



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

DATE: Thursday, November 15, 2018
3:00 p.m.

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

DIRECTORS: Chair Jaime De La Cruz, Vice Chair Tony Boch
Directors Anthony Botelho, Jim Gillio, and Ignacio Velazquez
Alternates: San Benito County: Jerry Muenzer;
City of Hollister: Mickie Solorio Luna; City of San Juan Bautista: Jim West
Ex Officio: Caltrans District 5

*Persons who wish to address the Board of Directors must complete a Speaker Card and give it to the Clerk prior to addressing the Board. Those who wish to address the Board on an agenda item will be heard when the Chairperson calls for comments from the audience. Following recognition, persons desiring to speak are requested to advance to the podium and state their name and address. After hearing audience comments, the Public Comment portion of the agenda item will be closed. **The Opportunity to address the Board of Directors on items of interest not appearing on the agenda will be provided during Section C. Public Comment.***

3:00 P.M. CALL TO ORDER

- A. Pledge of Allegiance**
- B. Verification of Certificate of Posting**
- C. Public Comment** (Opportunity to address the Board on items of interest on a subject matter within the jurisdiction of the Council of Governments and not appearing on the agendas. No action may be taken unless provided by Govt. Code Sec. 54954.2 Speakers are limited to 3 minutes.)
- D. Executive Director's Report**
- E. Caltrans Report – Gubbins/Loe**
- F. Board of Directors' Reports**

CONSENT AGENDA:

(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

1. **APPROVE** Council of Governments Draft Meeting Minutes Dated October 18, 2018 – Gomez
2. **RECEIVE** Construction Projects Report – Caltrans District 5

REGULAR AGENDA:

3. **RECEIVE** Presentation on the November 6, 2018 Election Results for the Measure G Transportation Safety and Investment Plan and 1 Cent Sales Tax Placed on the Ballot by COG – Gilbert
4. **RECEIVE** Update on the San Benito Route 156 Improvement Project from Caltrans District 5 – Gilbert
5. **Highway 25 in Santa Clara County – Gilbert**
 - a. **REVIEW** Notice of Preparation for Z-Best Project and **APPROVE** Comment Letter
 - b. **RECEIVE** Update on Proposed Operational Improvements at Highway 25 and Bolsa Road in Santa Clara County

Adjourn to COG Meeting on December 20, 2018. Agenda Deadline is Tuesday, December 4, 2018 at 12:00 p.m.

In compliance with the Americans with Disabilities Act (ADA), if requested, the Agenda can be made available in appropriate alternative formats to persons with a disability. If an individual wishes to request an alternative agenda format, please contact the Clerk of the Council four (4) days prior to the meeting at (831) 637-7665. The Council of Governments Board of Directors meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Clerk of the Council's office at (831) 637-7665 at least 48 hours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.



Looking south along Highway 1 at Mud Creek, near Gorda, in Monterey County

Caltrans District 5



District Director
Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

FALL 2018

District Director's Report

A quarterly publication for our transportation partners

Highway 1 at Mud Creek is Open

Caltrans and its local partners recently celebrated the opening of Highway 1 at Mud Creek, near Gorda, in Monterey County. The roadway is now open all the way through Big Sur from Carmel to San Simeon, following a massive landslide in May 2017. The catastrophic event washed out a quarter-mile of highway, moving six million cubic yards of earth material and displacing 50 acres of land, and created 2,400 feet of new shoreline. Caltrans rebuilt the highway segment across the slide area, buttressed with several embankments and compacted soil along with berms, rocks, netting, culverts and other stabilizing elements. Construction for the \$54 million emergency project was ongoing 24/7 for the project duration and completion occurred two months ahead of schedule.

Caltrans is Hiring

With significant SB 1 investment, Caltrans plans to hire new workers to help deliver projects and offset a retiring workforce. Positions exist statewide in many fields, including engineering, surveys, maintenance, information technology, accounting, legal, planning, and more. We are also assisting small businesses and minority and veteran-owned companies to contract with the state. We are streamlining how we deliver projects in a way that helps us reduce needed resources while investing more in projects. More information: <http://www.dot.ca.gov/jobs/>



SB 1 Moves California

Senate Bill 1, the Road Repair and Accountability Act of 2017, nearly doubles transportation funding for both local communities and highway maintenance. The transportation bill generates \$54 billion over the next decade to rebuild streets, freeways and bridges in communities statewide while funding transit, congested trade/commute corridors and active transportation projects. In District 5, the bill is funding multiple safety and rehabilitation projects, including:

- US 101 - 9.8 miles of pavement, Monterey County, \$129 million
- US 101 - 6.14 miles of rehabilitation, Santa Barbara County, \$69.1 million
- Highway 9 - Two bridge replacements, Santa Cruz County, \$23.2 million
- US 101 - 8.1 miles of pavement, San Luis Obispo County, \$9 million
- US 101 - 2.3 miles of pavement, San Benito County, \$1.4 million

Statewide, Caltrans is committed to fixing more than 17,000 lane miles of pavement, 500 bridges, 55,000 culverts, and 7,700 traffic operating systems. More information: <http://rebuildingca.gov/>



Caltrans and partners celebrate project's completion
Highway 246 Passing Lanes Completed

Caltrans and its local transportation partners recently held a ribbon-cutting event celebrating the completion of the Highway 246 passing lanes project between Buellton and Lompoc in Santa Barbara County. The \$19 million project provides safe passing opportunities. The project is funded through the State Transportation Improvement Program and Measure A.

Thanking all the local partners for their contribution to the project, Acting District Director Richard Rosales noted the public will now enjoy enhanced safety, better visibility and a smoother ride along this corridor. Caltrans' partners included Santa Barbara County Association of Governments, California Highway Patrol, County of Santa Barbara and the cities of Buellton and Lompoc.



Highway 1 Pfeiffer Canyon Bridge (before/after)

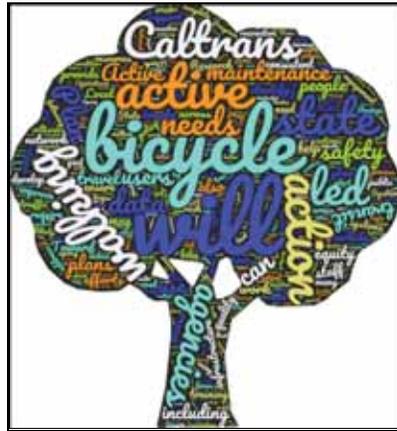
Innovative Bridge Project Wins Multiple Awards

Caltrans' prestigious work on the new Highway 1 Pfeiffer Canyon Bridge was recently recognized for excellence, partnership, emergency repair, technology and innovation. In February 2017, heavy storms damaged the 1968 bridge beyond repair, causing major rock slides near Lucia and Gorda, and cutting off both north and south access to Big Sur. This resulted in significant financial, social and livability impacts in this area.

Working in partnership, Caltrans expedited the \$24 million emergency project, replacing the damaged bridge with a 315-foot single-span steel girder structure, weighing more than 900 tons, with six-foot shoulders for bicycle/pedestrian accommodation. The assembled girders were pulled across the steep canyon simultaneously using high-strength steel cable and hydraulic pistons—an innovative method applied for the first time in California. Caltrans and the contractor,

Golden State Bridge, collaborated through design and completed the project in just eight months—a process normally taking up to eight years. A unified command—comprised of many local, state and federal agencies, elected officials, business representatives and advocacy groups—successfully helped the team to meet its high goals within cost, scope and schedule.

Organizations formally recognizing the project's excellence included the Transportation Agency for Monterey County, American Public Works Association, California Transportation Foundation, American Association of State Highway and Transportation Officials, and Caltrans.



Local partners celebrate rail extension

Rail Extension Kicks Off

The Transportation Agency for Monterey County recently held a groundbreaking event launching the new passenger rail extension project. The \$81 million project will extend rail service from Santa Clara County to Salinas while improving commuter access between Salinas, Gilroy, San Jose and San Francisco. This project helps relieve congestion and offers better access to jobs, healthcare, recreation and transportation options, said Debbie Hale, TAMC executive director. Project partners included state and federal agencies; County of Monterey; cities of Monterey, Salinas and King City; and the Salinas City Center Improvement Association.



Adaptation Planning

Caltrans recently awarded five adaptation planning grants (Fiscal Year 2018/19) in District 5 funded through SB 1. These included:

- City of Monterey - Transportation Adaptation Plan, \$212,472.
- City of Pacific Grove, Sea Level Rise Transportation & Infrastructure Adaptation Plan, \$220,956.
- County of Santa Barbara, Goleta Beach Park Revised Adaptive Management Plan, \$221,236.
- City of Santa Cruz, West Cliff Drive Adaptation and Management Plan, \$342,741.
- TAMC, Monterey County Regional Conservation Investment Strategy, \$375,810.



