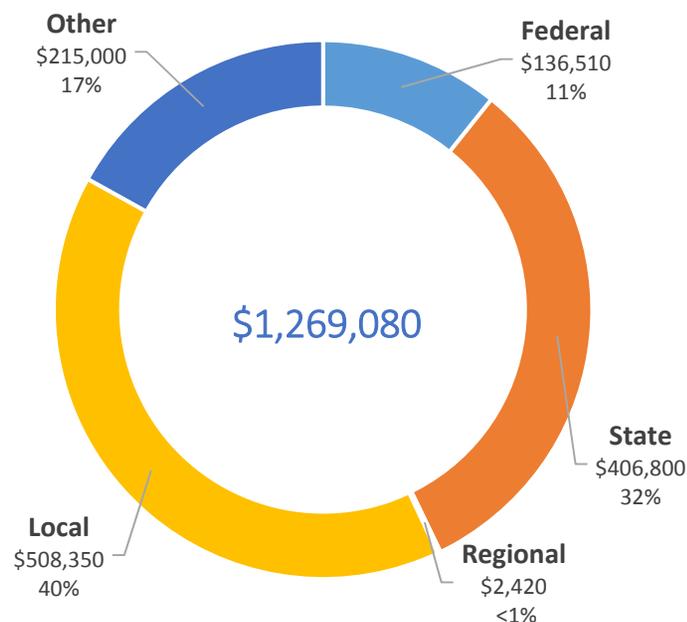


Figure 5-1, 22-Year Revenue Projections, Non Escalated (000's)

Source: Council of San Benito County Governments

¹ Highway 101/25 Interchange Project and the new SR 152 Alignment: Environmental Study

DEDICATED VERSUS DISCRETIONARY FUNDS

The projected revenues, \$1.2 billion, are categorized as either “dedicated” to specific uses, or are considered “discretionary/flexible” and available for a variety of transportation uses.

As shown in Figure 5-2, 59% or \$746 million² is “dedicated” for use by specific jurisdictions and/or types of projects. For example, some funding sources are exclusively designated for capital projects on the state highways, while other flexible sources may be applied to projects that support both active transportation and roadway improvements, such as roundabouts.

“Discretionary” or relatively “flexible” funding is typically available for a variety of projects, this makes up 41% of the local, regional, state and federal funding or \$522 million. Discretionary monies must still meet the parameters of the specific funding source in which they derive from.

The following section outlines the major federal, state, local, regional, and “other” revenue assumptions for the San Benito region through the year 2040.

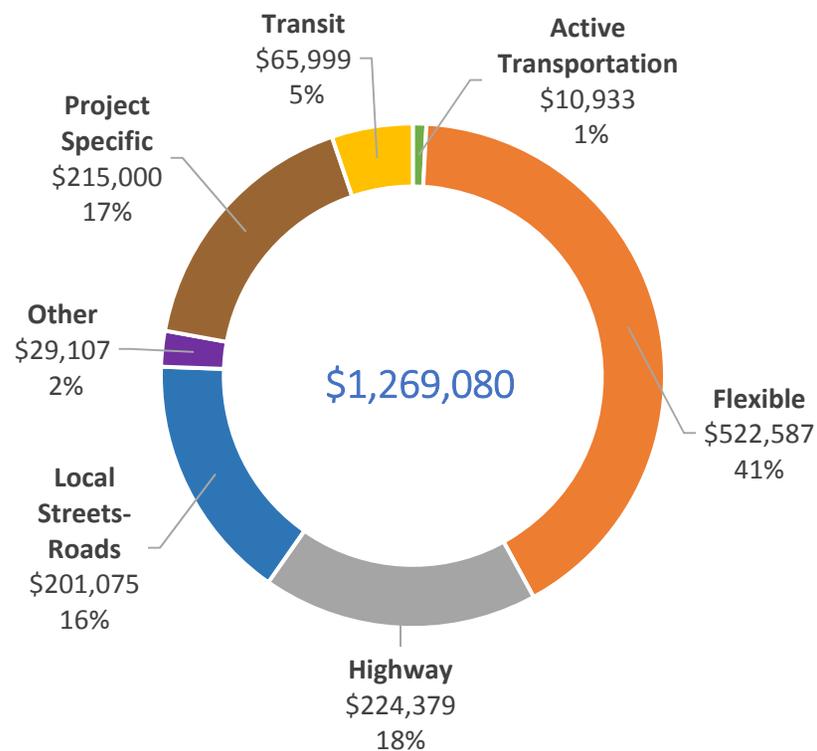


Figure 5-2, 22-Year Revenue Projections by Mode, Non Escalated (000's)
Source: Council of San Benito County Governments

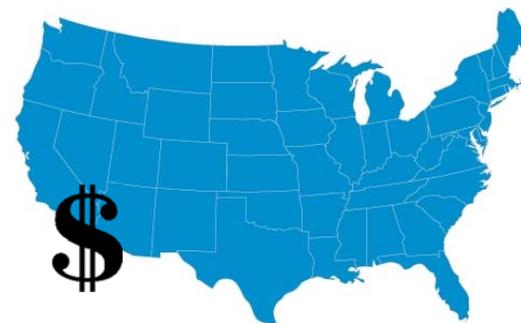
² Includes: Highway, Transit, Local Streets-Roads, Active Transportation, Project Specific and “other”

TRANSPORTATION FUNDING

FEDERAL FUNDING SOURCES

Over the next 22-years, 11% or \$136 million, of the transportation funds for the San Benito region are expected to come from federal funding sources.

Federal monies for transportation are delivered through the federal transportation funding bill. On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. This summary reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA).



The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21. Setting the course for transportation investment in highways, the FAST Act:

- **Improves Mobility on America’s Highways**

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- **Creates Jobs and Supports Economic Growth**

The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.

- **Accelerates project delivery and promotes innovation**

Building on the reforms of MAP-21 and FHWA’s Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

This financial plan assumes that federal funds will continue to remain available; however, core revenues are expected to decline due to increasing fuel efficiency. A significant apportionment of funding comes through fuel taxes and fees, so a decline in fuel sales will lower revenues.³

Figure 5-3 illustrates the federal revenue sources that are projected for the San Benito region over the next 22-years.

Federal Program	Description	Projected Revenue (Dollars in 000s)
Active Transportation Program	The program allows cities, counties, transit agencies and other public agencies to compete for grants to build bicycle/pedestrian paths, install bike racks, and other projects or programs that make walking or biking easier, safer and more convenient.	10,933
Highway Bridge Program	The Highway Bridge Program provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance. ⁴	\$70,774
Highway Safety Improvement Program	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. ⁵	\$8,580

³ Federal Highway Administration

⁴ U.S. Department of Transportation, Federal Highway Administration

⁵ U.S. Department of Transportation, Federal Highway Administration

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	The 5310 program awards grants to private non-profit organizations to serve the transportation needs of the elderly and persons with disabilities. ⁶	\$2,387
Federal Aviation Administration Airport Improvement Plan	Airport Improvement provides grants to public agencies for planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems. ⁷	\$3,300
Federal Railroad Administration	This program provides grant funds to develop safety improvements and encourage the expansion of passenger and freight rail infrastructure and services.	\$10,000
FEMA/CALEMA/ER - Emergency Road Repair Funding	FEMA's provides grant funding to eligible applicants for repair and replacement of non-Federal aid roads and bridges following a declared major disaster or emergency.	\$5,016
Surface Transportation Block Grant	Previously operated under the name Regional Surface Transportation Program. This program funds construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on federal and state highways, local roads, and bridges.	\$16,698
Rural Area Formula Program (5311)	This rural transit program provides funding for the purpose of supporting public transportation in rural areas, with a population of less than 50,000. ⁸	\$7,370
Transit Planning Grants (5304)	The Transit Planning grant program is funded by the Federal Transit Administration, which has authorized Caltrans to distribute these grant funds. Funds can be used for transit planning for sustainable communities and for rural communities. ⁹	\$440
High Risk Rural Road	The program provides funding for any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks.	\$1,012
Total		\$136,510
<p>Figure 5-3 Federal Funding Sources for the San Benito Region, Current Year Dollars (000's) Source: Council of San Benito County Governments</p>		

⁶ U.S. Department of Transportation, Federal Transit Administration
⁷ U.S. Department of Transportation, Federal Aviation Administration
⁸ U.S. Department of Transportation, Federal Transit Administration
⁹ California Department of Transportation

STATE FUNDING SOURCES

Over the next 22-years, 32% or \$406 million, of the transportation funds for the San Benito region come from state funding sources.

California has a large and complex network of transportation systems that currently face several challenges, such as aging infrastructure and increased demand. In the fall of 2015, as part of a special legislative session to identify additional funding for transportation programs, the Governor proposed a transportation package to provide an ongoing increase in transportation funding and some measures intended to increase accountability and efficiency regarding the use of transportation funding.

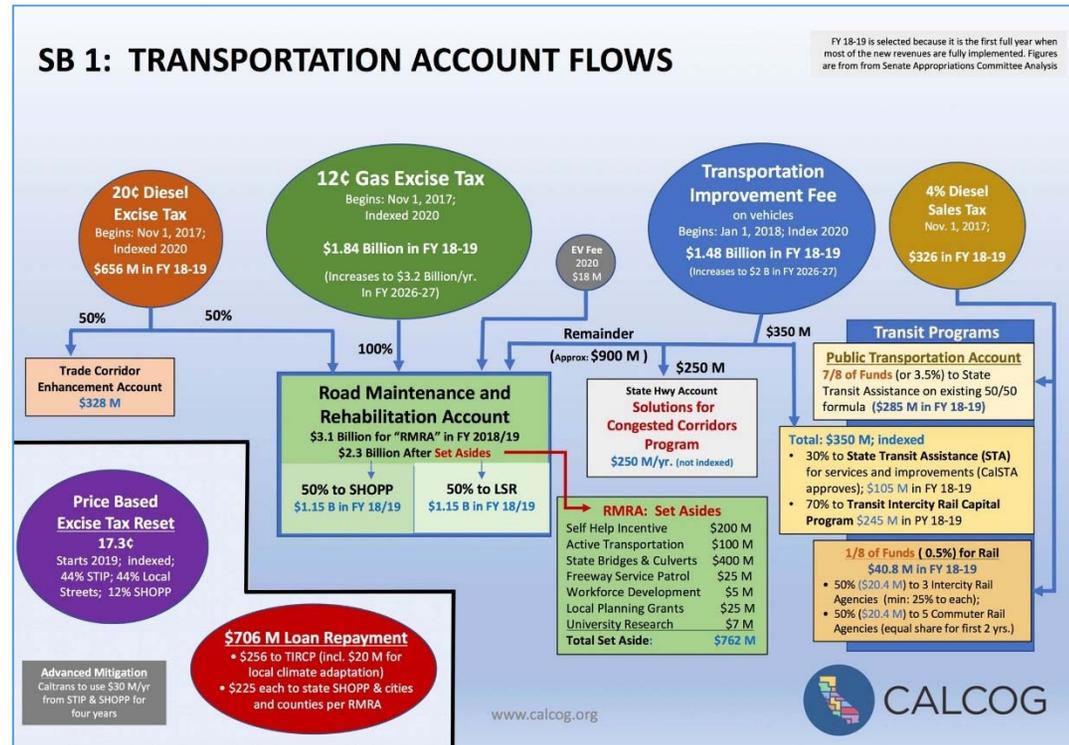
Funding for California’s transportation investments are comprised of some of the following taxes and fees:

- **State Fuel Excise Tax:** The State of California collects 35.3¢ per gallon excise tax on gasoline and 13¢ per gallon on diesel fuel, which historically has generated over \$3 billion a year.
- **Fuel Tax Swap (2011):** Eliminated the state sales tax on gasoline and instead imposed an additional excise tax on gasoline of 17.3¢ per gallon.
- **Senate Bill 1:** In 2017, the State of California passed Senate Bill 1, *Road Repair and Accountability Act*, which establishes stable funding for transportation funding in California. The bill will address existing transportation issues for cities and transit agencies across the state, it shows that California can raise significant funding for transportation in an era of dwindling federal resources. The transportation investment bill prioritizes local roads, freeways and bridges in communities across California and puts more dollars towards transit and safety.



Below, is a listing of the estimated statewide revenue that will be generated from SB 1 and the date of implementation.

- \$1.8 billion – 12 cent increase to gasoline excise tax (Nov. 1, 2017)
- \$730 million – 20 cent increase to diesel excise tax (Nov. 1, 2017)
- \$300 million – 4% addition to diesel sales tax (Nov. 1, 2017)
- \$704 million – One-time loan repayment (2017-2020)
- \$1.6 billion – \$25-\$175 transportation improvement fee (Jan 1, 2018)
- \$1.1 billion – 17.3 cent reset of price-based gas tax (July 1, 2019)
- \$20 million - \$100 zero emission vehicle registration fee (July 1, 2020)



SB 1 Transportation Account Flows

Source: California Association of Councils of Government (CALCOG)

The 22-year funding distribution of SB 1 monies, by San Benito local jurisdiction, is identified in Figure 5-4.

Figure 5-4 illustrates the state revenue sources that are projected for the San Benito region over the next 22-years.

State Program	Description	Projected Revenue (Dollars in 000s)
Airport Improvement Program Match	The program grants funds for planning, development, or noise compatibility projects that are at or associated with individual public-use airports including heliports and seaplane bases. ¹⁰	\$176
California Aid to Airports Program	The purpose of the program is to assist in establishing and improving a statewide system of safe and environmentally compatible airports whose primary benefit is for general aviation. ¹¹	\$220
California General Fund Loan Repayment	Three Year State General Fund Loan Repayment Funds: SB1 stipulates the repayment of \$706 million by the state General Fund to transportation funds over the next three fiscal years: 2017-18, 2018-19, and 2019-20. The Governor and Legislature have been repaying transportation funds for previous borrowings for several years. Thus far the repayments have gone to other transportation programs that were owed. Under SB1, \$75 million will be allocated to local streets and roads from these loan repayments in each of the next three years. These funds will be allocated half to cities and half to counties with the city funds allocated among cities on a per capita basis, the county funds allocated among counties based on numbers of registered vehicles and county road mileage.	\$487
Low Carbon Transit Operations Program	Created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.	\$946
SB1 RMRA Local Gas Tax: City of San Juan Bautista	The Road Maintenance and Rehabilitation Account prioritizes funding for local roads, freeways and bridges in communities across California and put more dollars towards transit and safety.	\$680
SB1 RMRA Local Gas Tax: City of Hollister	The Road Maintenance and Rehabilitation Account prioritizes funding for local roads, freeways and bridges in communities across California and put more dollars towards transit and safety.	\$13,399
SB1 RMRA Local Gas Tax: County of San Benito	The Road Maintenance and Rehabilitation Account prioritizes funding for local roads, freeways and bridges in communities across California and put more dollars towards transit and safety.	\$38,104

¹⁰ Federal Aviation Administration

¹¹ California Department of Transportation

SB1 RMRA: State Highway Operations and Protection Program	Road Maintenance and Rehabilitation Account funds for maintenance of the State Highway System and supporting infrastructure. Projects usually fall into the categories: collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other highway transportation facilities related to the state highway system.	\$74,910
SB1 State Transit Assistance	The Road Maintenance and Rehabilitation Account prioritizes funding for local roads, freeways and bridges in communities across California and put more dollars towards transit and safety.	\$7,060
State Highway Operations and Protection Program	The State Highway Operations and Protection Program funds the maintenance of the State Highway System and supporting infrastructure. Projects usually fall into the categories: collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the state highway system.	\$125,599
State Transit Assistance	Funds derived from the statewide sales tax on diesel fuel, are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance.	\$7,102
State Transportation Improvement Program-Interregional Share	Funds are available to the California Department of Transportation (Caltrans) for state highway improvements, intercity rail, and regional highway and transit improvements. ¹² Funds are divided into two categories: interregional and regional.	\$-81,169
State Transportation Improvement Program-Regional Share	Funds are available to Regional Planning Agencies for capital improvement program for state highway improvements, intercity rail, and regional highway and transit improvements. Funds are divided into two categories: interregional and regional.	\$15,654
Transportation Development Act/LTF	Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide.	\$35,200
SB1 Programs	Local Partnership Program, Trade Corridors, Solutions for Congested Corridors Program	\$4,400
Transit Assistance State of Good Repair (SGR)	A program that will provide additional revenues for eligible transit maintenance, rehabilitation and capital projects.	\$1,694
Total		\$406,800

Figure 5-4 State Funding Sources for the San Benito Region, Current Year Dollars (000's)

Source: Council of San Benito County Governments

¹² California Transportation Commission

LOCAL FUNDING SOURCES

Over the next 22-years, 40% or \$508 million, of the transportation funds for the San Benito region come from local funding sources.

Local fund sources augment state and federal funds, allowing for additional transportation investments in the region. This funding is used on local streets and roads for maintenance and system preservation. Additional funds are generated by the adopted Traffic Impact Mitigation Fee program, which funds both local roads with bicycle facilities and state highway capacity projects.

These Traffic Impact Mitigation Fees pay for the costs attributable to the increased demand for public facilities reasonably related to development projects, per Government Code Section 66001. COG has also identified a 30 year ½ cent sales tax measure that would generate \$240 million to fund improvements to Highway 25, local street and road maintenance, and other local transportation improvement projects.



Figure 5-5 illustrates the local revenue sources that are projected for the San Benito region over the next 22-years.

Local Program	Description	Projected Revenue (Dollars in 000s)
Airport Revenue	Hollister Municipal Airport funding generated locally through a variety of methods including user fees and lease agreements.	\$14,960
COG Transportation Sales Tax	The Council of Governments identified a 30-year ½ cent sales tax for transportation. An estimate of twenty years of funding is included in this 2040 Regional Transportation Plan. The 30-year estimate would total \$234 million.	\$156,000
Gas Tax (Highway User Tax)	Cities and counties receive Highway User Tax revenue (\$0.13 per gallon for diesel fuel and \$0.18 per gallon for gasoline) based on population. ¹³	\$69,050
Public Transit Fares	The Local Transportation Authority collects fares from passengers using the transit system.	\$3,801

¹³ California City Finance

Regional Developer Impact Fees	Regional developer impact fees are assessed on new development to pay for new transportation infrastructure needs, as governed by AB1600 (1987). Fee levels are calculated based on a selected list of projects to be funded; due to nexus rules requiring a demonstrated reasonable relationship between the impact and improvement, these are almost exclusively road and highway system expansion. ¹⁴ In 2016, COG approved a new Regional Transportation Impact Mitigation Fee which identifies funding for a variety of projects, including improvements on Highway 25.	\$262,944
Service Authority for Freeways and Expressways	The goal of SAFE is to quickly identify and respond to freeway incidents such as breakdowns and accidents in order to minimize their impacts in terms of congestion, public safety and air quality, and to increase the reliability of the freeway system and better manage traffic flow. ¹⁵ This could be in form of providing emergency call boxes and/or freeway service patrols.	\$1,144
Vanpool Lease	The Council of Governments collects fees in exchange for the lease of vans to commuter groups.	\$451
Total		\$508,350
Figure 5-5 Local Funding Sources for the San Benito Region, Current Year Dollars (000's)		
Source: Council of San Benito County Governments		

¹⁴ Statewide Transportation Needs Assessment Revenue Report

¹⁵ California Department of Transportation

REGIONAL AND OTHER FUNDING SOURCES

Over the next 22-years, 0% or \$2.4 million of the transportation funds for the San Benito region are expected to come from regional funding sources.

Figure 5-6 illustrates the regional revenue sources that are projected over the next 22-years.

Regional Program	Description	Projected Revenue (Dollars in 000s)
Assembly Bill 2766	The Monterey Bay Unified Air Pollution Control District allocates the vehicle registration surcharge fee to fund a grant program. The program funds planning, monitoring, enforcement, capital, and technical studies. ¹⁶	\$2,420
Total		\$2,420
<p>Figure 5-6 Regional Funding Sources for the San Benito Region, Current Year Dollars (000's) Source: Council of San Benito Governments</p>		

Over the next 22-years, 17% or \$215 million of the transportation funds are identifies as “other” funding sources. In this case, the Regional Transportation Plan identifies two projects in Santa Clara County that are critical of circulation for the San Benito region.

Figure 5-7 illustrates the “other” revenue sources that are projected over the next 22-years.

“Other” Revenues	Description	Projected Revenue (Dollars in 000s)
Valley Transportation Authority	Funding provided by the Santa Clara County Valley Transportation Authority for the Highway 101/25 Interchange Project and the new SR 152 Alignment: Environmental Study.	215,000
Total		\$215,000
<p>Figure 5-7 “Other” Funding Sources for the San Benito Region, Current Year Dollars (000's) Source: Council of San Benito Governments</p>		

¹⁶ Monterey Bay Unified Air Pollution Control District

FUNDING UNCERTAINTIES

The Regional Transportation Plan assumes \$1.2 billion in projected revenues to be available within the 2040 planning period to support the transportation investments discussed in the next chapter.

These projections are intended to be used as a general tool to assist the Council of Governments, local jurisdictions and other project sponsors in determining the projects that are reasonable to prioritize in the short and long term of the Plan. The Council of Governments recognizes that funding projections may vary from year-to-year and may be impacted by the economy, state and federal laws and budgets, and fuel consumption and related gas tax revenues.

Financial projections were developed in coordination with partner agencies in the Monterey Bay region and are also used in the Association of Monterey Bay Area Governments' federally-mandated Metropolitan Transportation Plan (MTP). Projections are consistent with those figures shown in the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Fund Estimate, Federal Transportation Improvement Program (FTIP) and other relevant programming documents.

NON-TRADITIONAL REVENUE SOURCES

The Council of Governments may consider non-traditional revenue streams to augment funding for transportation projects and programs. Opportunities to combine and phase construction of these projects using non-traditional funding sources is another option to meet the current and future needs of the traveling public.

FUNDING AVAILABILITY VS. TRANSPORTATION COST

Although new funding sources have been identified in the Regional Transportation Plan, they are not sufficient to meet the transportation need in the San Benito region. Funding assumptions for revenue projections through the 2040 planning period continue to reflect a conservative fiscal growth.

As noted earlier, the San Benito region is projected to receive \$1.2 billion in funding through the year 2040. Although forecasted revenues may seem substantial, they account for less than what would be needed to fund the \$1.8 billion in transportation project costs that are identified in the next chapter.

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2040 RTP

Chapter 6: Investments in our Transportation Future



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

Chapter 6 Investments in Our Transportation Future

This chapter sets forth the planned projects intended to most effectively address the short and long range transportation needs of the San Benito region. Federal, state, and local government agencies are responsible for funding and implementing these numerous investments, as discussed in the previous chapter.

In identifying the list of projects, it is crucial to recognize the multi-modal transportation system, as a whole, that includes a network of highways, local roads and alternative transportation facilities; such as bicycle, pedestrian and public transit, to accommodate residents that do not have access, or choose not to use, a private vehicle. Investments to airports, transportation demand management and transportation system management projects are also integral to the overall network.

In planning which program of projects will advance the region's goals, the Regional Transportation Plan must consider the available funding for the system. This includes the provision of appropriate financial resources, as discussed in the previous chapter, to operate, maintain and expand the multi-modal system. The cost to implement the entire transportation project list exceeds \$1.8 billion; however, only \$1.2 billion is estimated to be available in funding to the region over the next 22-years.

The list of infrastructure investments that will be financed with the available funds, \$1.2 billion, is referred herein as the *Financially Constrained Transportation Project List*. The Project List is aimed at meeting the mobility demands of residents, while making changes that can contribute to improvements in the region's quality of life, environmental quality, social equity and economic vitality.

FINANCIALLY CONSTRAINED TRANSPORTATION PROJECT LIST

This Regional Transportation Plan sets forth a dynamic and extensive list of projects to help meet the demand of the users of the system, while meeting the goals of the Plan (Appendix A).

The project list is “Financially Constrained” and projects identified do not exceed anticipated funding revenues over the next 22-years (2018 through 2040).

This host of transportation investments, were identified based on input received from the public, policymakers, federal, state, regional and local partner agencies, see Chapter 7: Public Participation and Consultation.

TRANSPORTATION PROJECT COSTS VS. PROJECTED FINANCIAL ASSUMPTIONS

As illustrated in Figure 6-1, the San Benito Regional Transportation Plan identifies **138 projects** and calls for over **\$1.8 billion** of investment in system expansion of alternative transportation modes, over the next 22-years (Appendix A).

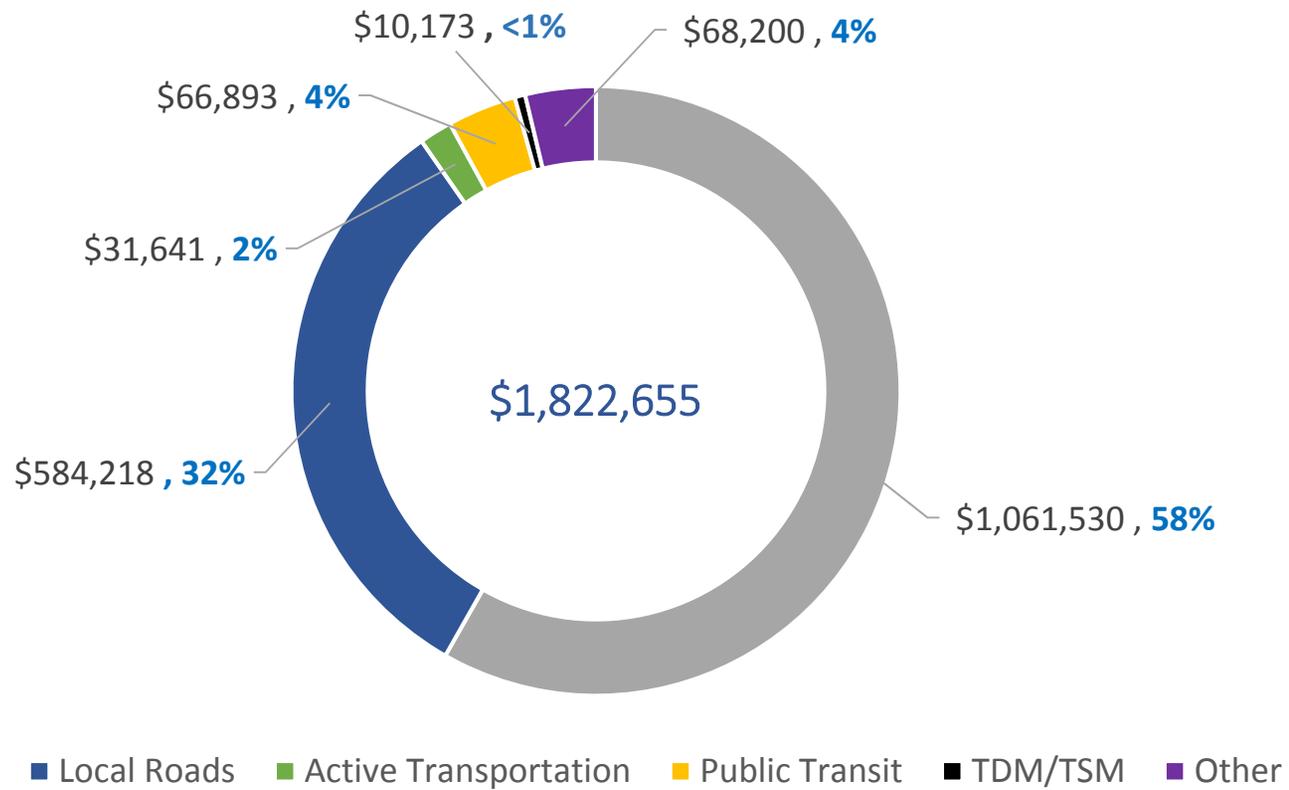


Figure 6-1, 22-Year Transportation Project Costs by Mode (000s)

Source: Council of San Benito County Governments

As previously noted, the San Benito region is projected to receive approximately \$1.2 billion (Appendix B) in funding over the next 22 years, which is less than what would be needed to fully fund the \$1.8 billion in transportation project costs (Appendix A). As illustrated in Figure 6-2, there is a \$553 million shortfall in transportation funding needed to meet the entire needs of the San Benito region (Appendix A).

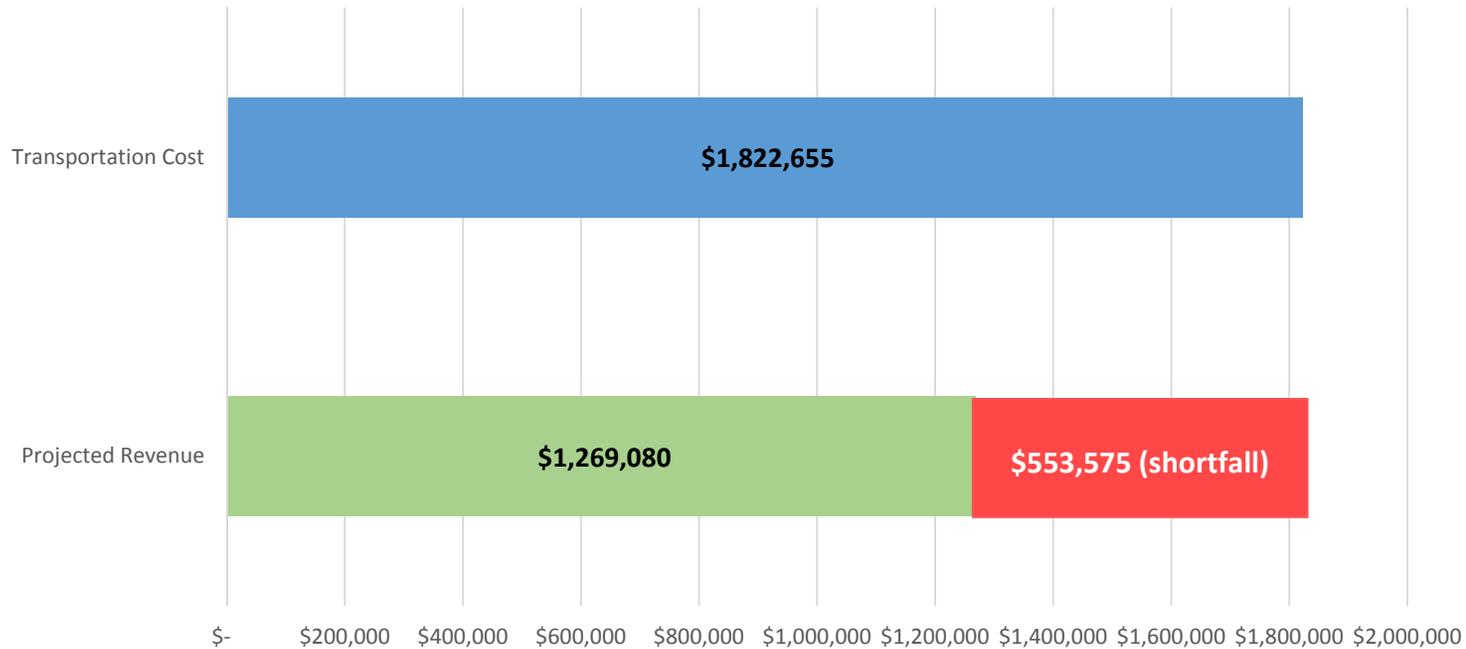


Figure 6-2, Transportation Project Costs vs. Projected Revenues Assumptions (000s)

Source: Council of San Benito County Governments

This funding shortfall means fewer needed projects will be constructed, maintenance of local streets and roads will be deferred, and fewer programs implemented. This also impacts the community in several other ways: less access to jobs, educational facilities, healthcare, shopping, and increased traffic congestion on commute routes.

Given the disproportion between project costs and projected revenue assumptions, the federal and state statutes require that the Regional Transportation Plan identify projects in one of two categories, which include:

- 1.) “Financially Constrained” list of projects that could be funded based on revenues reasonably expected over the next 22-years.
- 2.) “Financially Unconstrained” list of candidate projects that would be funded, only if additional monies become available. These projects are solely listed for illustrative purposes.

Figure 6-3 illustrates the “Financially Constrained” transportation projects (\$1.2 billion), the “Financially Unconstrained” projects (\$553 million) and the total project cost (\$1.8 billion).

Project Category	Constrained	Unconstrained	Total Project Cost ¹
Highway Roadway Capacity, Operations, Maintenance	\$647,530	\$414,000	\$1,061,530
<ul style="list-style-type: none"> • State Route 25 Corridor Improvements Project • Highway 101/25 Interchange – VTA Project • SR 156 Widening - San Juan Bautista to Union Road 			
Local Streets and Roads, Operations, Maintenance	\$494,274	\$89,944	\$584,218
<ul style="list-style-type: none"> • Traffic Impact Fee Program of Projects • Local roadway operations, maintenance, and safety 			
Active Transportation/Community Enhancements	\$13,976	\$17,665	\$31,641
<ul style="list-style-type: none"> • Bikeway and Pedestrian Improvements 			
Public Transit	\$56,174	\$10,719	\$66,893
<ul style="list-style-type: none"> • General transit service operations 			
Transportation Demand Management/Transportation System Management	\$2,818	\$7,355	\$10,173
<ul style="list-style-type: none"> • Call Box Program, Rideshare Program 			
Other	\$54,308	\$13,892	\$68,200
<ul style="list-style-type: none"> • Aviation, COG Planning and Administration 			
TOTALS	\$1,269,080	\$553,575	\$1,822,655

Figure 6-3 22-Year Summary of RTP Transportation Investments (000s)

Source: Council of San Benito County Governments

¹ Year of Expenditure (YOE) Dollars, total in millions.

Figure 6-4 illustrates the Financially Constrained Transportation Project List, by project category (Appendix A).

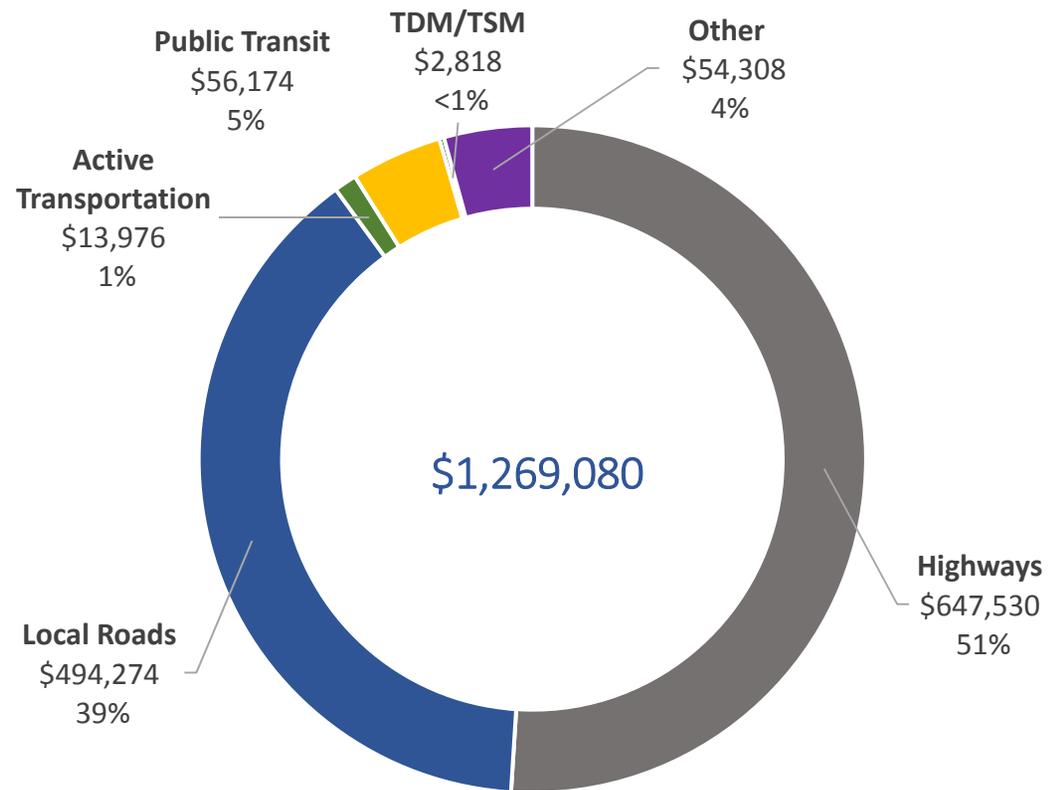


Figure 6-4, 22-Year Financially Constrained Project List Summary (000s)
Source: Council of San Benito County Governments

The Regional Transportation Plan also includes inflated revenues (Appendix B) and escalated project cost estimates (Appendix A1) in year of expenditure.

The following section highlights some of the major “Financially Constrained” projects by transportation mode. This section also briefly highlights some of the “Financially Unconstrained” projects.

HIGHWAY SYSTEM

In the San Benito region, the operation and maintenance of the highway system is a significant priority for transportation investment decisions. The highway system is owned and maintained by the California Department of Transportation (Caltrans).

FINANCIALLY CONSTRAINED HIGHWAY PROJECTS

The Regional Transportation Plan’s Financially Constrained Transportation Project List identifies highway investments needed to maintain, operate and expand the highway system. Within the 22-year RTP period, the combined operations, maintenance and investment projects to the highway system total over \$647 million, Figure 6-5. Highway infrastructure projects represent 51% of all transportation investments on the “Financially Constrained” list of projects (Appendix A).

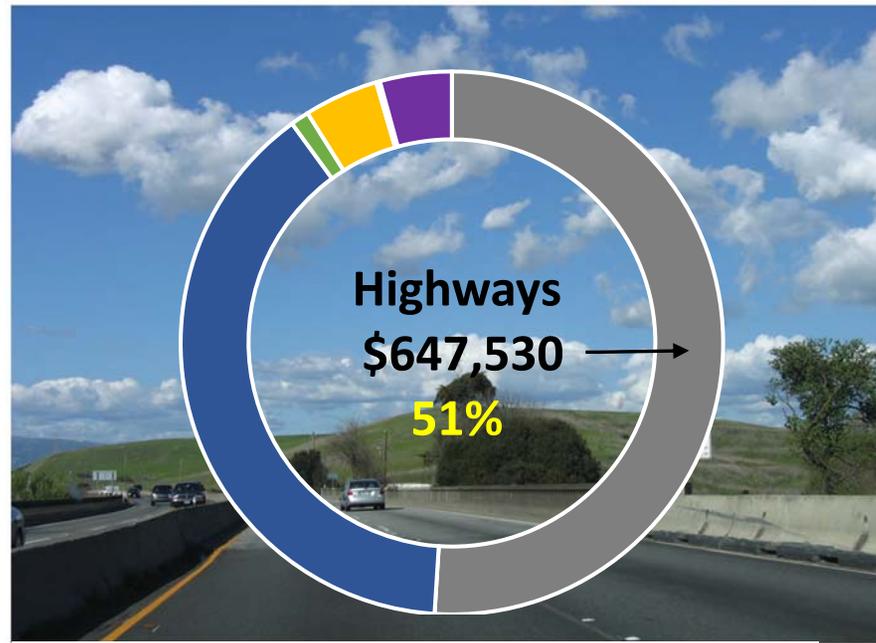


Figure 6-5, 22-Year Financially Constrained Highway Projects (000s)

Source: Council of San Benito County Governments

Figure 6-6 below illustrates the *Financially Constrained* highway projects, in green, that are proposed within the San Benito region.