Highway 1 near Carmel in Monterey County

Adaptation efforts enhance the transportation system's resiliency to help protect against climate impacts. Eligible projects include roads, railways, bikeways, trails, bridges, ports and airports. The sustainable grant program supports climate change adaptation on the transportation system, especially in communities most vulnerable to impacts. More information: <http://www.dot.ca.gov/hq/tpp/grants.html>



Call for Applications & Grant Workshop Coming

A call for projects for the Caltrans Sustainable Transportation Planning Grant Program, (Fiscal Year 19/20) is scheduled in October with an expected deadline to submit applications on **Friday, November 2, 2018**. The program categories include Strategic Partnerships, Sustainable Communities and Adaptation Planning. The final grant program guides are also scheduled for release in September. District 5 plans to host an informational grant workshop in the fall to assist applicants in the application process. Details are forthcoming. More information: <http://www.dot.ca.gov/hq/tpp/grants.html>



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

October 18, 2018, 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:

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

STAFF PRESENT:

County Counsel, Shirley Murphy; Executive Director, Mary Gilbert; Transportation Planner, Veronica Lezama; Transportation Planner, Regina Valentine; Secretary, Monica Gomez

OTHERS PRESENT:

Mary Leon, Leona Medearis-Peacher, MV Transportation

CALL TO ORDER:

Chair De La Cruz called the meeting to order at 3:01 P.M.

A. PLEDGE OF ALLEGIANCE

B. CERTIFICATE OF POSTING

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

C. PUBLIC COMMENT:

Chair De La Cruz stated for the record that the COG Board received Joe Thompson's public comment correspondence dated October 3, 2018 through October 17, 2018. The correspondence was entered into the public record.

D. EXECUTIVE DIRECTOR'S REPORT: Gilbert

Ms. Gilbert announced that COG staff helped out with the SAFE Kids Coalition on Walk to School Day, which took place last week. There were over 100 participants who took part in the event.

Ms. Gilbert reported that yesterday, COG staff received the Notice of Preparation of an Environmental Impact Report for the Z-Best Composting Facility Modifications Project. A copy of the notice was handed out to the Board for their review. Ms. Gilbert stated that staff previously submitted comments to Santa Clara County on a permit request that Z-Best had. COG staff will be reviewing the EIR and she will be attending a scoping session on October 30th at the Gilroy Library from 6:30 p.m. - 8:00 p.m. Comments are due by November 16th. Staff will be bringing back a comment letter for the COG Board at the November 15th COG meeting.

Lastly, Ms. Gilbert reported that she and COG staff attended a City of Hollister workshop for the West Gateway Beautification Project Tuesday evening. COG staff helped the City put together the Active

Transportation Program Grant application for the project and attended the workshop to assist the City with answering questions from the public. She reported that City staff is looking into possibly changing the scope of the project. Staff will be working with City staff as needed to assist as a liaison with the state.

In regards to the Z-Best EIR project notice, Chair De La Cruz stated that due to the October 30th scoping session and the deadline for comments, he asked fellow Board members if they wanted to add an urgency item to the agenda to discuss and provide comments to staff in regards to the Notice of Preparation of an Environmental Impact Report for the Z-Best Composting Facility Modifications Project.

Deputy County Counsel, Shirley Murphy stated that the findings under the Brown Act would be that an item has come to the attention of the agency after the regular agenda was posted and it needs to be acted on before the next regularly scheduled COG meeting.

Upon a motion duly made by Chair De La Cruz, and seconded by Director Velazquez, the Directors unanimously approved the addition of an Urgency Item 6 to the agenda to Discuss and provide comments to staff for a letter in regards to the Notice of Preparation of an Environmental Impact Report for the Z-Best Composting Facility Modifications Project, based on the finding that the item came to the attention of COG on October 15th and it needed action prior to the next COG meeting. Vote: 5/0 motion passes

E. CALTRANS DISTRICT 5 REPORT: Aileen Loe

Aileen Loe provided a brief update to the Board. She pointed out that the Highway 25/156 Roundabout project design kick-off phase is in October. Caltrans will be in contact with COG staff and City staff to coordinate on scheduling a community roundabout workshop in February.