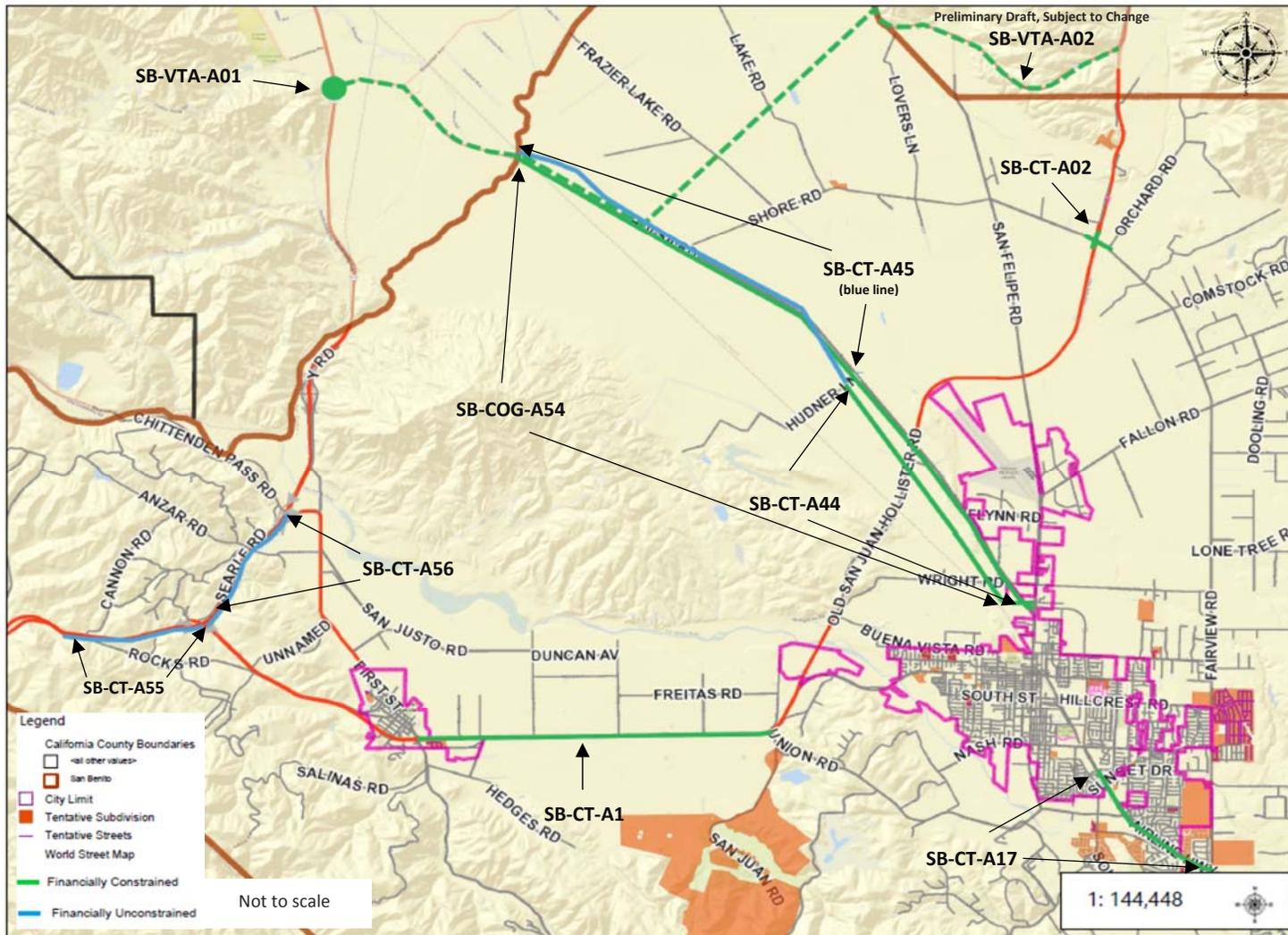


Figure 6-6, Map of Financially Constrained and Unconstrained Projects
 Source: Council of San Benito County Governments

HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

State Route 25

Highway 25 Widening Project, Phase I (Project No. SB-CT-A44)

Caltrans, in cooperation with the Council of Governments and the Santa Clara Valley Transportation Authority, is proposing the eventual replacement of 11.2 miles of the existing State Route 25 two-lane conventional highway with a four-lane expressway in San Benito and in Santa Clara Counties. In San Benito County, the project would extend for 8 miles from San Felipe Road (within the City of Hollister) to the San Benito/Santa Clara County line, as illustrated in Figure 6-7.

This project is intended to add capacity along the corridor. For fiscal constraint reasons, the project was separated into Phase I and Phase II. Phase I consists of widening from San Felipe Road to Hudner Lane. Phase II of the project consists of widening from Hudner Lane to the Santa Clara County line and is “financially unconstrained” as funding is not foreseeably available over the next 22-year timeframe.

State Route 25 Corridor Improvements Project (Project No. SB-CT-A54)

In a measure to address the challenges with funding Phase I and II of the Highway 25 Widening Project, COG identified a more financially feasible design alternative to widen SR 25. The design alternative resulted in the identification of the SR 25 Corridor Improvements Project, which would enhance safety, improve traffic operations, and provide additional capacity to reduce congestion on Highway 25 between San Felipe Road and the San Benito/Santa Clara County line. This project is in the pre-project initiation document phase.



Figure 6-7, Highway 25 Widening Project Map

Source: Hollister to Gilroy State Route 25 Route Adoption

State Route 156

State Route 156 Improvement Project (Project No. SB-CT-A01)

The San Benito State Route 156 Improvement Project proposes improvements to State Route 156 between the cities of San Juan Bautista and Hollister in San Benito County.

The 5.2-mile project begins within the eastern city limits of San Juan Bautista at The Alameda and ends west of Hollister, approximately 0.2 miles east of Fourth Street (Business Route 156) in San Benito County. State Route 156 crosses the northern portion of San Benito County. It begins at U.S. 101 west of San Juan Bautista and passes through the cities of San Juan Bautista and Hollister, then continues to the San Benito/Santa Clara County line and connects with State Route 152, Figure 6-8

The purpose of the project is to improve route continuity, reduce congestion, and increase safety. The project is needed because the two-lane conventional highway between the existing expressways creates a conflict between slow-moving trucks and farm equipment and fast-moving private vehicles, which results in congestion and a lower Level of Service. In addition to reducing congestion, a controlled access expressway or conventional highway with greater capacity would decrease the potential for traffic accidents and provide drivers a larger recovery zone.

The State Route 156 Project is fully funded and construction is anticipated to begin in 2020.

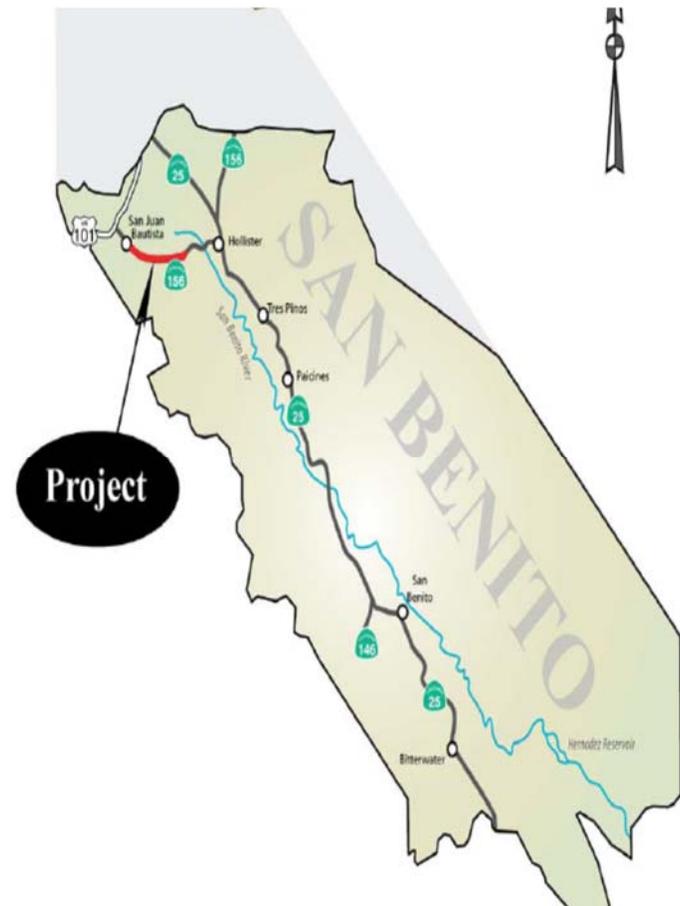


Figure 6-8, Highway 156 Project Location Map

Source: Council of San Benito County Governments

U.S. Highway 101

U.S. 101/ SR 25 Interchange (Project No. SB-VTA-A01)

The Santa Clara County Valley Transportation Authority is proposing the construction of a new interchange at the intersection of U.S. 101 and SR 25. The new interchange will increase capacity and improve traffic flow on both highways.

State Highway Repair and Maintenance

State Highway Operation and Protection (Project No. SB-CT-A42)

Caltrans' Roadside State Highway Operation and Protection (SHOPP) funds the repair and preservation of the State Highway System, safety improvements, and some highway operational improvements. Funds are allocated to projects based upon ranking criteria, and the projects are prioritized and processed through a "programming" process. The project fund estimate includes work to be performed within the San Benito region State Highway System.

HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

Highway 25 Widening, Phase II (Project No. SB-CT-A45)

Caltrans, in cooperation with the Council of Governments, the Santa Clara Valley Transportation Authority, is proposing the eventual replacement of 11.2 miles of the existing State Route 25 two-lane conventional highway with a four-lane expressway in San Benito and in Santa Clara Counties. In San Benito County, the project would extend for 8 miles from San Felipe Road (within the City of Hollister) to the San Benito/Santa Clara County line. This project is intended to add capacity along the corridor. For fiscal constraint reasons, the project is identified as Phase I and Phase II. Phase II consists of widening to 4-lane expressway from Hudner Lane to the Santa Clara County Line, which is "Financially Unconstrained."

There are two highway projects identified on the "Financially Unconstrained" list, which are illustrated in Figure 6-6.

LOCAL STREET AND ROAD PROJECTS

Local streets and roads are vital to the strength of the region’s entire transportation system. They connect our communities and carry traffic in our region whether by automobile, bus, by foot or bicycle.

FINANCIALLY CONSTRAINED LOCAL STREET AND ROAD PROJECTS

The Regional Transportation Plan’s “Financially Constrained” project list identifies investments needed to maintain, operate and expand the local street and roads system. Within the 22 year RTP period, the combined operations, maintenance and investment projects to the system total over \$494 million, Figure 6-9. Local Street and Road infrastructure projects represent 39% of all transportation investments on the “Financially Constrained” list of projects (Appendix A).

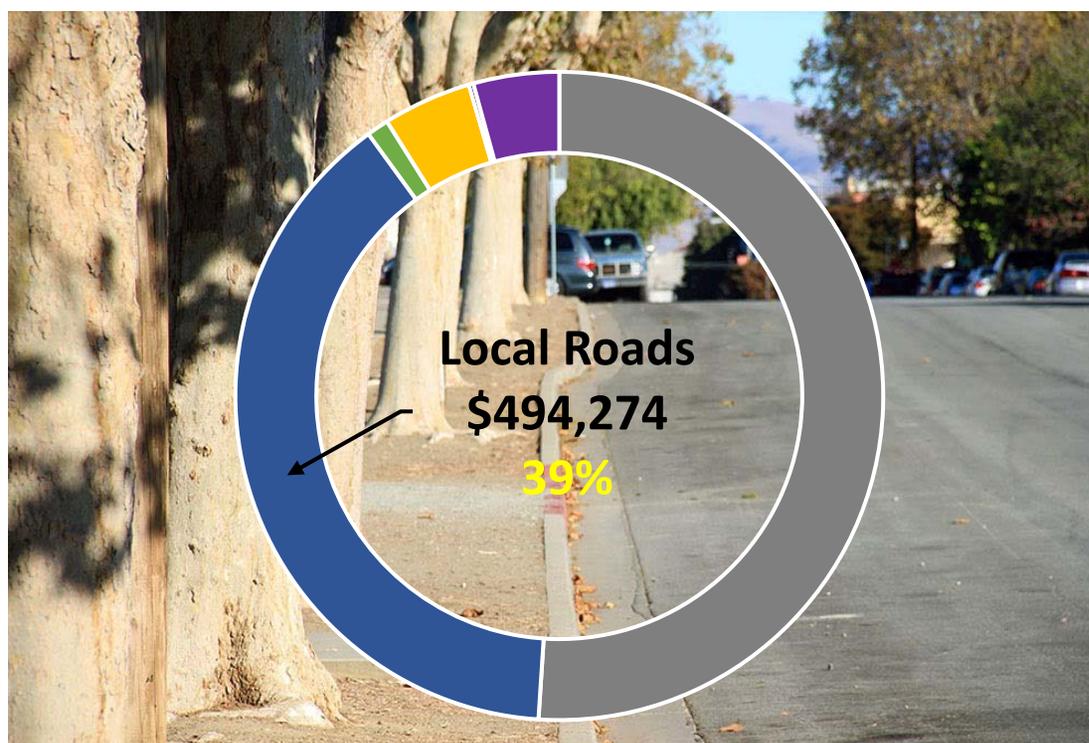


Figure 6-9, 22-Year Financially Constrained Local Street and Road Projects (000s)

Source: Council of San Benito County Governments

HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

New Local Roads (Regional Transportation Impact Mitigation Fee Program)

The Regional Transportation Plan identifies new segments of local roads for expansion by 2040. The Transportation Impact Mitigation Fee Program consists of the construction of transportation improvements intended to meet the needs generated by growth in the San Benito region totaling \$239,044,798 million. As growth in housing and commercial services occurs, the Program requires that these new developments adequately mitigate their traffic impacts. The projects listed in the Fee Program include: Arterial and collector road widening and extensions, bicycle lanes and pedestrian facilities, bridge replacements and widening, and intersection upgrades. These road segments are listed individually in the Regional Transportation Plan project list and are depicted in Figure 6-10. The new roadways will include bicycle and pedestrian facilities.

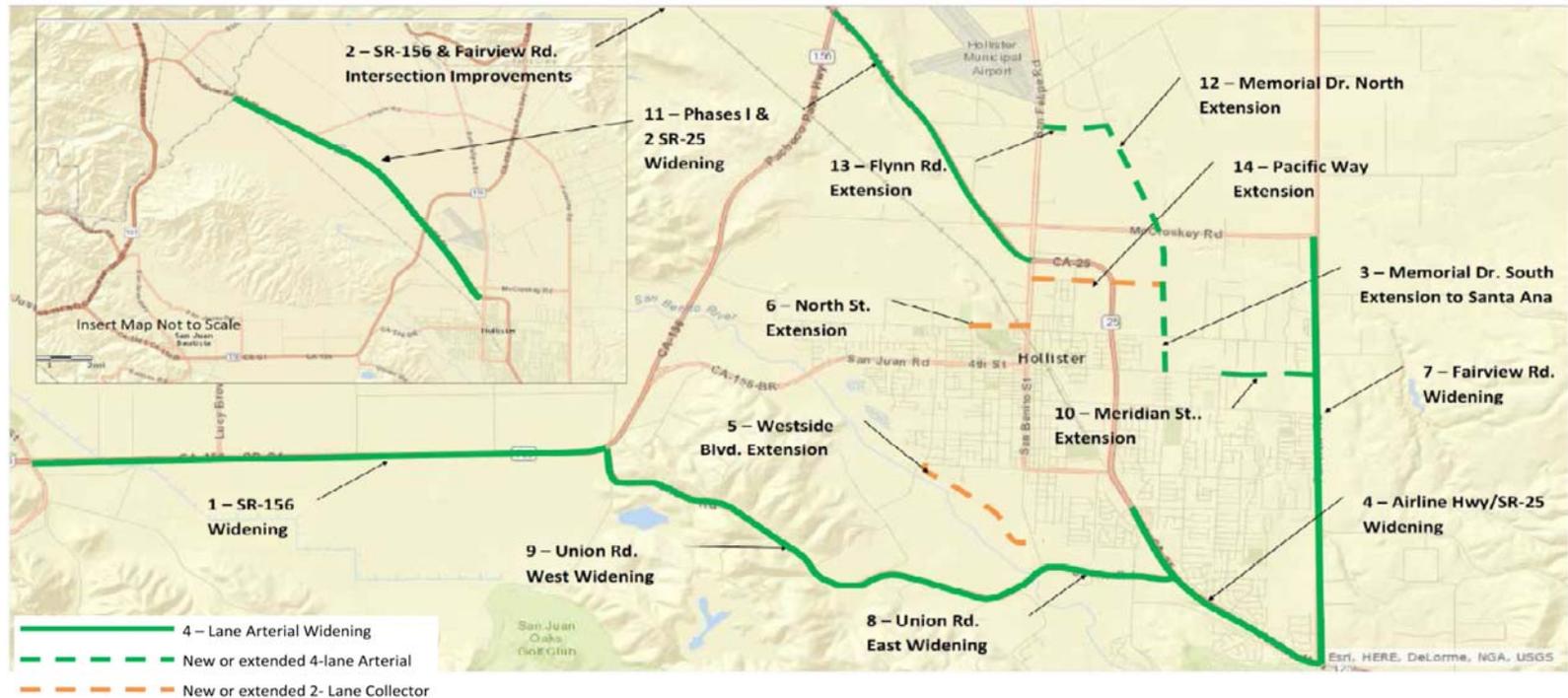


Figure 6-10, Financially Constrained Local Street and Road Projects

Source: Transportation Impact Mitigation Fee Program, 2016

West Gateway Improvement Project (Project No. SB-COH-A13)

The City of Hollister's West Gateway Project will consist of a Complete Streets approach that will include sidewalks, landscaping, lighting, street furniture, and access to undeveloped properties. The proposed improvements also include the replacement of the dual left-turn lane with a landscaped median, replacement of the traffic signal at the intersection of Graf Road and San Juan Road with the City's first round-about. The Project will also consist of striping a Class II bike lane, addition of bulb-outs at the intersection to reduce the length of crossings. The West Gateway Project will improve student access between R.O. Hardin and Calaveras Elementary Schools. This Project was awarded an Active Transportation Program grant through the California Department of Transportation and the California Transportation Commission. The West Gateway project is set to begin construction on July 1, 2019.

Highway Bridge Program (Project No. Various)

The regional transportation plan identifies ten local bridges, under the Highway Bridge Program, for replacement or upgrade.

The purpose of the Program is to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. These bridges are listed individually in the Regional Transportation Plan project list (Appendix A).



Figure 6-11, Complete Street Stock Photo

Source: Walk Sacramento



Figure 6-12, Union Road Bridge

Source: Hollister Free Lance Newspaper

Local Street and Roadway Maintenance

The operation and maintenance of the existing transportation system are significant priorities for transportation investment decisions.

The lack of appropriate funding for local roadway maintenance has been the greatest obstacle for local Cities and the County. Local roadway rehabilitation and maintenance are the responsibilities of each local jurisdiction within the region. This work accounts for activities to preserve and improve local roadway conditions involving traffic operations management, routine maintenance, preventative maintenance, and rehabilitation and reconstruction of pavement.

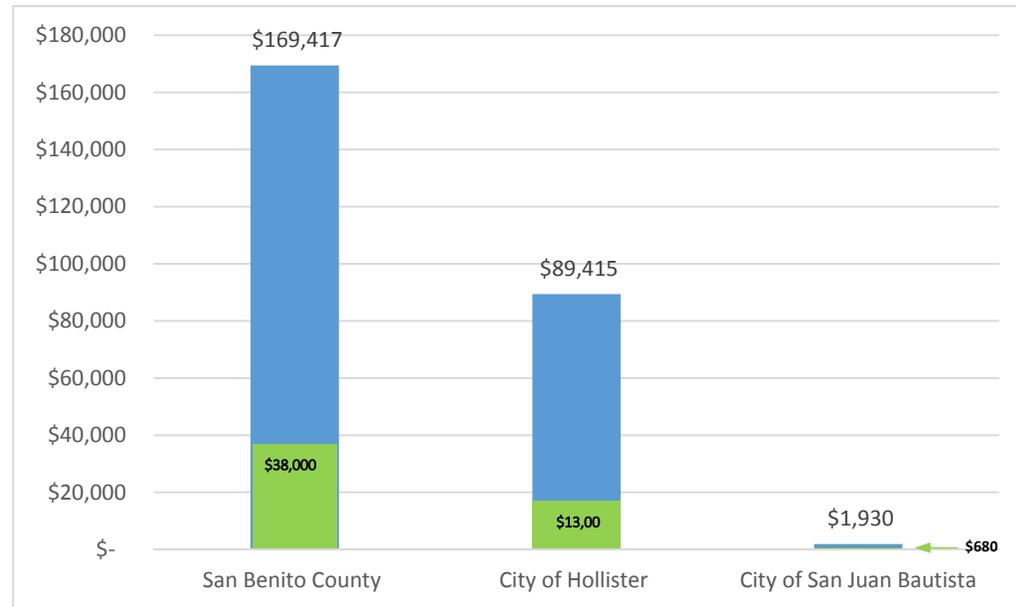


Figure 6-13, 22-Year Financially Constrained Local Street and Roadway Maintenance Projects (000s)
Source: Council of San Benito County Governments

As illustrated in Figure 6-13, over the next 22-year time period, the *Financially Constrained Transportation Project List*² identifies:

- Over \$169 million in local street and roadway maintenance projects for the County of San Benito.
- Over \$89 million in local street and road maintenance projects for the City of Hollister.
- Over \$1.9 million in local street and road maintenance projects for the City of San Juan Bautista.

In 2017, Senate Bill 1, Road Repair and Accountability Act was approved, bringing over \$51 million to the San Benito County region over the next 22-year. The approximate distribution includes \$38 million for the County of San Benito, \$13 million for the City of Hollister and \$680,000 for the City of San Juan Bautista, as illustrated in Figure 6-13. However, these funding levels are insufficient to fund the entire local road rehabilitation and maintenance needs of the San Benito region, as illustrated in Figure 6-14.

² Financially Constrained list of projects that could be funded based on revenues reasonably expected over the next 22-years

HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

Local Street and Road Maintenance

The Regional Transportation Plan identifies the local road rehabilitation and maintenance project need for the City of Hollister and County of San Benito as partially funded or “Financially Unconstrained.”

As illustrated in Figure 6-14, the 22-year local road rehabilitation and maintenance project need, in red, is greater than the funds that are projected to be reasonably available for both the City of Hollister and County of San Benito.

The figure also illustrates in green, the “Financially Constrained” portion of local road rehabilitation and maintenance projects that may be reasonably funded over the next 22-years.

The City of San Juan Bautista’s local road rehabilitation and maintenance projects is completely “Financially Constrained” over the next 22-years.

The funding shortfall for local rehabilitation and roads maintenance for the City of Hollister and San Benito County will continue to be an issue beyond the 22-year timeframe of this Regional Transportation Plan. *As a priority, the Council of Governments identified the maximum funding possible, given the type of monies received for Local Road Rehabilitation and Maintenance Projects.*

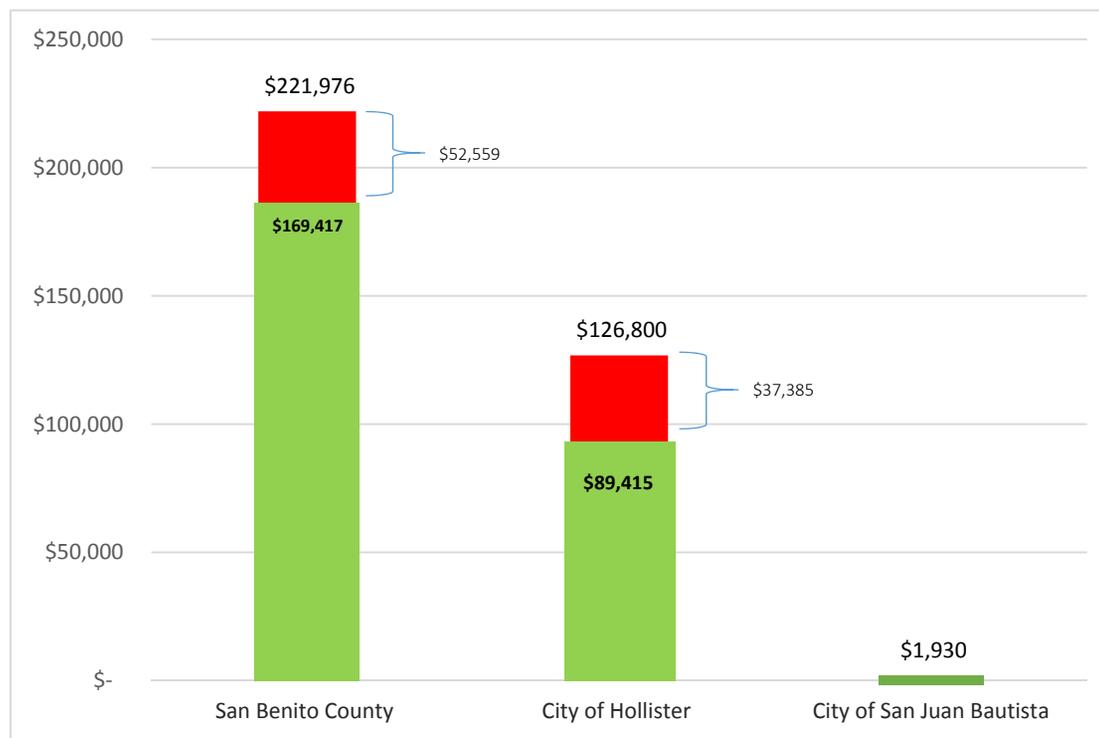


Figure 6-14, 22-Year Financially Constrained vs. Unconstrained Road Rehab and Maintenance Projects (000s)

Source: Council of San Benito County Governments

ACTIVE TRANSPORTATION PROJECTS

Active transportation projects are those which facilitate walking and bicycling while travelling. These projects can help improve public health by reducing the amount of time spent sedentary in a car while making trips. These projects are also an important element of a well-rounded transportation plan, taking into consideration the needs of more than just vehicular travel.

FINANCIALLY CONSTRAINED ACTIVE TRANSPORTATION PROJECTS

The Regional Transportation Plan’s “Financially Constrained” project list identifies investments needed to promote Active Transportation. Within the 22 year RTP period, the combined bicycle and pedestrian projects included to encourage increased use of active modes, such as biking and walking total over \$13 million, Figure 6-15. Active Transportation infrastructure projects represent 1% of all investments on the “Financially Constrained” list of projects (Appendix A).



Figure 6-15, 22-Year Financially Constrained Active Transportation Projects (000s)

Source: Council of San Benito County Governments

HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

San Benito Bikeway and Pedestrian Master Plan Implementation

Regional Transportation Plan proposes over 40 bicycle and pedestrian infrastructure projects within San Benito region. These bicycle and pedestrian investments are listed individually in the Regional Transportation Plan list of project (Appendix A). Many of the local roadway projects, included in the “Financially Constrained” list, are multi-modal, which means that they include bicycle and pedestrian components. For example, a project on a local roadway may include bicycle lanes.

Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street (Project No. SB-COH-A60)

This Project is focused in a range of recommendations, from low-cost, near-term ideas to longer-term concepts. It is intended to be used by the City of Hollister as a guide for prioritizing investments in the public realm in these corridors. Implementing complete streets designs that address the needs of bicyclists and pedestrians is anticipated to have a wide range of benefits beyond improving safety for those users.

San Benito River Recreational Trail, Phase 1 (Project No. SB-SBC-A65)

The San Benito County River Parkway is a 20-mile-long trail corridor in northwestern San Benito County. The River Parkway would extend through unincorporated County land, primarily along the winding San Benito River, and through City of Hollister land near the 4th Street Bridge.



Figure 6-16, Students Crossing Street

Source: Council of San Benito County Governments



Figure 6-17, Complete Street Walking Audit on Tres Pinos Road

Source: Council of San Benito County Governments

HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

San Benito River Recreational Trail, Phase 2 (Project No. SB-SBC-A66)

The San Benito County River Parkway is a 20-mile-long trail corridor in northwestern San Benito County. The River Parkway would extend through unincorporated County land, primarily along the winding San Benito River, and through City of Hollister land near the 4th Street Bridge.

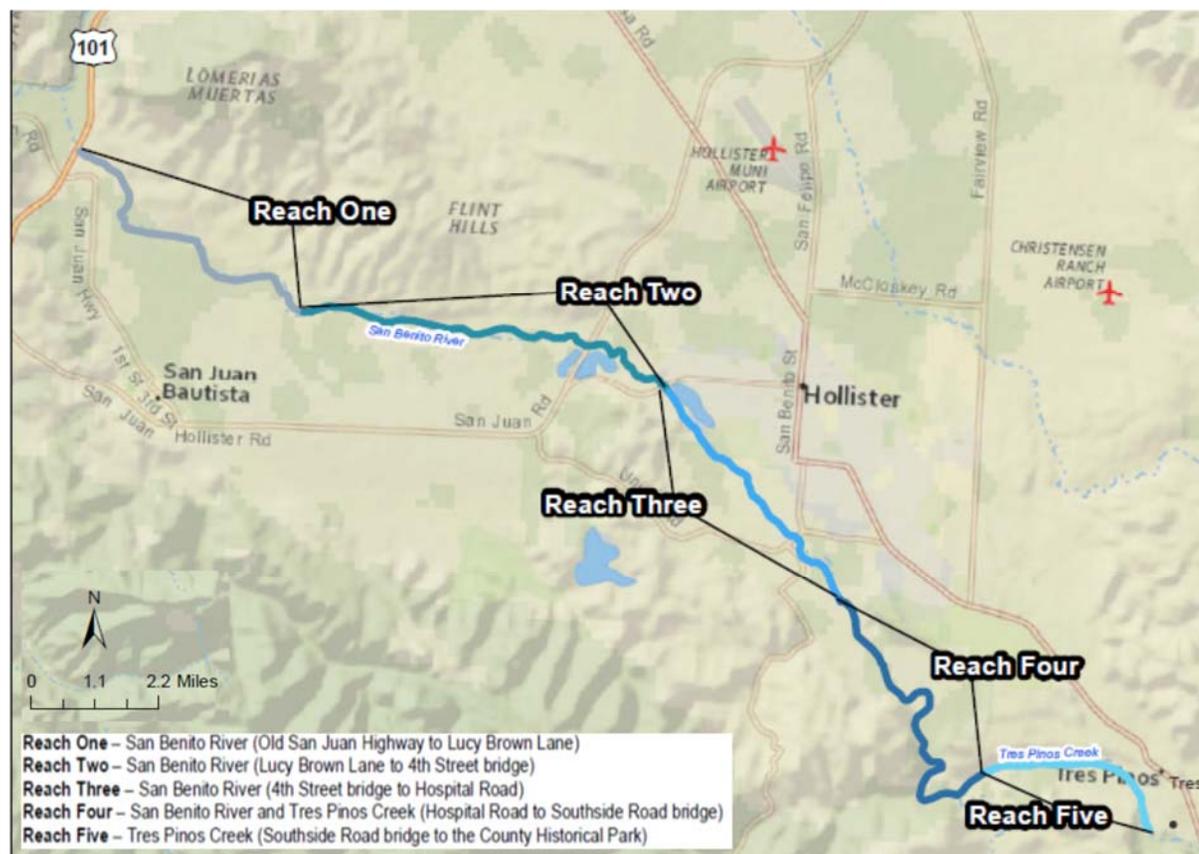


Figure 6-18, Financially Unconstrained San Benito River Recreational Trail

Source: River Parkway Master Plan

PUBLIC TRANSIT PROJECTS

The Regional Transportation Plan supports transit as an essential service needed by many community members to maintain a minimum standard of living; it also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion and energy consumption, while improving air quality and the general quality of life for commuters.

The Regional Transportation Plan investments emphasize convenient, high quality regional transit and mobility services to meet the needs of transit users. Improved and expanded local and interregional bus services are included in this transit investment strategy as a means to improve mobility and accessibility, improve air quality and reduce congestion. The Plan also seeks to coordinate improved public transit services with complementary and supportive land use development—for instance, transit facilities surrounded by residential and commercial developments.

The Regional Transportation Plan supports the implementation of the San Benito Transit Design Guidelines, incorporating transit-friendly design in private development projects, making them able to be well served by transit, and encouraging transit use. Incorporating transit amenities with proposed development will help the region advance its transit presence and maximize its funding resources.

The Guidelines are designed for use by both planners and developers as a reference tool in the preparation and review of development plans. They are consistent with adopted local transportation policies; however, they are advisory, and not regulatory, to the Cities and County of San Benito.

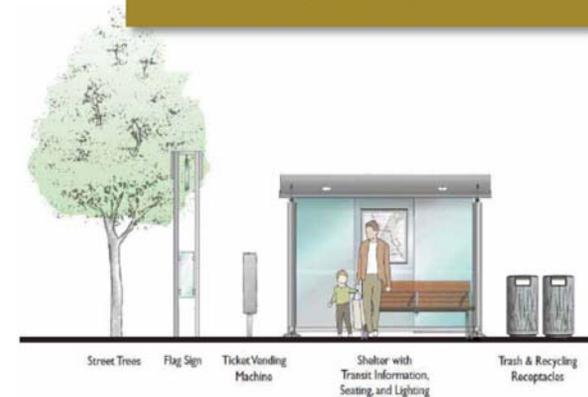
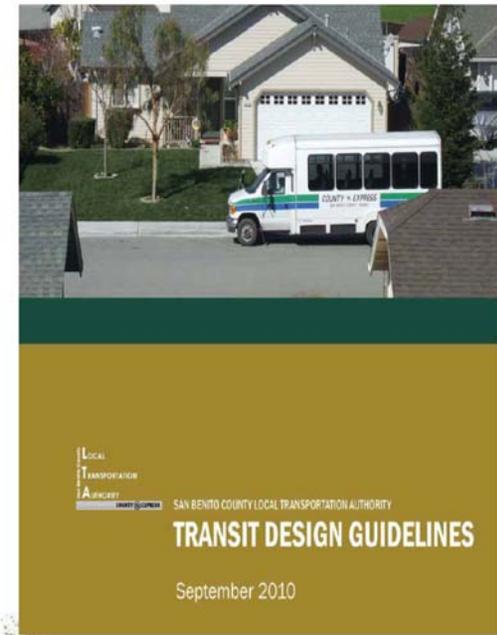


Figure 6-19, Transit Design Guidelines, 2010

Source: Council of San Benito County Governments

FINANCIALLY CONSTRAINED PUBLIC TRANSIT PROJECTS

The Regional Transportation Plan’s “Financially Constrained” project list specifically calls for public transit capital and operational investments. Within the 22 year RTP period, the combined public transit projects total over \$56 million, Figure 6-20. Transit represents 5% of all investments on the “Financially Constrained” list of projects (Appendix A).

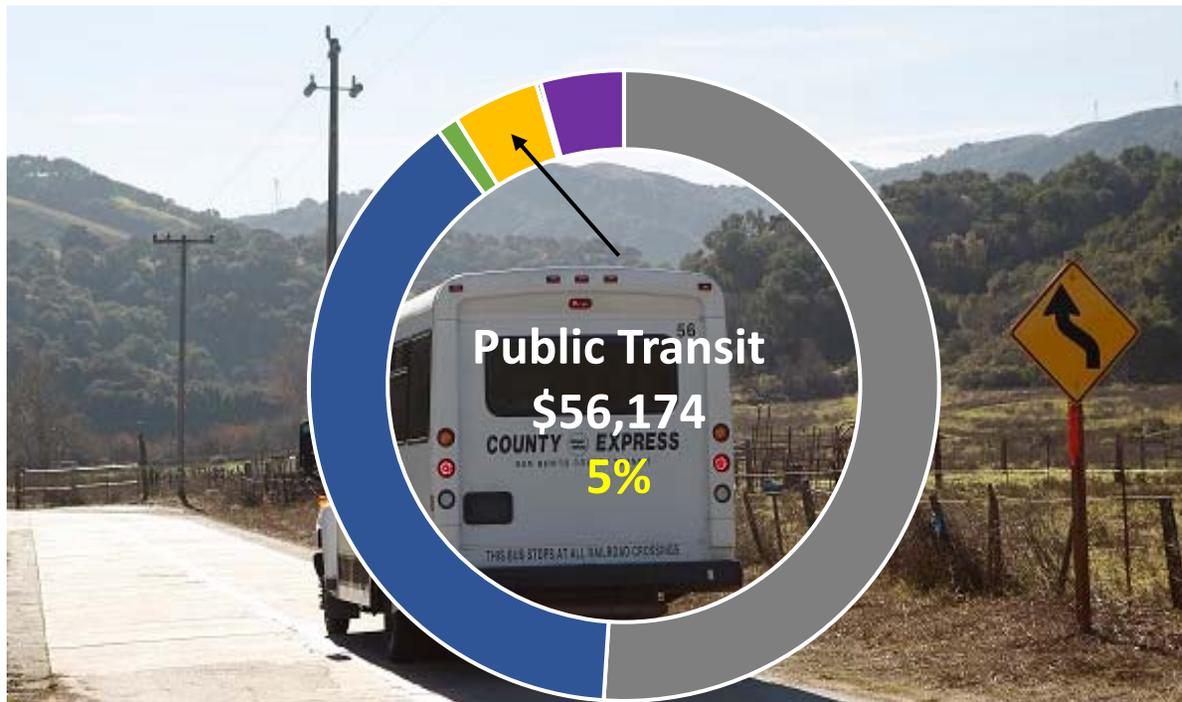


Figure 6-20, 22-Year Financially Constrained Public Transit Projects (000s)

Source: Council of San Benito County Governments

HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

General Transit Service Operations (Project No. SB-LTA-A37, A38, A46, A47)

The Plan supports transit operations as an essential service needed by many community members to maintain a minimum standard of living; it also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes. Transit operations include services to neighboring counties such as in Monterey, Santa Cruz and Santa Clara.

Regional Transit Planning (Project No. SB-LTA-A42)

Planning presents a framework for examining the ways in which technical aspects of the regional transit planning process are changing in response to a broadening of goals and strategies. Planning often results in the implementation of transit infrastructure, new service, and operational improvements.

HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

Transit Vehicle Replacements (Project No. SB-LTA-A48)

The Regional Transportation Plan identifies the Transit Vehicle Replacement Project as partially “Financially Unconstrained.” The expansion and replacement of transit vehicles includes the procurement of various bus vehicles needed to provide long-term services for County Express and Specialized Transportation Services.



Figure 6-21, County Express Bus Riders

Source: Council of San Benito County Governments

TRANSPORTATION DEMAND MANAGEMENT (TDM) & TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROJECTS

Transportation Demand Management makes transportation options convenient, accessible, and safe. Strategies to manage demands on the region’s transportation roadway system in ways that reduce or eliminate traffic congestion during peak periods of demand.

Transportation System Management improves the ability of a highway or arterial street to efficiently move traffic without added capacity. This includes fairly low-cost improvements, such as: freeway auxiliary lanes, improved shoulders, individual intersection improvements, synchronized signals, and limiting left turn movements to major street connections.

FINANCIALLY UNCONSTRAINED TDM & TMS PROJECTS

The Regional Transportation Plan’s “Financially Constrained” project list identifies TDM &TMS investments. Within the 22 year RTP period, the combined projects total over \$2 million, Figure 6-22. The projects represent less than 1% of all investments on the “Financially Constrained” list of projects (Appendix A).