Also, in addition to SB1 projects listed in the report, SB1 funded maintenance will include repair/maintenance of culverts along Highway 25 in the Paicines area, which is a \$356,000 project coming forward.

Lastly, Ms. Loe stated that Caltrans was proud to report on the progress of the Highway 156 Improvement Project. Project design continues with 95% completion.

Director Gillio commented about the Highway 156 project being at risk if Proposition 6 is successful. He stated that if Proposition 6 passes the COG Board, County, and City's need to immediately begin a lobbying plan with the CTC, the State, and Ana Caballero's office to ensure that they keep the funds there for the Highway 156 project and not allow the funds to go elsewhere.

Director Botelho stated that with regards to the Highway 156 Improvement Project design at 95% completion he inquired where things were at with the potential idea of closing San Juan Road and Union Road and his proposal of making the frontage road into a cul-de-sac at the old Highway 156 so that traffic cannot access east end of the new highway. He said that it would benefit both the state highway and the County as well.

Ms. Loe stated that there have been conversations about it and they're working through it. She said she believed the San Juan Road element is being resolved but the other idea is a bit more complicated and has not been resolved. Ms. Loe stated that she would follow up and report back.

F. BOARD OF DIRECTORS REPORTS:

Director Velazquez commented on the huge amount of truck traffic along Highway 156. He said that the 4-lane widening all the way to Highway 152 has to become a priority for the State.

Director Gillio asked for an update on the Old Bolsa Road- no left hand turn onto Hwy 25 during certain hours to help with the commute situation.

Ms. Gilbert stated that at the last Mobility Partnership meeting she and Director Velazquez spoke with Nick Saleh from Caltrans District 4. Staff is currently working with Santa Clara County Roads Division as they are the ones that need to approve it and help with moving things forward.

CONSENT AGENDA:

1. **APPROVE** Council of Governments Draft Meeting Minutes Dated September 20, 2018 – Gomez
2. **RECEIVE** Construction Projects Report – Caltrans District 5
3. **APPROVE** COG Office Closure Days from December 21, 2018 through January 1, 2019 – Gilbert
4. **ADOPT** Resolution 2018-12 Authorizing the Filing of a Claim for Allocation of Transportation Development Act Funds for Fiscal Year 2017/2018 – Postigo

There was no discussion or public comment on the Consent agenda.

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

REGULAR AGENDA **TRANSPORTATION ITEMS:**

5. **RECEIVE UPDATE** on Measure G—the Council of San Benito County Governments Roads, Transportation, Safety and Investment Plan Transactions and Use Tax Ordinance – Gilbert

Ms. Gilbert provided an update on Measure G. She stated that staff continues to provide information-only presentations to the community at the request of community groups. Staff worked with the Elections office to get a supplemental ballot, which included all of the ordinance information, mailed out to voters.

There was no public comment on the item.

6. **PROVIDE** more discussion and **DIRECTION** to staff regarding the Notice of Preparation of an Environmental Impact Report for the Z-Best Composting Facility Modifications Project – (*Urgency Item*)

Ms. Gilbert reported that In May 2017 COG reviewed an application for use permit modification for the project and submitted comments to Santa Clara County at that time. Since that time, Santa Clara County has determined that the proposed project requires an EIR.

Director Velazquez inquired about the current restrictions for truck traffic turning onto Highway 25 from the Z-Best facility. He said he witnessed a truck make a left onto Highway 25 and then drove ¼ of a mile on the southbound lane until forcing itself onto the northbound lane. He said it is only a matter of time before there's a major fatality in the area.

Ms. Gilbert stated that she was not aware of any current restrictions for truck traffic at the location. She said that staff could prepare a letter to Z-Best addressing the concern.

Director Gillio referred to the Notice of Preparation (NOP) page 3. Site Access. He stated that he liked that it already points out that they are proposing adjacent construction of deceleration/acceleration lanes on SR 25. Also, it references the SR 25 Route Adoption project going all the way from San Felipe Road

to the end of US 101 in Santa Clara County. He said it was important to ensure that those things don't shift or change over time as the project progresses.

Director Botelho stated that they should also look at the opportunity of consolidating access points with other commercial properties adjacent to the Z-best facility, such as Uesugi Farms.

Director Boch stated that he agreed that no left turns should be allowed in the facility area.