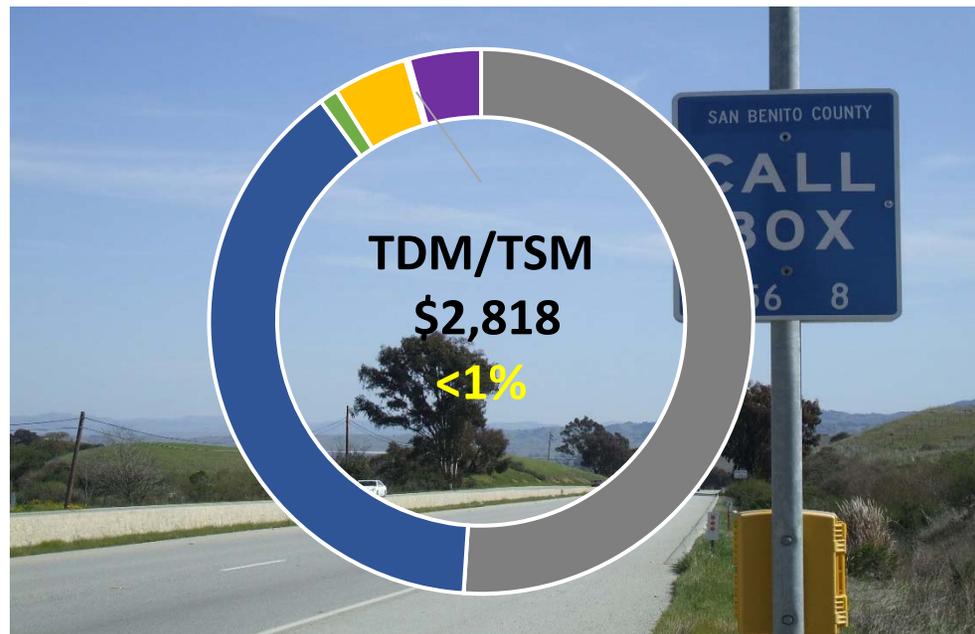


Figure 6-22, 22-Year Financially Constrained TDM & TSM Projects (000s)

Source: Council of San Benito County Governments

HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

Transportation Demand Management

Regional Vanpool Program (Project No. SB-COG-A53)

The Council of Governments operates a commuter program aimed at providing commuter transportation options, reducing traffic congestion and reducing vehicle emission within the San Benito County region.

Regional Rideshare Program (Project No. SB-COG-A08)

The Council of Governments offers services that assist users in defining alternatives to driving alone and encourage the use of alternative modes of transportation.

Transportation System Management

Emergency Call Box Program (Project No. SB-COG-A44)

The San Benito Service Authority for Freeways and Expressways (SAFE) operates emergency call boxes along Highways 25, 146, 101 and 156, as well as some rural County roads. The Emergency Call Box Program helps improve the safety and security of residents and visitors to San Benito County by connecting drivers with roadside assistance.

HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

Intelligent Transportation Lump Sum Projects (Project No. SB-COG-A56)

Commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system. Recognized as having the ability to either increase the efficiency of the existing transportation system or incorporate ITS features and the resultant benefits to a new capital project, ITS provides the opportunity of system enhancement at significant savings to larger, capital- and/or operating-intensive projects.



Figure 6-23, San Benito Regional Vanpool Program
Source: Council of San Benito County Governments

HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

COG Planning and Administration (Project No. SB-COG-A58)

The Council of San Benito County Governments and the San Benito Local Transportation Authority perform a variety of short and long range transportation planning activities and studies.

The work performed under these planning efforts is funded through the Transportation Development Act (TDA) for COG administration, transit, bicycle and pedestrian facilities.

HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

Hollister Airport Operations & Maintenance (Project No. SB-COH-A40)

Recognizing the airport’s role as an economic driver and important asset, the Regional Transportation Plan proposes investments for airport improvements in the future. The Regional Transportation Plan identifies this project as partially “Financially Unconstrained.”

Hollister Airport Capital Improvements (Project No. SB-COH-A41)

Capital improvements grouped project list from the Airport Capital Improvement Program. The Regional Transportation Plan identifies this project as partially “Financially Unconstrained.”



Figure 6-25, Hollister Municipal Airport
Source: Benitolink

The “multimodal nature” of most of the above-mentioned projects provide for seamless implementation of Complete Streets concepts. For example, incorporating bicycle lanes as a matter of course in a roadway expansion will be explored when transportation projects and land use development is implemented in the San Benito region.

COMPLETE STREETS

The term “Complete Streets” refers to a transportation network that is planned, designed, constructed, operated and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit and rail riders, commercial vehicles and motorists appropriate to the function and context of the facility.

The California Complete Streets Act of 2008 (AB 1358) ensures that the general plans of California cities and counties meet the needs of all users, including pedestrians, transit, bicyclists, the elderly, motorists, movers of commercial goods, and the disabled. AB 1358 requires cities and counties to identify how the jurisdiction will provide accommodation of all users of roadways during the revision of the circulation element of their general plan. The Governor’s Office of Planning and Research amended guidelines for the development of the circulation element to accommodate all users. A comprehensive update of the General Plan Guidelines in 2016 includes guidance on how cities and counties can modify the circulation element to plan for a balanced, integrated, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

The Council of Governments (COG) is committed to planning for complete streets, and that commitment is reflected in the Regional Transportation Plan, with investments in bicycle and pedestrian facilities and other enhancements to the system. In 2013, the Council of Governments partnered with the Association of Monterey Bay Area Governments, the Santa Cruz County Regional Transportation Commission, and the Transportation Agency for Monterey County to develop a Complete Streets Guidebook.

The Guidebook builds upon best practices from across the nation and was developed to assist local jurisdictions in planning, designing and implementing complete streets projects. Complete Streets are streets that are comfortable and safe to use regardless of age, ability, or mode of transportation. Complete Street designs include amenities for bicyclists and pedestrians, such as bike lanes, wider sidewalks, and safer crossings.



Figure 6-16 Example of Complete Streets
Source: *Monterey Bay Complete Streets Guidebook*

The Complete Streets Guidebook also addresses the link between Complete Streets design and economic development and includes a White Paper on the economics of Complete Streets. The Paper concludes that while we cannot say that implementing Complete Streets design will always have a significant positive impact on economic vitality, there is often a link. Several case studies have shown that when Complete Streets concepts are implemented, the area experiences economic growth.

Figure 6-28 demonstrates the economic framework for evaluation of Complete Streets:

Categories of Economic Activity	Direct and Non-Direct Transportation Impacts	Effect on Economic Activity			
		Possibly Negative	Possibly None	Possibly Positive	Possibly Very Positive
Business Activity	Access ^a			●	●
Business Activity	Trip Volume		●	●	
Business Activity / Investment	Trips Duration ^b	●	●	●	
Fiscal Impact	Construction ^c	●	●	●	●
Fiscal Impact	Maintenance		●	●	
Property Values / Investment	Amenities		●	●	
Economic Growth	Health ^d			●	●

Figure 6-28 Economic Framework for Evaluating Complete Streets

Source: Santa Cruz County Regional Transportation Commission, White Paper on Economic impacts of Complete Streets

Notes:

- ^a New facilities for non-automobiles are likely to have a larger positive impact on economic activity than improving existing facilities.
- ^b An increase in trip duration for automobiles may negatively impact economic activity while a reduction in trip duration for non-automobiles may result in a positive on economic activity.
- ^c Construction of new facilities may have significant economic impacts, while adding new elements may have no to little impact economic impacts.
- ^d If Complete Streets contribute to healthier people by encouraging regular physical activity. As reflected in Caltrans ‘Main Street, California,’ encouraging walking and bicycling as a frequent mode of travel can reduce health spending at a state and federal level.

ENVIRONMENTAL REVIEW

The San Benito Regional Transportation Plan must comply with the California Environmental Quality Act (CEQA), which requires that governmental agencies consider the cumulative regional impact and analyze the environmental consequences of planned transportation projects. As the lead agency, Association of Monterey Bay Area Governments conducts an extensive environmental review process, in partnership with the Council of Governments, which also includes public review and a public hearing.

The Association of Monterey Bay Area Governments established a Memorandum of Understanding between the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission to prepare one Environmental Impact Report (EIR), which included each Regional Transportation Plan collectively in the Metropolitan Transportation Plan/Sustainable Communities Strategy (Appendix F). The Environmental Impact Report presents a regional assessment of the impacts of the proposed 2040 MTP/SCS and the Regional Transportation Plans prepared by the Monterey, San Benito, and Santa Cruz RTPAs.

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2040 RTP

Chapter 7: Public Participation and Consultation



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

Chapter 7 Public Participation and Consultation

Providing opportunities for public participation in the Regional Transportation Plan is important to the Council of San Benito County Governments. Early and frequent public involvement is essential to ensure that the community gains a clear understanding of the Council of Governments' role as the Regional Transportation Planning Agency for San Benito County. Furthermore, public involvement helps the Council of Governments policymakers, staff and partner agencies to better understand the needs and concerns of the community, leading to more meaningful planning efforts, projects, programs and activities.

The San Benito Regional Transportation Plan includes outreach efforts consisted of early and continuous public involvement opportunities that provided timely information about transportation issues and decision-making processes to, affected public agencies, private providers of transportation (including bus operators), users of public transportation, users of pedestrian walkways and bicycle facilities, representatives of the disabled, and other interested parties with reasonable opportunities.



Figure 7-1 Public Workshop at Hollister Community Center
Source: Council of Governments

TITLE VI OF THE CIVIL RIGHTS ACT

As part of the public involvement process and in compliance with the Title VI of the Civil Rights Act, COG sought out and considered the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households. This effort led to the identification of transportation system improvements that will provide a fair share of benefits to all residents, regardless of race, ethnicity or income level.

Title VI is a law set a standard that authoritatively outlawed discrimination in the conduct of all federal activities. The Federal Highway Administration (FHWA) has set policies for integrating environmental justice principles into existing operations to address disproportionate, adverse effects on low-income and minority populations.

During the San Benito Regional Transportation Plan development process, the Council of Governments complied with its locally adopted 2015 Title VI Program and Language Assistance Plan (LAP) for Limited English Proficiency (LEP) Individuals Plan. The Council of Governments also utilized the Monterey Bay Area Public Participation Plan to develop the Regional Transportation Plan, which provides direction for public participation activities. It outlines the processes and strategies the Council of Governments uses to reach out to a broad range of stakeholders to gain their input.

The Monterey Bay Area Public Participation Plan acknowledges that in order to develop an effective public outreach process that is specific to the needs of San Benito County residents, it is important to acknowledge the community's demographics. To help inform the public of opportunities for input on the 2040 Regional Transportation Plan, the Council of Governments developed a comprehensive public outreach strategy, which is discussed in the following next section.

Title VI

" No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. "

In San Benito County approximately 56 percent of the residents are Latino; however, Spanish is not always the primary language spoken in these households. According to the U.S. Census, approximately 38 percent of San Benito County residents speak a language other than English at home. As such, the majority of Regional Transportation Plan announcements, surveys, and general information were provided in both English and Spanish. Bilingual staff also attended all public and project meetings. The Council of Governments has strived to ensure that the public have the opportunity to voice their thoughts and concerns during the development of the Regional Transportation Plan.

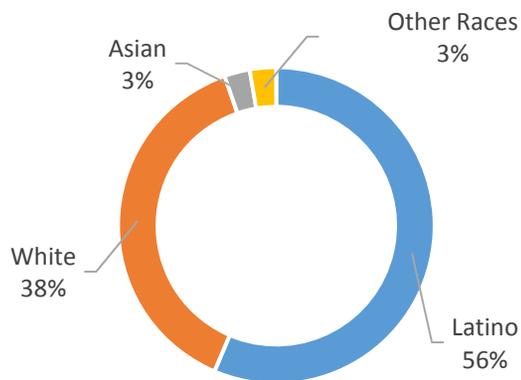


Figure 7-2 Race in San Benito County
Source: 2010 U.S. Census

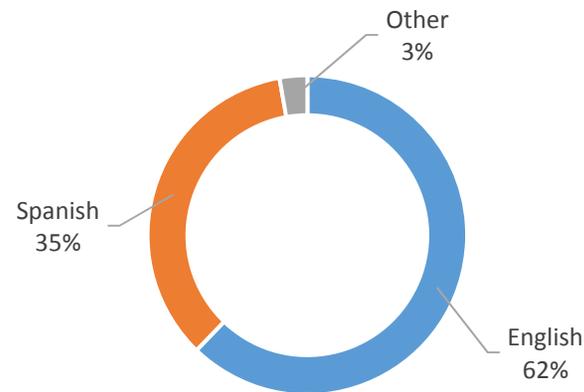


Figure 7-3 Languages Spoken in San Benito County
Source: 2010 U.S. Census

PUBLIC PARTICIPATION ACTIVITIES

For this Regional Transportation Plan, the Council of Governments sought public participation through various forms. Public input helped provide direction on regional priorities for the Regional Transportation Plan’s policy element and influenced the list of projects. The public participation findings helped COG identify issues that require more study outside the Regional Transportation Plan and as projects move forward. The Council of Governments conducted the following outreach activities, in chronological order, prior to the adoption of the 2040 San Benito Regional Transportation Plan.

1. COMMUNITY SURVEY

In 2015 and 2016, the Council of Governments conducted bilingual transportation telephone surveys of San Benito County voters. The purpose of the survey was to obtain insight on the transportation priorities of the community and to obtain insight on a transportation sales tax expenditure plan for the November 2016 election.

2. METROPOLITAN TRANSPORTATION PLAN/SUSTAINABLE COMMUNITY STRATEGY AND REGIONAL TRANSPORTATION PLAN PUBLIC OPEN HOUSE

Date: Thursday, April 6, 2017

Location: Hollister Community Center, 300 West Street, Hollister, CA.

The Association of Monterey Bay Area Governments (AMBAG) invited San Benito residents to an open house to learn about new tools to help shape the future in a collaborative way. The open house began with a brief presentation describing the Sustainable Communities Strategy and the new toolkits we’ve created to help local communities plan for a more sustainable future and high quality of living. After the presentation, the public roamed among stations to learn in more detail about housing, economic and transportation options for the region. The Council of Governments also provided information on the development of the San Benito Regional Transportation and project schedule.

HOUSING **ECONOMIC DEVELOPMENT** **TRANSPORTATION**

OPEN HOUSE

What will the Monterey Bay region look like in 2040?

The Association of Monterey Bay Area Governments (AMBAG) invites you to come learn about new tools to help shape our future together in a collaborative and positive way! Get involved and let us know what you think as we move forward to 2040.

Where will we live? Where will we work? How can we as a region make it easier for our residents to find appropriate housing and get to job, shopping and other destinations? And how can we best manage impacts to the environment and maintain a quality of life that is the envy of visitors to our region?

Each open house will begin with a brief presentation describing the Sustainable Communities Strategy and the new toolkits we've created to help local communities plan for a more sustainable future and high quality of living. After the presentation, you can roam among stations to learn in more detail about housing, economic and transportation options for our region.

SCHEDULE

Monday, April 3
MARINA
Library Community Room
292 Seaside Circle, Marina
6:00 p.m. - 7:30 p.m.

Thursday, April 6
HOLLISTER
Hollister Community Center
300 West St. Hollister
6:00 p.m. - 7:30 p.m.

Monday, April 10
WATSONVILLE
Watsonville Civic Center
Community Room 4th Floor
225 Main St. Watsonville
6:00 p.m. - 7:30 p.m.

Thursday, April 13
SALINAS
Overlook Center
Vista Room
11 Main St. Salinas
6:00 p.m. - 7:30 p.m.

Moving Forward

3. INDIGENOUS CULTURES DAY

Date: Sunday, May 21, 2017

Meeting Location: Saint Benedict Church, 1200, Fairview Road, Hollister, CA.

Community Solutions hosted a meeting on ways to better serve indigenous populations from Oaxaca, Mexico living in San Benito County. Council of Governments staff attended and provided bilingual information on the Draft 2040 Regional Transportation Plan update.



4. PLANNING COMMISSION JOINT MEETING MAY 23, 2017

Date: Tuesday, May 23, 2017

Meeting Location: 649 San Benito Street, Hollister, CA

Council of Governments staff provided information on the development of the Draft Regional Transportation Plan to City of Hollister, City of San Juan Bautista, and County of San Benito Planning Commissioners.

5. HOLLISTER DOWNTOWN ASSOCIATION NIBBLE & NETWORK AT CENTURY 21 SHOWCASE

Date: Wednesday, May 24, 2017

Meeting Location: Century 21 Showcase, 330 Tres Pinos Road, Hollister, CA

Council of Governments staff provided information on the development of the Draft San Benito 2040 Regional Transportation Plan to meeting attendees.

6. WHAT'S HAPPENING IN WEST HOLLISTER OPEN HOUSE

Date: Wednesday, May 31, 2017

Meeting Location: City of Hollister, 375 Fifth Street, Hollister, CA.

City of Hollister, District 2, Councilmember Mickie Solorio Luna hosted an open house to inform and solicit community input on planned developments and transportation projects. COG staff provided information on the Draft Regional Transportation Plan update, safe routes to school and other long range projects. Bilingual staff was available at the public meeting.

10. PUBLIC WORKSHOP

Date: January 11, 2018

Meeting Location: San Benito Library, Hollister, CA.

As part of release of the Draft Metropolitan Transportation Plan/Sustainable Communities Strategy, the Association of Monterey Bay Area Governments (AMBAG) conducted a community workshop in Hollister, CA. The purpose of the workshop is to present the draft 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy to San Benito residents and interested parties. The Council of Governments also provided information on the Draft 2040 San Benito Regional Transportation Plan. Bilingual staff were available at the public meeting.



OPEN HOUSE

Draft San Benito Regional Transportation Plan

Thursday, January 11, 2018
San Benito County Library
6 p.m. to 8:00 p.m.



COUNCIL OF SAN BENITO COUNTY GOVERNMENTS (COG)

On the Move in the San Benito Region

The Council of San Benito County Governments prepares a Regional Transportation Plan (RTP) every four years that sets forth the vision and guide for transportation investments over the next 22 years.

Public Outreach and Community Input

The Regional Transportation Plan will be better with your input. We want to hear your ideas throughout the entire plan. The best way to help make the San Benito region a safer, livable, and more sustainable place is to get involved.

More Public Comment Opportunities and Schedule:

December 4, 2017 – February 5, 2018: Public Comment Period
January 18, 2018: Public hearing on the Draft Plan
June 21, 2018: COG Board considers adopting the Plan

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



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Junta Pública

Plan Regional de Transportación del Condado de San Benito (Copia Conceptual)

Jueves, 11 de enero 2018
Biblioteca San Benito County
6 p.m. to 8:00 p.m.



Concilio de Gobiernos del Condado de San Benito

En Movimiento en la Región de San Benito

El Concilio de Gobiernos del Condado de San Benito prepara un Plan de Transportación Regional cada cuatro años que establece la visión y guía para las inversiones en transporte durante los próximos 22 años.

Alcance público y aportes de la comunidad

El Plan Regional de Transportación será mejor con su aporte. Queremos escuchar sus ideas a lo largo de todo el plan. La mejor manera de ayudar a que la región de San Benito sea un lugar más seguro, habitable y más sostenible es involucrarse.

Más Oportunidades de Comentarios Públicos y Calendario:

4 de diciembre, 2017 al 5 de febrero, 2018: Período de Comentario Público.
18 de enero, 2018: Audiencia Pública Sobre el Plan Conceptual.
21 de junio, 2018: Concilio de Gobiernos considera la adopción del Plan.

Misión:
El Concilio de los Gobiernos del Condado de San Benito mejora la movilidad de los viajeros del Condado de San Benito planeando e invirtiendo en un sistema de transporte multimodal que sea seguro, económicamente viable y respetuoso con el medio ambiente.



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11. PUBLIC HEARING ON THE DRAFT 2040 SAN BENITO REGIONAL TRANSPORTATION PLAN

Date: Thursday, January 18, 2018

Meeting Location: San Benito County Board Chambers, 481 Fourth Street, Hollister, CA.

The Council of Governments conducted a public hearing on the Draft San Benito Regional Transportation Plan. The purpose of the Public Hearing is to obtain information from the public on transportation issues, policies, programs, plans, and/or projects. Bilingual staff was available at the public hearing. Notice of said public hearing was published in the Hollister Freelance Newspaper on December 8, 2017.



12. HOLLISTER DOWNTOWN ASSOCIATION QUARTELY BREAKFAST

Date: Wednesday, January 24, 2018

Meeting Location: Paine's Restaurant, Hollister, CA.

The Council of Governments provided a presentation on the Draft San Benito Regional Transportation Plan. The Hollister Downtown Association is a non-profit community based organization. As a Main Street Program City, the continued revitalization of our historic downtown is important.



13. Intergovernmental Committee Meeting

Date: Thursday, February 1, 2018

Meeting Location: Hollister City Hall

The Intergovernmental Committee is composed of two representatives of each of the local jurisdictional Boards (Hollister and San Juan Bautista City Councils and County Board of Supervisors). Council of Governments staff provided the Committee with an update on the Draft Regional Transportation Plan.

14. Meeting with Congressman Jimmy Panetta

Date: Friday, February 2, 2018

Meeting Location: COG Office 330 Tres Pinos Road, C7

Council of Governments staff and the COG Board Chair meet with Congressman Jimmy Panetta, 20th Congressional District, to discuss the transportation priorities of San Benito County as they relate to the Regional Transportation Plan. A copy of the Draft Regional Transportation Plan was provided to Congressional staff.



15. Intergovernmental Committee Meeting

Date: June 7, 2018

Meeting Location: Hollister City Hall

The Intergovernmental Committee is composed of two representatives of each of the local jurisdictional Boards (Hollister and San Juan Bautista City Councils and County Board of Supervisors). Council of Governments staff provided the Committee with a presentation on the Draft Regional Transportation Plan.

16. NEWSPAPER ARTICLES ON THE DRAFT SAN BENITO REGINAL TRANSPORTATION PLAN:

Benitolink (online local news source):

- <https://benitolink.com/news/update-transportation-planning-san-benito-region>
- <https://benitolink.com/news/san-benito-regional-transportation-plan-reviewed-hollister-meeting>



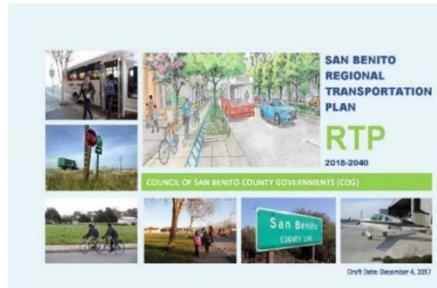
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Update on Transportation Planning in the San Benito Region

posted on Fri, 12/08/2017 - 07:30am by Council of San Benito County Governments - CDG

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Draft long-range regional transportation plan now available for comment. Meetings allow comment are scheduled for January.



More News »

San Benito Regional Transportation Plan reviewed at Hollister meeting

posted on Mon, 12/05/2017 - 09:31am by Thomas Leyva - Reporting for BenitoLink

Add a comment [Facebook](#) [Recommend 0](#) [Email this Article](#)

Council of San Benito County Governments discusses Transportation Plan RTP 2018-2040 at a meeting in Hollister.



Hollister Free Lance Newspaper:

<https://sanbenito.com/2017/12/14/county-draft-transportation-plan-released/>

County draft transportation plan released

Nearly \$2 billion in projects are identified

BY NICHOLAS PRECIADO - DECEMBER 14, 2017



Highway 25 at San Felipe Road

COORDINATION WITH ADVISORY COMMITTEES

The Council of San Benito County Governments' advisory committees advise and makes recommendations to the Board of Directors on a variety of regional transportation issues. Those Committees consist of the following:

1. **Technical Advisory Committee (TAC):** This committee advises the Council of Governments on matters related to transportation planning. The Council of Committee consisted with the TAC on the development of the Regional Transportation Plan on the following dates: September 1, 2016, September 7, 2017, October 5, 2017 and December 7, 2017. TAC members include:
 - Mary Gilbert, COG Executive Director
 - Bryan Swanson, City of Hollister
 - Danny Hillstock, Engineer, City of Hollister Engineering Department
 - Michael LaForge, City Manager, City of San Juan Bautista
 - John Guertin, Director, San Benito County Resource Management Agency
 - Chris Miceli, Officer, California Highway Patrol
 - Jill Morales, Regional Planner, Caltrans
 - Heather Adamson, Association of Monterey Bay Area Governments
2. **Social Services Transportation Advisory Council (SSTAC) -** The Council of Governments presented the 2040 Regional Transportation to SSTAC on September 29, 2017. SSTAC members are appointed by the Council of Governments and are recruited from social service agencies and transit providers representing the elderly, persons with disabilities and persons of limited means, in accordance with the Public Utilities Code (Article 3, Section 99238). SSTAC members include:
 - Caroline Medina Interim General Manager, MV Transportation, Chair
 - Maggie Bilich, Transit User, Vice Chair
 - Pauline Valdivia, Executive Director, Jovenes de Antaño
 - Esther Alva, Community Services and Workforce Development
 - Clay Kempf, Executive Director, Area Agency on Aging
 - Ann Ross, Member of the Public
 - Jim Parker, Transit User

DRAFT 2040 SAN BENITO REGIONAL TRANSPORTATION PLAN PUBLIC COPIES

The Draft 2040 San Benito Regional Transportation Plan was made available for public review at the following locations:

- Gavilan College, 365 4th St, Hollister, CA 95023
- San Benito Free Library, 470 5th St, Hollister, CA 95023
- San Juan Bautista Free Library, 801 2nd St, San Juan Bautista, CA
- Council of Governments Office, 330 Tres Pinos Road, Hollister, CA
- County of San Benito, 481 Fourth Street, Hollister, CA
- San Benito COG Website: www.SanBenitoCog.org
- San Benito COG Facebook: www.facebook.com/SanBenitoCOG/
- San Benito County Express Facebook: www.facebook.com/SanBenitoCountyExpress/
- San Benito Rideshare Facebook: www.facebook.com/SanBenitoRideshare/

COORDINATION WITH PARTNER AGENCIES

The Council of San Benito County Governments distributed the Draft Regional Transportation Plan to various public and private community organizations to gather input on transportation needs facing San Benito County. These organizations were also notified of the Public Hearing for the Draft Environmental Impact Report. A list of these agencies are included in Appendix C.

ENVIRONMENTAL REVIEW

The Association of Monterey Bay Area Governments (AMBAG) conducted an extensive environmental review process, in accordance with the California Environmental Quality Act (CEQA), which also includes public review period and a public hearing.

The Association of Monterey Bay Area Governments (AMBAG) established a Memorandum of Understanding between the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission to prepare one Environmental Impact Report (EIR) which included each Regional Transportation Plan collectively in the Metropolitan Transportation Plan (MTP).

The decision to participate in a joint Environmental Impact Report was at the discretion of the board of directors for each agency. The completion of the Draft Environmental Impact Report included an extensive 55-day public review period, in which the Association, as the lead agency, responded to written public comments. The Council of Governments Board of Directors considered a resolution certifying the Environmental Impact Report at its meeting on June 21, 2018.

PUBLIC REVIEW AND FINAL PLAN ADOPTION

The Draft 2040 San Benito Regional Transportation Plan included a 63-day public comment period, in excess of the required 30-day public comment period. The Council of Governments received a total of 28 comments on the Draft Regional Transportation Plan. The letters and responses to the comments received are included in Appendix D. All public comment was considered and revisions to the Final Regional Transportation Plan were made, as appropriate.

A public notice was published in a local newspaper of general circulation on June 1, 2018 notifying the public that the Council of Governments Board of Directors will conduct a public meeting to consider the Final 2040 San Benito Regional Transportation Plan and its Final Environmental Impact Report. The Final Plans were presented to the Council of Governments' Board of Directors for adoption at the June 21, 2018 meeting.

Appendix A Financially Constrained and Unconstrained Transportation Project List

2040 San Benito Regional Transportation Plan

Appendix A: Financially Constrained and Unconstrained Transportation Project List

Financially Constrained Projects: list of projects that could be funded based on revenues reasonably expected over the next 22-years.
 Financially Unconstrained Projects: list of candidate projects that would be funded, only if additional monies become available or projects that are partially Constrained. These projects are solely listed for illustrative purposes.
 * Partially Constrained and Unconstrained

The following added language has been incorporated: The Federal Transportation Act and state guidelines require that the RTP reflect the cost of implementing projects in "year of expenditure dollars" (VOE) and must be financially constrained to match escalated projected revenues. While it is unknown the exact year that most projects will be implemented, this spreadsheet demonstrates how much it would cost to implement the constrained RTP project list if the annual escalation rate were 1.075%. Since the actual year that a project will be constructed may vary and numerous economic and external factors can impact actual cost, actual costs will likely vary. This list includes "Constrained" projects which could be funded within the projected revenues identified in this document. "Unconstrained" project are also identified for illustrative purposes.

(All figures in 1,000's)

		Project Number	Project Title	Project Description/Scope	Project Type	Regionally Significant	2020	2035	2040	Total Project Cost (Need)	Constrained	Unconstrained
Council of Governments	1	SB-COG-A08	Rideshare Program	Promote the use of alternative modes of transportation	TDM	N	10	75	25	\$ 110	\$ 110	
	2	SB-COG-A44	Motorist Aid System (SAFE)	Emergency call box program	TSM	N	104	780	260	\$ 1,144	\$ 1,144	
	3	SB-COG-A53	Vanpool Program	Provide vehicle lease program, planning and coordination	TDM	N	121	121	121	\$ 364	\$ 364	
	4	SB-COG-A54	State Route 25 Corridor Improvements Project	To enhance safety, improve traffic operations, and provide additional capacity to reduce congestion for all transportation modes on Highway 25 between San Felipe Road and the San Benito/Santa Clara County line	H-NEW	Y		15,549	119,451	\$ 135,000	\$ 135,000	
	5	SB-COG-A55	Wayfinding Sign Program	Signs that provide direction of vehicles and pedestrians to specific destinations within the predefined areas	TSM	N		1,200		\$ 1,200	\$ 1,200	
	6	SB-COG-A56	Intelligent Transportation Systems Lump Sum Projects	Implement projects identified in the Central Coast Intelligent Transportation Systems Plan	TSM	N				\$ 7,355		\$ 7,355
	7	SB-COG-A57	Safe Routes to Schools Implementation Program	Infrastructure improvements to achieve safer routes to schools for walking and bicycling at R.O. Hardin & Calaveras Elementary Schools. Lead agency role will vary from the City of Hollister, County and the Hollister School District	AT	N		1,126		\$ 1,126	\$ 1,126	
	8	SB-COG-A58	COG Planning and Administration	COG and LTA short and long range transportation planning studies. Transportation Development Act (TDA) for COG administration, transit, bicycle & pedestrian facilities, approx. \$1.6M/year	OTHER	N	3,200	24,000	8,000	\$ 35,200	\$ 35,200	
	9	SB-COH-A11	Union Road (formerly Crestview Drive) Construction	Construct new 2-lane road	LSR-NEW	N		11,000		\$ 11,000	\$ 11,000	
	10	SB-COH-A13	West Gateway Improvement Project	Streetscape and intersection improvements	LSR-OMR	N	4,237			\$ 4,237	\$ 4,237	
City of Hollister	11	SB-COH-A16	Memorial Drive Extension: Meridian St. to Santa Ana Road	Construct 4-lane road extension with bicycle lanes. TIF	LSR-NEW	N		3,355		\$ 3,355	\$ 3,355	
	12	SB-COH-A18	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Rd. to Southside Rd./San Benito St. Intersection with bicycle lanes. TIF	LSR-NEW	N			13,360	\$ 13,360	\$ 13,360	
	13	SB-COH-A19	North Street (Buena Vista) between College Street and San Benito Street	Construct 2-lane road with bicycle lanes. TIF	LSR-NEW	N			4,207	\$ 4,207	\$ 4,207	
	14	SB-COH-A20	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	AT	N			21	\$ 21	\$ 21	
	15	SB-COH-A23	Ladd Lane Bike Lane	Construct II bike lane from Tres Pinos Road to existing Class II on Ladd Lane	AT	N			5	\$ 5	\$ 5	
	16	SB-COH-A24	South St/Hillcrest Rd. Bike Lane	Construct II bike lane from McCray St. to proposed Class II on Hillcrest Road	AT	N				\$ 14	\$ -	\$ 14
	17	SB-COH-A25	Central Ave. Bike Lane	Construct Class II bike lane from Bridge Rd. to East St.	AT	N	50			\$ 50	\$ 50	
	18	SB-COH-A26	Memorial Drive Bike Lane	Construct Class II bike lane from Sunset Dr. to Meridian St.	AT	N				\$ 34	\$ -	\$ 34
	19	SB-COH-A28	4th Street Bike Lane	Construct Class III from McCray St. to Westside Blvd.	AT	N				\$ 11	\$ -	\$ 11
	20	SB-COH-A29	Sally Street Bike Lane	Construct Class III bike lane from Nash Rd. to 4th St.	AT	N				\$ 13	\$ -	\$ 13
	21	SB-COH-A30	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Dr. to McCray St.	AT	N			32	\$ 32	\$ 32	
	22	SB-COH-A31	San Felipe Road Bike Lane	Construct Class II bike lane from Santa Ana Rd. to Northern San Benito County	AT	N				\$ 197	\$ -	\$ 197
	23	SB-COH-A32	Sunset Drive Bike Lane	Construct Class III bike lane from Cerra Vista Rd. to Airline Hwy.	AT	N				\$ 11	\$ -	\$ 11
	24	SB-COH-A33	Hillcrest Road Bike Lane	Construct Class II from Fairview Rd. to Proposed Class III on Hillcrest Rd.	AT	N				\$ 53	\$ -	\$ 53
	25	SB-COH-A36	Monterey Street Bike Lane	Construct Class III bike lane from Nash Rd. to 4th St.	AT	N				\$ 14	\$ -	\$ 14
	26*	SB-COH-A40	Hollister Airport Operations & Maintenance	Continued operations and maintenance of the airport	OTHER	N	1,421	10,658	3,553	\$ 16,500	\$ 15,632	\$ 868
	27*	SB-COH-A41	Hollister Airport Capital Improvements	Capital improvements grouped project list from the Airport Capital Improvement Program	OTHER	N	316	2,370	790	\$ 16,500	\$ 3,476	\$ 13,024
	28	SB-COH-A55	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	LSR-NEW	N			13,842	\$ 13,842	\$ 13,842	
	29	SB-COH-A57	Pacific Way (New Road): San Felipe Rd. to Memorial Dr.	New 2-lane road from San Felipe Rd. to future Memorial Dr. north extension with bicycle lanes. TIF	LSR-NEW	N			7,412	\$ 7,412	\$ 7,412	
	30	SB-COH-A58	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	LSR-OMR	N			575	\$ 575	\$ 575	
	31	SB-COH-A59	Westside Boulevard Extension (Intersection)	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; 4 approaches, turning lanes will be constructed at Westside Boulevard & San Benito Street. TIF	LSR-OMR	N		500		\$ 500	\$ 500	
	32	SB-COH-A60	Complete Streets Project for Nash/Tress Pines/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts, and more.	AT	N		6,760		\$ 6,760	\$ 6,760	

	Project Number	Project Title	Project Description/Scope	Project Type	Regionally Significant	2020	2035	2040	Total Project Cost (Need)			
City of Hollister	33	SB-COH-A61	City of Hollister Local Street & Roadway Maintenance: 2019-2030	System preservation and maintenance	LSR-OMR	N	6,724	50,206		\$ 56,930	\$ 56,930	
	34*	SB-COH-A62	City of Hollister Local Street & Roadway Maintenance: 2031-2040	System preservation and maintenance	LSR-OMR	N	9,483	8,449	1,154	\$ 56,471	\$ 19,086	\$ 37,385
	35	SB-COH-A63	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration.	LSR-OMR	N		550		\$ 550	\$ 550	
	36	SB-COH-A64	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration with bicycle lanes. TIF	LSR-OMR	N		400		\$ 400	\$ 400	
	37	SB-COH-A65	Memorial Drive & Hillcrest Road Intersection	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	LSR-OMR	N		700		\$ 700	\$ 700	
	38	SB-COH-A66	McCray Street Bike Lane	Class II, .61 miles, Hillcrest to Santa Ana Road, Tier No. 2.	AT	N			18	\$ 18	\$ 18	
	39	SB-COH-A67	Cerra Vista Bike Lane	Class III, .73 miles, Union Road to Sunnyslope Road	AT	N			10	\$ 10	\$ 10	
	40	SB-COH-A68	Hawkins Street Bike Lane	Class III, .45 miles, Monterey Street to Prospect Avenue, Tier No. 2	AT	N				\$ 6	\$ -	\$ 6
	41	SB-COH-A69	Clearview Drive Bike Lane	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2	AT	N				\$ 15	\$ -	\$ 15
	42	SB-COH-A70	Steinbeck Drive Bike Lane	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3	AT	N			1	\$ 1	\$ 1	
	43	SB-COH-A71	Meridian Road Bike Lane	Class III, .47 miles, End of Meridian to Memorial Drive, Tier No. 3	AT	N			6	\$ 6	\$ 6	
	44	SB-COH-A72	Bridgevale Road Bike Lane	Class III, .26 miles, from Fourth Street (Previously San Juan Road) to Central Avenue, Tier No. 3	AT	N			3	\$ 3	\$ 3	
	45	SB-COH-A73	Beverly Drive Bike Lane	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3	AT	N			7	\$ 7	\$ 7	
	46	SB-COH-A74	Flynn Road & San Felipe Road Intersection	New signalization of 4-lane arterial with 4-lane arterial. TIF	LSR-OMR	N		800		\$ 800	\$ 800	
	47	SB-COH-A75	Memorial Drive & Santa Ana Road Memorial Drive South Extension (Intersection)	New signalization of future 4-lane arterial (Memorial) with non-TIMF widening to 4-lane arterial: 4 approaches, turning lanes will be constructed.	LSR-OMR	N		800		\$ 800	\$ 800	
	48	SB-COH-A76	Memorial Drive South Extension: Meridian Street to Memorial Drive (Intersection)	New signalization of future 4-lane arterial (memorial) with 4-lane arterial; 4 approaches, turning lanes will be constructed. TIF	LSR-OMR	N		800		\$ 800	\$ 800	
	49	SB-COH-A77	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	LSR-OMR	N		525		\$ 525	\$ 525	
	50	SB-COH-A78	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New Roundabout. TIF	LSR-OMR	N		700		\$ 700	\$ 700	
	51	SB-COH-A79	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue, Tier No. 1.	AT	N		5		\$ 5	\$ 5	
	52	SB-COH-A80	SB1 RMRA: City of Hollister (2018- 2040)	System preservation and maintenance	LSR-OMR			13,399		\$ 13,399	\$ 13,399	
Caltrans	53	SB-CT-A01	SR 156 Widening - San Juan Bautista to Union Road	Construct a four-lane expressway south of the existing State Route 156 and use the existing SR 156 as the northern frontage road. Partial TIF	H-NEW	Y	14,998	53,341		\$ 68,339	\$ 68,339	
	54	SB-CT-A02	Highway 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	H-OMR	Y		6,824		\$ 6,824	\$ 6,824	
	55	SB-CT-A17	Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	Widen to 4-lane expressway with bicycle lanes. TIF	H-NEW	N		28,214		\$ 28,214	\$ 28,214	
	56	SB-CT-A43	SHOPP Group Lump Sum Project Listing	Varies, grouped project listing, 2018-2040.	H-OMR	N	18,228	68,355	45,570	\$ 132,153	\$ 132,153	
	57	SB-CT-A44	Highway 25 4-Lane Widening, Phase 1	Widen to 4-lane expressway, San Felipe Road to Hudner Lane. Partial TIF.	H-NEW	Y	8,000	54,000		\$ 62,000	\$ 62,000	
	58	SB-CT-A45	Highway 25 4-Lane Widening, Phase 2	Widen from 2 to 4 Lanes from Hudner Lane to County Line. Partial TIF.	H-NEW	Y				\$ 168,000	\$ -	\$ 168,000
Local Transportation Authority	59	SB-CT-A55	U.S. 101: Las Aromitas: Monterey/San Benito County Line to State Route 156	Highway widening from 4 to 6 lanes	H-NEW	Y				\$ 246,000	\$ -	\$ 246,000
	60	SB-CT-A56	U.S. 101: SR 156 to SR 129, Widen to 6-Lane Freeway	Highway widening from 4 to 6 lanes and upgrade facility to freeway standards	H-NEW	Y				\$ -		
	61	SB-LTA-A37	General Transit Service Operations	Ongoing operation of fixed route, other transit service, and expansion	TR-OPS	N	1,378	24,802	1,378	\$ 27,558	\$ 27,558	
	62	SB-LTA-A38	Express Bus Service to Gilroy - Gavilan	Express bus service from the City of Hollister to Gavilan College	TR-NEW	Y		5,020		\$ 5,020	\$ 5,020	
	63	SB-LTA-A39	Express Bus Service to Gilroy - Caltrain Station	Express bus service from the City of Hollister to Gilroy Caltrain Station	TR-NEW	Y		1,674		\$ 1,674	\$ 1,674	
	64	SB-LTA-A42	Regional Transit Planning	Planning transit infrastructure, new service, and operational improvements	TR-OPS	N	361	361	361	\$ 1,084	\$ 1,084	
	65	SB-LTA-A46	Regional Transit Connection to Salinas	Transit connection from City of Hollister to City of Salinas	TR-NEW	Y		3,113		\$ 3,113	\$ 3,113	
	66	SB-LTA-A47	Regional Transit Connection to Watsonville	Transit connection from City of Hollister to City of Watsonville	TR-NEW	Y		3,124		\$ 3,124	\$ 3,124	
	67*	SB-LTA-A48	Transit Vehicle Replacements	Replace transit vehicles	TR-REHAB	N	851			\$ 11,570	\$ 851	\$ 10,719
	68	SB-LTA-A51	Bus Stop Improvement Program	Transit Facilities to accommodate regional transit connections to Gilroy, Watsonville, and Salinas	TR-REHAB	N		2,750		\$ 2,750	\$ 2,750	
	69	SB-LTA-A52	Transit Technology & Infrastructure Improvements	Improve transit infrastructure to accommodate operations	TR-OPS	N		1,000		\$ 1,000	\$ 1,000	
	70	SB-LTA-A53	Commuter Rail to Santa Clara County	Commuter rail from Hollister to Gilroy	TR-NEW	Y			10,000	\$ 10,000	\$ 10,000	