Chair De La Cruz commented that he is concerned that the trucks will continue to do what they're doing because unfortunately, there is no money for CHP enforcement in the area.

Ms. Gilbert stated that staff will be attending a public scoping meeting on October 30th. Comments are due to Santa Clara County by November 16, 2018. Staff will prepare a formal comment letter for the COG Board to consider for approval at its November 15, 2018 meeting.

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

Upon a motion duly made by Director Gillio, and seconded by Director Boch, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 3:26 p.m. Vote: 5/0 motion passes.

ADJOURN TO COG REGULAR MEETING NOVEMBER 15, 2018 at 5:00 P.M.



PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE NOVEMBER 15, 2018 SAN BENITO COUNTY COUNCIL OF GOVERNMENTS MEETING

CONSTRUCTION PROJECTS

Project	Location/Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1. Highway 101 Striping Project (1J720)	From Monterey to SBt County (PM 101.3-7.55)	Monterey and SBt striping project	Completed Fall 2018	\$4.4 million	SHOPP SB1	Bertha Roman	Safety Striping Service, Inc. Goshen, CA	Project completed on October 1, 2018.

PROJECTS IN DEVELOPMENT

Project	Location/Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
2. Highway 25 Curve Restoration Project (1H810)	Near Hollister, just north of San Benito (PM 18.8/19.1)	Curve restoration	Begin in Fall 2020	\$4.3 million	SHOPP	Brandy Rider	PA&ED	Project design and environmental review are ongoing.
3. Highway 25 Super Elevation Adjustment and Culvert Extension (1C260)	Just north of La Gloria Road (PM 25.9/R26.2)	Curve correction	Begin in Winter 2019	\$2.1 million	SHOPP	Brandy Rider	PS&E/ROW	Project is anticipated for award in December 2018.
4. Highway 25 Repair and Replace Culverts Project (1K340)	From south of San Benito River to south of Murphy Road in the town of Paicines (PM 29.9-32.0.5)	Drainage project to repair and replace 2 culverts	Summer 2019 - Fall 2019	\$120K	Highway Maintenance SB1	Kelly McClain (TBD)	TBA	In Design.
5. Highway 25 Roadway Safety Improvements (1F430_)	In Hollister from Sunnyslope/Tres Pinos Road to San Felipe Road (PM R49.9/R52.2)	Route deficiency corrections	Begin in Winter 2019	\$6.9 million	SHOPP	Brandy Rider	PS&E/ROW	Project is anticipated for award in December 2018.



PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE NOVEMBER 15, 2018 SAN BENITO COUNTY COUNCIL OF GOVERNMENTS MEETING

PROJECTS IN DEVELOPMENT (CONTINUED)

Project	Location/Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
6. Highway 25 Widening Project and Route Adoption Hollister to Gilroy (48540)	Near Hollister and Gilroy in SBt & SCL Counties (PM SBt 51.5 to SCL 2.6)	Route adoption	N/A	N/A	Local	Brandy Rider	PA&ED	Caltrans is currently working with local agencies on the Controlled Access Highway Agreements.
7. Highway 25/156 Roundabout (1J480_)	Intersection of SR 25/156, north of Hollister (PM SBt 54.048)	Construct roundabout	Spring 2021- Fall 2021	\$10.7 million	SHOPP	Brandy Rider	PS&E	Project Design Kick-Off in October 2018. Caltrans to schedule a community roundabout workshop in February 2019.
8. Highway 156 Improvement Project (34490)	In and near San Juan Bautista, from The Alameda to slightly east of Fourth Street (PM 3.0/R8.2)	Construct four-lane expressway	Summer 2020 - Summer 2022	\$57.4 million	STIP/Local	Brandy Rider	PS&E	Project design continues with 95% completion. ROW appraisals in progress. Utility relocation, design coordination under way.

ACRONYMS USED IN THIS REPORT:

PA&ED	Project Approval and Environmental Document
PS&E	Plans, Specifications, and Estimate
ROW	Right of way
SB1	Senate Bill 1
SBt	San Benito County
SCL	Santa Clara County
SR	State Route
SHOPP	Statewide Highway Operation and Protection Program
STIP	Statewide Transportation and Improvement Program



Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x.207
Date: November 15, 2018
Subject: San Benito County Measure G Election Results

Recommendation:

RECEIVE presentation on the November 6, 2018 election results for the Measure G Transportation Safety and Investment Plan and 1 cent sales tax placed on the ballot by COG.

Background:

COG approved a Transportation Safety and Investment Plan and Adopted Ordinance 2018-01, the Roads, Transportation, Safety and Investment Plan Ordinance in July 2018. The Ordinance and Investment Plan were put before voters for approval in the November 6, 2018 General Election.

Financial Impact:

Measure G would raise an estimated \$485 million for local transportation improvements over its 30 year lifetime by levying a 1 cent sales tax. This local money would also allow the region to leverage additional state and federal matching funds.

Staff Analysis

Election results were not final by the time the Board agenda was published. As of the latest available reports from the Registrar of Voters, as of November 8, Measure G had 67.88% of the votes counted, more than the required 2/3rd vote necessary for passage; however, over 9,400 votes remained uncounted. Staff will present final Measure G election results at the Board meeting, and information on the relevant next steps.

Executive Director Review: _____

Counsel Review: _____ N/A _____



Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Telephone: (831) 637-7665 x. 207
Date: November 15, 2018
Subject: San Benito Route 156 Improvement Project

Recommendation:

RECEIVE Update on the San Benito Route 156 Improvement Project from Caltrans District 5

Summary:

Caltrans is continuing final design and right of way acquisition for the State Route 156 Improvement Project to construct a new 4-lane expressway from the Alameda in San Juan Bautista to Union Road. Caltrans is updating COG on some new roadway design features. The project is scheduled to start construction in July 2020.

Financial Considerations:

The construction cost for the project is estimated at \$48.5 million. Funding for construction has been programmed through the State Interregional and Regional Improvement Program and local Traffic Impact Fees.

The Council of San Benito County Governments, since 2010, has asked and received an advance of State Transportation Improvement Program funds for construction of the project. The City of Hollister and County of San Benito have also identified a total of \$9.6 million in Traffic Impact Fees for construction of the project.

Due to cost increases, COG requested additional STIP funding for the project in the 2018 STIP cycle. COG's programmed \$14.2 Million in STIP funds for construction was approved by the California Transportation Commission in March. The CTC has also approved the Caltrans' portion of project funding through the Interregional Transportation Improvement Program.

Background:

The Route 156 project between San Juan Bautista and Hollister is included in the San Benito County Regional Transportation Plan and has been in development for several years, with final environmental clearance completed in 2011. The project has been designed to reduce congestion and improve safety on the corridor. Since the late 1990s, new development has been charged a Regional Traffic Impact Mitigation Fee to fund the highway improvements.

Staff Analysis:

The anticipated project schedule is outlined below:

- Environmental Complete: October 2008
- Supplemental Environmental: September 2011
- Design Complete: October 2019
- Right-of-way Complete: October 2019
- Construction start: July 2020
- Construction end: August 2022
- Open to public: August 2022

Funding the project with the Traffic Impact Fees is a joint effort between the City of Hollister and San Benito County. COG will enter into a cooperative agreement with Caltrans to identify the timing of payments to the State for project construction.

With previous regionally-funded projects on the State Highway System, including State Route 25, the Council of Governments has entered into a Memorandum of Understanding with the City of Hollister and San Benito County to identify each jurisdiction's share of funds for the project and to identify how funds will be distributed to COG for payment to the State. COG does not administer the Traffic Impact Fee collection or distribution without an agreement in place with the local jurisdictions.

Staff received input from the Technical Advisory Committee (TAC) on the funding at its November 1 meeting. As discussed by TAC, COG staff will be coordinating with local jurisdiction staff to develop an MOU for the Traffic Impact Fee funding during the next quarter of the 2018/2019 fiscal year.

Executive Director Review: _____

Counsel Review: N/A



Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x.207
Date: November 15, 2018
Subject: Highway 25 in Santa Clara County

Recommendation:

- a. **REVIEW** Notice of Preparation for Z-Best Project and **APPROVE** Comment Letter
- b. **RECEIVE** Update on Proposed Operational Improvements at Highway 25 and Bolsa Road in Santa Clara County

Summary:

As the lead agency, Santa Clara County is preparing an environmental Impact report (EIR) for the Z-Best Compost Facility Modification Project. The proposed project site is the existing facility at 980 Highway 25. The proposed project includes modification of Z-Best's existing composting process and associated changes in operations and site design. Santa Clara County is seeking input on the scope and content of the information to be included in the EIR that is relevant to COG's area of interest. The EIR Notice of Preparation is attached (Attachment 1). Staff has prepared a comment letter for the Board's approval (Attachment 2). Comments are due to Santa Clara County by November 16, 2018.