	Project Number	Project Title	Project Description/Scope	Project Type	Regionally Significant	2020	2035	2040	Total Project Cost (Need)			
County of San Benito	71	SB-SBC-A04	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	LSR-NEW	Y		5,463		\$ 5,463	\$ 5,463	
	72	SB-SBC-A05	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	LSR-NEW	Y		15,448		\$ 15,448	\$ 15,448	
	73	SB-SBC-A09	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Rd with bicycle lanes. TIF	LSR-NEW	N		20,790		\$ 20,790	\$ 20,790	
	74	SB-SBC-A14	San Benito Regional Park Access Road	Construct new 2-lane roadway from Nash Road to San Benito Street	LSR-NEW	N		565		\$ 565	\$ 565	
	75	SB-SBC-A22	Airline Highway Bike Lane	Construct Class I bike lane from Sunset Dr. to existing Class I on Airline Highway (Tres Pinos Town)	AT	N			42	\$ 42	\$ 42	
	76	SB-SBC-A34	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II Bike Lane, 3.97 miles, partially located in the City of Hollister.	AT	N		118		\$ 118	\$ 118	
	77	SB-SBC-A50	Hospital Road Bridge	Hospital Road over San Benito River, between South Side Rd. and Cienega Rd. Replace lane low water crossing with 2 lane bridge. Bridge No. 00L0026.	LSR-NEW	N		15,200		\$ 15,200	\$ 15,200	
	78	SB-SBC-A51	Y Road Bridge	Y road over San Benito River replace 2-lane Low-Water Crossing with 2-lane bridge. Bridge No. 00L0069. HBP	LSR-OMR	N		15,200		\$ 15,200	\$ 15,200	
	79	SB-SBC-A52	Union Road Bridge	Union Road Over San Benito River, East Cienega Rd. Replace bridge, no added capacity. Bridge No. 43C0002. HBP	LSR-OMR	N		24,450		\$ 24,450	\$ 24,450	
	80	SB-SBC-A53	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	LSR-OMR	N		3,700		\$ 3,700	\$ 3,700	
	81	SB-SBC-A54	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road , over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	LSR-OMR	N		4,825		\$ 4,825	\$ 4,825	
	82	SB-SBC-A55	Shore Road Bridge	Shore road, over Tequisquita Slough Overflow and bridge No. 43C0051, San Felipe Road, over branch of Santa Ana Creek. Replace bridge railings. Bridge No. 43C0012 and 43C0051. HBP	LSR-OMR	N		329		\$ 329	\$ 329	
	83	SB-SBC-A56	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Rd. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	LSR-OMR	N		3,300		\$ 3,300	\$ 3,300	
	84	SB-SBC-A57	Limekiln Road Bridge	Limekiln Rd over Pescadero Creek, 0.1 Mi S Cienega Rd. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	LSR-OMR	N		2,800		\$ 2,800	\$ 2,800	
	85	SB-SBC-A58	Rocks Road Bridge	Rock Rd over Pinacate Rock Creek, East Little Merrill Rd. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	LSR-OMR	N		2,540		\$ 2,540	\$ 2,540	
	86	SB-SBC-A59	Anzar Road Bridge	Anzar Rd over San Juan Creek, 0.35 Miles with San Juan Hwy R. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	LSR-OMR	N		2,870		\$ 2,870	\$ 2,870	
	87	SB-SBC-A60	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister), Tier No. 2	AT	N				\$ 205	\$ -	\$ 205
	88	SB-SBC-A61	Valley View Drive Bike Lane	Class II, .52 miles, Sunset Drive to Union Road, Tier No. 2	AT	N				\$ 16	\$ -	\$ 16
	89	SB-SBC-A62	The Alameda - Salinas Road Bike Lane	Class III, .65 miles, 4th Street to Old Stagecoach Road, Tier No. 3	AT	N				\$ 9	\$ -	\$ 9
	90	SB-SBC-A63	Union Road Bike Lane	Class III, 3.83 miles, Highway 156 to Cienega Road, Tier No. 3	AT	N			51	\$ 51	\$ 51	
	91	SB-SBC-A64	Buena Vista Road Bike Lane	Class III, .74 miles, Proposed Class II on Buena Vista to Highway 156	AT	N				\$ 10	\$ -	\$ 10
	92	SB-SBC-A65	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River	AT	N			5,627	\$ 5,627	\$ 5,627	
	93	SB-SBC-A66	San Benito River Recreational Trail Phase 2	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River	AT	N				\$ 8,538	\$ -	\$ 8,538
	94	SB-SBC-A67	Shore Road Extension	4-Lane Arterial with Class II Bike Lanes	LSR-NEW	N		20,350		\$ 20,350	\$ 20,350	
	95	SB-SBC-A68	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles, Construct a multi-use path adjacent to the Union Pacific Railroad right of way, Tier No. 2	AT	N				\$ 7,800	\$ -	\$ 7,800
	96	SB-SBC-A69	Fairview Road & Hillcrest Road Intersection	New signalization of future widening to 4-lane arterial (north&south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Rd. widening. TIF	LSR-OMR	N		600		\$ 600	\$ 600	
	97	SB-SBC-A70	Union Road & Fairview Road Intersection	New signalization of future widening to 4-lane arterial (north&south legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Rd. added with Project No. 8; turning lanes on Union Rd. Included as regional component of developer-constructed improvements. TIF	LSR-OMR	N		655		\$ 655	\$ 655	
	98	SB-SBC-A71	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project No. 5. with bicycle lanes. TIF	LSR-OMR	N		700		\$ 700	\$ 700	
99	SB-SBC-A73	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	LSR-OMR	N		734		\$ 734	\$ 734		
100	SB-SBC-A74	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	LSR-OMR	N		600		\$ 600	\$ 600		
101	SB-SBC-A75	Fairview Road & Fallon Road Intersection	New signalization of 4lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	LSR-OMR	N		944		\$ 944	\$ 944		
102	SB-SBC-A77	San Benito County Local Street & Roadway Maintenance: 2019-2030	System preservation and maintenance	LSR-OMR	N	20,000	101,564	2,816	\$ 124,380	\$ 124,380		
103*	SB-SBC-A78	San Benito County Local Street & Roadway Maintenance: 2031-2040	System preservation and maintenance	LSR-OMR	N	1,301	5,632		\$ 59,492	\$ 6,933	\$ 52,560	
104	SB-SBC-A79	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road	LSR-NEW	N		3,000		\$ 3,000	\$ 3,000		
105	SB-SBC-A80	Fallon Road Bike Lane	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County	AT	N				\$ 30	\$ -	\$ 30	
106	SB-SBC-A81	Meridian Street Extension: 185 feet east of Clearview Rd. to Fairview Rd.	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	LSR-NEW	N		9,445		\$ 9,445	\$ 9,445		
107	SB-SBC-A82	Flynn Road Extension	San Felipe Rd. to Memorial Dr. north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	LSR-NEW	N		7,709		\$ 7,709	\$ 7,709		

	Project Number	Project Title	Project Description/Scope	Project Type	Regionally Significant	2020	2035	2040	Total Project Cost (Need)			
San Benito County	108	SB-SBC-A83	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east&west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	LSR-OMR	N		850		\$ 850	\$ 850	
	109	SB-SBC-A84	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	LSR-OMR	N		765		\$ 765	\$ 765	
	110	SB-SBC-A85	San Juan-Hollister Road Bike Lane	Stripping a bike Lane on San Juan- Hollister Road	AT	N				\$ 10	-	10
	111	SB-SBC-A86	John Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	LSR-OMR	N		2,200		\$ 2,200	\$ 2,200	
	112	SB-SBC-A87	SB1 RMRA: San Benito County (2018- 2040)	System preservation and maintenance	LSR-OMR	N	3,464	25,980	8,660	\$ 38,104	\$ 38,104	
	113	SB-SBC-A88	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue. 0.23 miles east from Carpenteria Road intersection	LSR-OMR	N		657		\$ 657	\$ 657	
City of San Juan Bautista	114	SB-SJB-A01	Roundabout at The Alameda & Fourth Street	Constructing a Roundabout	LSR-OMR	N		300		\$ 300	\$ 300	
	115	SB-SJB-A02	Roundabout at Muckelemi Street & Monterey Street	Constructing a Roundabout	LSR-OMR	N		300		\$ 300	\$ 300	
	116	SB-SJB-A03	Roundabout at First Street, Old San Juan Hwy & Lavanigno Rd	Slight widening/re-paving and construction of roundabout	LSR-OMR	N		350		\$ 350	\$ 350	
	117	SB-SJB-A04	Roundabout at San Juan- Hollister Rd & San Juan Canyon Road	Constructing a Roundabout and repaving	LSR-OMR	N		200		\$ 200	\$ 200	
	118	SB-SJB-A05	Roundabout at Third Street & Donner Street	Stripping a roundabout widening Third Street	LSR-OMR	N		100		\$ 100	\$ 100	
	119	SB-SJB-A06	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156	AT	N		50		\$ 50	\$ 50	
	120	SB-SJB-A07	Third Street Extension	Constructing Third Street to connect to First Street	LSR-NEW	N		400		\$ 400	\$ 400	
	121	SB-SJB-A08	Lavanigno Drive Construction	Construction of Lavanigno Drive, split lanes with island in the middle, total 4 lanes	LSR-NEW	N		500		\$ 500	\$ 500	
	122	SB-SJB-A09	Connect Lang Street to Lang Street to The Alameda	Construct and connect Lang Street, 2 lanes.	LSR-NEW	N		750		\$ 750	\$ 750	
	123	SB-SJB-A11	Third Street Bike Lane	Stripping a Bike Lane on Third Street	AT	N			10	\$ 10	\$ 10	
	124	SB-SJB-A12	First Street Bike Lane	Stripping a Bike Lane on First Street	AT	N			10	\$ 10	\$ 10	
	125	SB-SJB-A13	Fourth Street Bike Lane	Stripping a Bike Lane on Fourth Street	AT	N		10		\$ 10	\$ 10	
	126	SB-SJB-A14	Reconstruction of Muckelemi Street to Monterey Street	Reconstruction of Muckelemi Street to Monterey adding planting strip median	LSR-NEW	N		160		\$ 160	\$ 160	
	127	SB-SJB-A15	City of San Juan Bautista Local Street & Roadway Maintenance: 2019-2030	System preservation and maintenance	LSR-OMR	N	100	577		\$ 677	\$ 677	
	128	SB-SJB-A16	City of San Juan Bautista Local Street & Roadway Maintenance: 2031-2040	System preservation and maintenance	LSR-OMR	N		573		\$ 573	\$ 573	
	129	SB-SJB-A17	Franklin Street Bike Lane	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, Tier No. 2	AT	N			2	\$ 2	\$ 2	
	130	SB-SJB-A18	4th Street- San Jose Bike Lane	Class III, .16 miles, 4th Street to North side of San Juan Bautista Historic Park, Tier No. 3	AT	N			2	\$ 2	\$ 2	
	131	SB-SJB-A19	San Jose Street - The Alameda Bike Lane	Class III, .54 miles, The Alameda to Monterey Street, Tier No. 3	AT	N			7	\$ 7	\$ 7	
	132	SB-SJB-A20	Second Street Bike Lane	Class III, .14 miles, San Jose Street to Monterey Street, Tier No. 3	AT	N			2	\$ 2	\$ 2	
	133	SB-SJB-A21	San Juan Bautista Historic Park Bike Lane	Class I, .29 miles, Franklin Street to 1st Street, Tier No. 3	AT	N				\$ 253	\$ -	\$ 253
	134	SB-SJB-A22	Monterey Street Bike Lane	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park	AT	N				\$ 426	\$ -	\$ 426
	135	SB-SJB-A23	1st Street Bike Lane	Class III, .10 miles, Monterey Street to existing Class II on 1st Street, Tier No. 3	AT	N			1	\$ 1	\$ 1	
	136	SB-SJB-A24	SB1 RMRA: City of San Juan Bautista (2018- 2040)	System preservation and maintenance	LSR-OMR	N		680		\$ 680	\$ 680	
	VTA	137	SB-VTA-A01	Highway 101/25 Interchange	New interchange at Highway 101 and Highway 25 in Santa Clara County	H-NEW	Y	53,750	131,250		\$ 185,000	\$ 185,000
138		SB-VTA-A02	New State Route 152 Alignment: Environmental Study	Construct new alignment of State Route 152 from State Route 156 to U.S. 101	H-NEW	Y		30,000		\$ 30,000	\$ 30,000	
					TOTAL		148,097	873,590	247,393	\$ 1,822,655	\$ 1,269,080	\$ 553,576

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Appendix A1 Financially Constrained Escalated Costs by Project Type

2040 San Benito Regional Transportation Plan

Appendix A1: Financially Constrained Escalated Costs by Project Type

All figures in 1,000's

The Federal Transportation Act and state guidelines require that the RTP reflect the cost of implementing projects in "year of expenditure dollars" (YOE) and must be financially constrained to match escalated projected revenues. While it is unknown the exact year that most projects will be implemented, this spreadsheet demonstrates how much it would cost to implement the constrained RTP project list if the annual escalation rate were 1.75%. Since the actual year that a project will be constructed may vary and numerous economic and external factors can impact actual cost, actual costs will likely vary. Additional information each project is provided in a separate appendix. This list only includes "Constrained" projects which could be funded within the projected revenues identified in this document.

Project Type (Category)	Current Non-escalated Costs						Future Escalated Costs (4)					
	Year of Expenditure FY 2020 ⁽¹⁾	Year of Expenditure FY 2035 ⁽²⁾	Year of Expenditure FY 2040 ⁽³⁾	Total Cost in Current Dollars	Percent of Total Cost	Year of Expenditure FY 2020 ⁽¹⁾	Year of Expenditure FY 2035 ⁽²⁾	Year of Expenditure FY 2040 ⁽³⁾	Total Cost in Future Dollars ⁽⁴⁾	Percent of Total Cost (Future Dollars)		
Highways	\$ 94,976	\$ 387,533	\$ 165,021	\$ 647,530	51.02%	\$ 110,136	\$ 449,392	\$ 191,362	\$ 750,890	51.02%		
Local Roads	\$ 45,309	\$ 396,939	\$ 52,026	\$ 494,274	38.95%	\$ 52,541	\$ 460,299	\$ 60,330	\$ 573,171	38.95%		
Public Transit	\$ 2,590	\$ 41,845	\$ 11,739	\$ 56,174	4.43%	\$ 3,003	\$ 48,524	\$ 13,613	\$ 65,141	4.43%		
Active Transportation	\$ 50	\$ 8,069	\$ 5,857	\$ 13,976	1.10%	\$ 58	\$ 9,357	\$ 6,792	\$ 16,207	1.10%		
TDM/TSM ⁽⁵⁾	\$ 235	\$ 2,176	\$ 407	\$ 2,818	0.22%	\$ 273	\$ 2,523	\$ 472	\$ 3,267	0.22%		
Other	\$ 4,937	\$ 37,028	\$ 12,343	\$ 54,308	4.28%	\$ 5,725	\$ 42,938	\$ 14,313	\$ 62,977	4.28%		
				\$ 1,269,080	100%				\$ 1,471,652	100%		

(1) Year of Expenditure Dollars, FY 2018/19 through FY 2019/20

(2) Year of Expenditure Dollars, FY 2020/21 through FY 2034/35

(3) Year of Expenditure Dollars, FY 2035/36 through FY 2039/40

(4) Escalated Cost, Estimate

(5) Transportation Demand Management/Transportation System Management

Appendix B 22-Year San Benito Regional Revenue Assumptions (2018 - 2040)

2040 San Benito Regional Transportation Plan

Appendix B: 22-Year San Benito Regional Revenue Assumptions (2018 - 2040)

All figures in 1,000's

Index No.	Revenue Sources	Funding Mechanism	Funding Type	Base Year(1) (Not Escalated)	2020 (Not Escalated)	2035 (Not Escalated)	2040 (Not Escalated)	Total (22-Year Total, Not Escalated)	Escalated(2)	(1.0175%)
LOCAL REVENUE SOURCES										
1.00	Gas Tax (Highway User Tax)	Dedicated-Local	Local Streets-Roads	\$ 3,139	\$ 6,277	\$ 47,080	\$ 15,693	\$ 69,050	\$ 69,050	\$ 69,050
1.01	Airport Revenues	Dedicated	Other	\$ 680	\$ 1,360	\$ 10,200	\$ 3,400	\$ 14,960	\$ 14,960	\$ 18,374
1.02	Rail Line Lease Revenue	Discretionary	Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.03	Regional Developer Fees	Dedicated-Regional	Flexible	\$ 11,952	\$ 23,904	\$ 179,280	\$ 59,760	\$ 262,944	\$ 262,944	\$ 322,951
1.04	Transit Fares	Dedicated	Transit	\$ 173	\$ 346	\$ 2,591	\$ 864	\$ 3,801	\$ 3,801	\$ 4,668
1.05	Transit non-fare revenue	Dedicated	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.06	Transit Sales Tax	Dedicated	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
1.07	SAFE	Dedicated-SAFE	Highway	\$ 52	\$ 104	\$ 780	\$ 260	\$ 1,144	\$ 1,144	\$ 1,405
1.08	Vanpool Lease	Dedicated	Other	\$ 21	\$ 41	\$ 308	\$ 103	\$ 451	\$ 451	\$ 554
1.09	Local Transportation Sales Tax 2020	Dedicated	Flexible	\$ 7,800	\$ -	\$ 117,000	\$ 39,000	\$ 156,000	\$ 156,000	\$ 188,108
			Subtotal Local	\$ 23,816	\$ 32,032	\$ 357,239	\$ 119,080	\$ 508,350	\$ 508,350	\$ 605,110
REGIONAL REVENUE SOURCES										
2.00	AB2766	Discretionary	Flexible	\$ 110	\$ 220	\$ 1,650	\$ 550	\$ 2,420	\$ 2,420	\$ 2,972
			Subtotal Regional	\$ 110	\$ 220	\$ 1,650	\$ 550	\$ 2,420	\$ 2,420	\$ 2,972
STATE REVENUE SOURCES										
3.00	SB1 RMRA Local Gas Tax: San Benito County	Dedicated-Local	Local Streets-Roads	\$ 1,732	\$ 3,464	\$ 25,980	\$ 8,660	\$ 38,104	\$ 38,104	\$ 38,104
3.01	SB1 RMRA Local Gas Tax: City of Hollister	Dedicated-Local	Local Streets-Roads	\$ 609	\$ 1,218	\$ 9,136	\$ 3,045	\$ 13,399	\$ 13,399	\$ 13,399
3.02	SB1 RMRA Local Gas Tax: City of San Juan Bautista	Dedicated-Local	Local Streets-Roads	\$ 31	\$ 62	\$ 464	\$ 155	\$ 680	\$ 680	\$ 680
3.03	CA General Fund Loan Repayment	Dedicated-Local	Local Streets-Roads	\$ 162	\$ 325	\$ 162	\$ -	\$ 487	\$ 487	\$ 487
3.04	Transportation Development Act/LTF	Dedicated	Transit	\$ 1,600	\$ 3,200	\$ 24,000	\$ 8,000	\$ 35,200	\$ 35,200	\$ 43,233
3.05	Airport Improvement Program match	Discretionary	Other	\$ 8	\$ 16	\$ 120	\$ 40	\$ 176	\$ 176	\$ 216
3.06	California Aid to Airports Program	Dedicated	Other	\$ 10	\$ 20	\$ 150	\$ 50	\$ 220	\$ 220	\$ 270
3.07	Freeway Service Patrol	Dedicated	Highway	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.08	SHOPP	Dedicated-SHOPP Projects	Highway	\$ 5,709	\$ 11,418	\$ 85,636	\$ 28,545	\$ 125,599	\$ 125,599	\$ 154,262
3.09	RMRA SHOPP	Dedicated-SHOPP Projects	Highway	\$ 3,405	\$ 6,810	\$ 51,075	\$ 17,025	\$ 74,910	\$ 74,910	\$ 92,005
3.10	State Transit Assistance (STA)	Dedicated-Transit	Transit	\$ 323	\$ 646	\$ 4,842	\$ 1,614	\$ 7,102	\$ 7,102	\$ 8,723
3.11	SB1 Transit Assistance (STA)	Dedicated-Transit	Transit	\$ 321	\$ 642	\$ 4,814	\$ 1,605	\$ 7,060	\$ 7,060	\$ 8,671
3.12	Transit Assistance (STA) State of Good Repair (SGR)	Dedicated-Transit	Transit	\$ 77	\$ 154	\$ 1,155	\$ 385	\$ 1,694	\$ 1,694	\$ 2,081
3.13	STIP - Interregional Share	Dedicated-Hwy	Flexible	\$ 3,690	\$ 7,379	\$ 55,343	\$ 18,448	\$ 81,169	\$ 81,169	\$ 99,693
3.14	STIP - Regional Share	Discretionary	Flexible	\$ 45	\$ 14,755	\$ 674	\$ 225	\$ 15,654	\$ 15,654	\$ 15,802
3.15	Low Carbon Transit Operations Program	Discretionary	Transit	\$ 43	\$ 86	\$ 645	\$ 215	\$ 946	\$ 946	\$ 1,162
3.16	State Local Partnership Program	Discretionary	Flexible	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.17	Affordable Housing & Sustainable Communities	Discretionary	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.18	Fixed Guideway Capital Investment Grants (5309)	Discretionary	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3.19	SB1 Programs (Local Partnership Program, Trade Corridors, Solutions for Congested Corridors Program)	Formula	Flexible	\$ 200	\$ 400	\$ 3,000	\$ 1,000	\$ 4,400	\$ 4,400	\$ 4,400
			Subtotal State	\$ 17,965	\$ 50,594	\$ 267,195	\$ 89,011	\$ 406,800	\$ 406,800	\$ 483,188
FEDERAL REVENUE SOURCES										
4.00	Active Transportation Program	Dedicated-Bike, Ped	Active Transportation	\$ 497	\$ 994	\$ 7,455	\$ 2,485	\$ 10,933	\$ 10,933	\$ 13,429
4.01	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Formula	Transit	\$ 109	\$ 217	\$ 1,628	\$ 543	\$ 2,387	\$ 2,387	\$ 2,932
4.02	State Planning (5304)	Formula	Transit	\$ 20	\$ 40	\$ 300	\$ 100	\$ 440	\$ 440	\$ 540
4.03	Metropolitan Planning (5303)	Formula	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.04	Rural Area Formula Program (5311)	Formula	Transit	\$ 335	\$ 670	\$ 5,025	\$ 1,675	\$ 7,370	\$ 7,370	\$ 9,052
4.05	Urbanized Area Formula Program (5307)	Formula	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.06	Small Transit Intensive Cities (5307c)	Formula/Performance Based	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.07	State of Good Repair Grants (5337)	Discretionary	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.08	Bus and Bus Facilities Formula Program (5339)	Formula	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.09	Bus and Bus Facilities Discretionary Program (5339b)	Discretionary	Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
4.10	High Risk Rural Road (HR3)	Discretionary	Highway	\$ 46	\$ 92	\$ 690	\$ 230	\$ 1,012	\$ 1,012	\$ 1,242
4.11	Highway Bridge Program (HBP)	Discretionary	Local Streets-Roads	\$ 3,217	\$ 6,434	\$ 48,255	\$ 16,085	\$ 70,774	\$ 70,774	\$ 86,925
4.12	Highway Safety Improvement Program (HSIP)	Discretionary	Local Streets-Roads	\$ 390	\$ 780	\$ 5,850	\$ 1,950	\$ 8,580	\$ 8,580	\$ 10,538
4.13	Surface Transportation Block Grant	Dedicated	Highway	\$ 759	\$ 1,518	\$ 11,385	\$ 3,795	\$ 16,698	\$ 16,698	\$ 20,509
4.14	FEMA/CALEMA/ER - Emergency Road Repair Funding	Dedicated - (Emergency)	Highway	\$ 228	\$ 456	\$ 3,420	\$ 1,140	\$ 5,016	\$ 5,016	\$ 6,161
4.15	FAA Airport Improvement Program (AIP)	Dedicated	Other	\$ 150	\$ 300	\$ 2,250	\$ 750	\$ 3,300	\$ 3,300	\$ 4,053
4.16	Federal Railroad Administration (FRA)	Discretionary	Other	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
			Subtotal Federal	\$ 15,750	\$ 11,501	\$ 86,257	\$ 38,752	\$ 136,510	\$ 136,510	\$ 165,382
OTHER REVENUE SOURCES										
5.00	Valley Transportation Authority (VTA) (3)	Dedicated	Project Specific	\$ 26,875	\$ 53,750	\$ 161,250	\$ -	\$ 215,000	\$ 215,000	\$ 215,000
			Subtotal Other	\$ 26,875	\$ 53,750	\$ 161,250	\$ -	\$ 215,000	\$ 215,000	\$ 215,000
			TOTAL	\$ 84,516	\$ 148,097	\$ 873,590	\$ 247,393	\$ 1,269,080	\$ 1,269,080	\$ 1,471,652

(1) Average revenues for one year in current year dollars (not escalated).

(2) Escalated costs assume a 1.075% cost increase per year for most funding sources.

(3) Funding identified as financially constrained the 2040 VTA Long Range Transportation Plan for Santa Clara County and in the 2016 Measure B Expenditure Plan.

Appendix C 2040 Regional Transportation Plan interested Parties Distribution List

2040 Regional Transportation Plan interested Parties Distribution List



Organization	Contact	Phone	Address	Email
Hollister School District	Dr. Lisa Andrew, Superintendent	(831) 630-6306	2690 Cienega Rd. Hollister, CA 95023	landrew@hesd.org
	Jesus Romero, Administrative Assistant to the Superintendent	(831) 630-6305		jromero@hesd.org
San Benito County Chamber of Commerce	Liz Sparling, Executive Director	(831) 637-5315	650 San Benito St. Ste.130 Hollister, CA95023	Info1@sanbenitocountychamber.com
SJB Chamber of Commerce	Halina Pochron Kleinsmith, Executive Director	(831) 623-2454	San Juan Bautista Chamber of Commerce P.O. Box 1037 San Juan Bautista, CA 95045	sjbc@hollinet.com
Hollister Downtown Association	Amalia Ellis, Executive Director	(831)636-8406	455 San Benito St. Ste.21 Hollister, CA 95023	admin@downtownhollister.org
San Benito County Community Services & Workforce Development	Enrique Arreola, Executive Director	(831) 637-9293	1111 San Felipe Rd. Ste. 206 Hollister, CA 95023	earreola@cosb.us
San Benito County Health & Human Services Agency Public Health Services	Lynn Mello, Director of Nursing Public Health Administrator	(831) 637-5367	439 4th St., Hollister, CA 95023- 3801	lmello@cosb.us

Hazel Hawkins Hospital Foundation	Kris Waller, Foundation Director	(831) 636-2653	911 Sunset Dr. Hollister, CA 95023	kewaller@hazelhawkins.com
Community Foundation of San Benito County	Gary Byrne, President/CEO	(831) 630-1924	829 San Benito St. Ste.200 Hollister, CA 95023	gbyrne@cffsbc.org
	Curt Mead, Director of Operations and Grants			cmead@cffsbc.org
Gavilan College	Dr. Kathleen Rose, Superintendent/President	(408) 848-4712	5055 Santa Teresa Blvd. Gilroy, CA 95020 (408) 848-4800 main	krose@gavilan.edu
	Comm. Dev. & Grants Mgmt.			
	Randy Brown	(408) 848-4847		rbrown@gavilan.edu
	Debra Casella	(408) 848-4859		dcasella@gavilan.edu
	Sydney LaRose	(408) 848-4828		slarose@gavilan.edu
	Ana Rocha	(408) 852-2824		arocha@gavilan.edu
	Judy B. Rodriguez, Instructional Site Director	(831) 636-3783		Hollister Site Briggs Building 365 Fourth Street Hollister, CA 9502
League of United Latin American Citizens (LULAC)	Cesar Flores, President	T: (831) 637-2009 F: (831) 637-0146	San Benito County Council #2890 P.O. Box 1446 Hollister, CA 95024	N/A
San Benito Child Care Association	Debbie Pereira	T:(831) 630-0977 F:(831) 637-6938	1700 Airline Hwy. PMB 446 Hollister, CA 95023	

YMCA of San Benito County	Mayra Zendejas, Center Director	T:(831) 637-8600 F:(831)637-8636	351 Tres Pinos Rd, Hollister, CA 95023	mzendejas@ymcacentralcoast.org
San Benito County Resource Management Agency	N/A	T:(831) 637-5313 F:(831) 637-5334	2301 Technology Parkway, Hollister, CA 95023-9174	sbcplan@cosb.us
San Benito High School	Adrian Ramirez, Principal	(831)637-5831	1220 Monterey St. Hollister, CA 95023	aramirez@sbhds.k12.ca.us
San Benito County Office of Education	Krystal Lomanto, County Superintendent of Schools	(831) 637-5393	460 Fifth Street Hollister, California 95023	sbcoe@sbcoe.org
Bureau of Land Management Central Coast Field Office	Rick Cooper, Manager	T:(831) 582-2200 F:(831) 582-2266	940 2nd Ave. Marina, CA 93933	BLM_CA_Web_CC@blm.gov
San Benito County Farm Bureau	Pat Wirz, President	(831)637-7643	530 San Benito St. STE 201 Hollister, CA 95023	sbcfb@garlic.com
Old Mission San Juan Bautista	Julie Borges, Secretary	T:(831) 623-2127 F:(831) 623-2433	406 Second St Post office Box 400 San Juan Bautista, CA 95045	julieb@oldmissionsjb.org
Pinnacle National Monument		(831) 389-4486	5000 Highway 146 Paicines, CA 95043	
City of San Juan Bautista	Ed Tewes, Interim City Manager Trish Paetz, Administrative Service	(831) 623-4661 x13	311 2nd Street P.O. Box 1420 San Juan Bautista, CA 95045	tpaetz@san-juan-bautista.ca.us
San Juan Oaks Golf Club	Scott Fuller, General Manager	(831) 636-6113	3825 Union Road, Hollister, CA 95023	feedback@sanjuanoaks.com or rgiusiana@sanjuanoaks.com

City of Hollister Development Services	Mary Paxton, Program Manager	(831) 636-4316 x16	339 Fifth Street, Hollister, CA 95023	mary.paxton@hollister.ca.gov
Office of Emergency Services and Emergency Medical Services	Kevin O’Neill, Emergency Services Manager	T:(831) 636-4168 M:(831) 540-8942 F:(831)636-4165	471 Fourth Street Hollister, CA 95023	koneill@cosb.us
Monterey Bay Air Resources District	Richard Stedman, Air Pollution Control Officer	T:(831) 647-9411 F:(831) 647-8501	24580 Silver Cloud Court Monterey, CA 93940	rstedman@mbard.org
Association of Monterey Bay Area Governments	Heather Adamson	T: (831) 883.3750 F. (831) 883.3755	24580 Silver Cloud Ct Monterey, CA 93940	hadamson@ambag.org
San Benito County Resource Management Agency	John Guertin	T: 831.636.4170 F: 831.636.4176	2301 Technology Parkway, Hollister, CA 95023	JGuertin@cosb.us

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

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

COMMENT NO. 1

Commenter

Date: January 18, 2018

Name: Wayne Norton

Organization: Aromas Resident

Comment Format: COG Public Hearing

Comment

COG Response

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

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

COMMENT NO. 2

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

COMMENT	COG RESPONSE
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

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3329
FAX (805) 549-3259
TTY 711

<http://www.dot.ca.gov/dist05/>



*Making Conservation,
a California Way of life.*

February 5, 2018

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

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

Dear Ms. Gilbert:

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

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

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

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

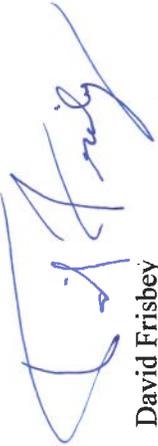
In addition to the comments on the Draft EIR, the Air District has the following general comments on the MTP and the Counties' RTPs:

- 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

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Appendix E Regional Transportation Plan Checklist



Regional Transportation Plan Checklist

(Revised February 2010)

(To be completed electronically in Microsoft Word format by the MPO/RTPA and submitted along with the draft RTP to Caltrans)

Name of MPO/RTPA:

Council of San Benito County Governments

Date Draft RTP Completed:

December 4, 2017

RTP Adoption Date:

June 21, 2018

What is the Certification Date of the Environmental Document (ED)?

June 21, 2018

Is the ED located in the RTP or is it a separate document?

Separate document: <http://www.ambag.org/programs-services/planning/metro-transport-plan/2040-MTP-SCS>

By completing this checklist, the MPO/RTPA verifies the RTP addresses all of the following required information within the RTP.

REGIONAL TRANSPORTATION PLAN CONTENTS		Yes/No	Page #
General	1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))	Yes	Chapter 1: pg. 1-3
	2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR part 450.322(b))	Yes	Chapter 1: pg. 1-3 Chapter 2: pg. 2-2 through 2-7 and Appendix A
	3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Chapters 2,5,6 Appendix A, A1, B
	4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)? (MPOs only)	N/A	N/A
	a. Identify the general location of uses, residential densities, and building intensities within the region? (MPOs only)	N/A	N/A
	b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth? (MPOs only)	N/A	N/A
General	c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584? (MPOs only)	N/A	N/A
	d. Identify a transportation network to service the transportation needs of the region? (MPOs only)	N/A	N/A
	e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01? (MPOs only)	N/A	N/A
	f. Consider the state housing goals specified in Sections 65580 and 65581? (MPOs only)	N/A	N/A

	g. Utilize the most recent planning assumptions, considering local general plans and other factors? (MPOs only)	N/A	N/A
	h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB? (MPOs only)	N/A	N/A
	i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1))? (MPOs only)	N/A	N/A
	j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)? (MPOs only)	N/A	N/A
	5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Executive Summary: pg. 0-1 and Chapter 1: pg. 1-3
	6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2) (MPOs only)	N/A	N/A
Consultation/Cooperation	1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)?	Yes	Chapter 7: pg. 7-1 through 7-13
	2. Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23CFR450.316(3)(b))	Yes	Chapter 7: pg. 7-1 through 7-13 and Appendix C
	3. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP?	Yes	Appendix C: pg. C-3
Consultation/Cooperation	4. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.322(g))	Yes	Appendix C

5. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.322(g))	N/A, but discussed in DEIR	N/A Appendix F Section 4.4.1.e.
6. Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (Title 23 CFR part 450.316(c))	N/A	N/A
7. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(i))	Yes	Chapter 7: pg. 7-2 and Appendix C
8. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.316 (a))	Yes	Chapter 7: pg. 7-4 through 7-9
9. Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) (MPO nonattainment and maintenance areas only)	N/A	N/A
10. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan?	Yes	Chapter 4: pg. 4-26
11. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j))	Yes	Chapter 7: pg. 7-12
12. Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D)) (MPOs only)	N/A	N/A
13. Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E)) (MPOs only)	N/A	N/A

Modal Discussion	1. Does the RTP discuss intermodal and connectivity issues?	Yes	Chapters 4: pg. 4-12
	2. Does the RTP include a discussion of highways?	Yes	Chapter 4: pg. 4-3 Chapter 6: pg. 6-6
	3. Does the RTP include a discussion of mass transportation?	Yes	Chapter 4: pg. 4-6 Chapter 6: pg. 6-19
	4. Does the RTP include a discussion of the regional airport system?	Yes	Chapter 4: pg. 4-37 Chapter 6: pg. 6-25
	5. Does the RTP include a discussion of regional pedestrian needs?	Yes	Chapter 4: pg. 4-17 Chapter 6: pg. 6-16
	6. Does the RTP include a discussion of regional bicycle needs?	Yes	Chapter 4: pg. 4-17 Chapter 6: pg. 6-16
	7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs and RTPAs located along the coast only)	N/A	N/A
Modal Discussion	8. Does the RTP include a discussion of rail transportation?	Yes	Chapter 4: pg. 4-36
	9. Does the RTP include a discussion of maritime transportation (if appropriate)?	N/A	N/A
	10. Does the RTP include a discussion of goods movement?	Yes	Chapter 4: pg. 4-12
Programming/ Operations	1. Is a congestion management process discussed in the RTP? (23 CFR part 450.450.320(b)) (MPOs designated as TMAs only)	N/A	N/A
	2. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?	Yes	Chapter 4: pg. 4-32
	3. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	Chapter 2: pg. 2-8

	4. Does the RTP contain a list of un-constrained projects?	Yes	Appendix A: pg. A1 through A-4
Financial	1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10)?	Yes	Appendix B: pg. B-1
	2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (2006 STIP Guidelines, Section 19)	Yes	Chapter 2: pg. 2-13 and Appendix A
	3. Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.322(f)(10)(ii))	Yes	Appendix B: pg. B-1
	4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	Appendix A pg. A1- through A-4
	5. Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.322(f)(10)(iv))	Yes	Appendix A1
	6. After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.322(f)(10)(i))	Yes	Chapter 5: pg. 5-1 through 5-14 and Appendix B: pg. B-1
	7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2006 STIP Guidelines section 33)	Yes	Chapter 2: pg. 2-13
	8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP? (2006 STIP Guidelines section 19)	Yes	Chapter 2: pg. 2-13

	9. Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.322(f)(10)(vi) (nonattainment and maintenance MPOs only))	N/A	N/A
Environmental	1. Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	Appendix F
	2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	N/A
	3. Does the RTP contain a discussion of SIP conformity, if applicable? (MPOs only)	N/A	N/A
	4. Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7))	Yes	Appendix F
	5. Where does the EIR address mitigation activities?	Yes	Appendix F: pg. 4
	6. Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	N/A	N/A
	7. Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)	N/A	N/A

I have reviewed the above information and certify that it is correct and complete.



 (Must be signed by MPO/RTPA Executive Director
 or designated representative)

5/25/18

 Date

 Mary Gilbert
 Print Name

 Executive Director
 Title

Appendix F Environmental Impact Report

The 2040 Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) is a long-range planning document required by both State and Federal law. The Environmental Impact Report (EIR) was prepared for the 2040 Metropolitan Transportation Plan-Sustainable Communities Strategy (2040 MTP/SCS) and the Regional Transportation Plans (RTPs) for the counties of Monterey, San Benito and Santa Cruz. The EIR contains a compilation of the projects proposed in the Regional Transportation Plans (RTPs) prepared by the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCCRTC) as the state-designated Regional Transportation Planning Agencies (RTPAs) for Monterey, San Benito and Santa Cruz Counties, respectively.

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

<http://www.ambag.org/programs-services/planning/metro-transport-plan/2040-MTP-SCS>