Background:

In May 2017, COG reviewed an application for a use permit modification for the proposed project and submitted comments to Santa Clara County at that time (Attachment 2). Since that time, Santa Clara County has determined that the proposed project requires an EIR.

Staff has also been coordinating with Caltrans District 4, the California Highway Patrol, and the Santa Clara County Roads Department regarding left turn access from Bolsa Road to southbound State Route 25.

Financial Impact:

There is no financial impact to COG associated with this item.

Staff Analysis

The Notice of Preparation indicates that Z-Best is proposing adjacent construction of deceleration/acceleration lanes on SR 25 at the entrance to the project site. In addition, truck traffic for the project will be limited to the use of SR 25 to access the facility, and use of Bolsa

Council of San Benito County Governments ■ Measure A Authority

Airport Land Use Commission ■ Service Authority for Freeways and Expressways

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www.SanBenitoCOG.org

Road will be restricted. The NOP references the SR 25 Route Adoption that was completed in 2016 and which designates the future alignment of SR 25 as the ultimate intersection configuration.

The NOP states that “The EIR will evaluate site access and circulation with a focus on impacts to SR 25 from the additional truck trips. The traffic assessment would evaluate intersection levels of service for existing and projected peak-hour traffic volumes with the proposed facility expansion at the project driveway and at Bolsa Road intersection, with and without the SR 25 realignment. An analysis of Vehicle Miles Traveled will be included for informational purposes.”

Staff attended a public scoping session on October 30. Comments are due to Santa Clara County by November 16, 2018.

Staff has identified the following primary comments in response to the proposed Z-Best project:

- Impacts of Ingress/Egress at SR 25: COG is concerned that traffic entering and exiting the project area onto State Route 25 will adversely impact the flow of traffic on the highway, including vehicles that are stopped making a left turn into the facility. The traffic analysis should fully evaluate the proposed construction of acceleration and deceleration lanes on SR 25 for the driveway, as well as the opportunity to consolidate access with other commercial properties adjacent to the Z-best property.
- Existing Proposed Improvements: COG coordinated with Caltrans and Santa Clara Valley Transportation Authority to prepare an EIR for the Highway 25 Safety and Operational Enhancements Project. The EIR was certified in 2005. That project identified intersection improvements and other safety measures in the project area, including access to both the Z-Best property and its neighboring farm to the north, Uesugi Farms. Staff is recommending that the EIR for the Z-Best project evaluate the alternatives outlined in the 2005 Highway 25 Safety and Operational Enhancements Project EIR and more recently reviewed and recommended in COG’s 2016 Highway 25 Widening Design Alternatives Analysis (Excerpts included as Attachment 3 to this staff report).
- Peak Traffic Periods: As discussed with the Board, staff recommends that the hours of 5 a.m. to 9 a.m. be considered A.M. peak period, as the roadway is used by long-distance commuters traveling earlier in the day. In the P.M. peak, staff recommends that the hours of 3 p.m. to 7 p.m. should also be evaluated.

Discussion of the project has resulted in other items of concern about existing operations at the project site. Staff will prepare a letter to Z-Best (Zanker Farms) outlining existing concerns expressed by the Board with regard to traffic, operations, and the project site; however, these types of comments are not appropriate for a letter in response to a Notice of Preparation. The comments on the NOP are limited to those items which should be considered in the Environmental Impact Report that will evaluate impacts of the change in operations.

Bolsa Road Intersection Update

Bolsa Road is located in Santa Clara County and therefore included in Caltrans District 4. Staff has met with representatives from District 4 and the Santa Clara County Roads department to discuss the possibility of limited or eliminating left turns from cars using Bolsa Road to reach Highway 25 to travel southbound toward San Benito County.

As of November 5, Santa Clara County had made the following improvements in the project area in response to the COG request for this review:

1. Installed additional curve warning signs along Bolsa Road.
2. Installed an All-Way Stop control at the intersection of Bloomfield Avenue and Bolsa Road based on warrant study.
3. Installed a 40 MPH Radar Enforced speed limit on Bolsa Road.

Santa Clara County is still reviewing the request for limiting left turns from Bolsa Road to Highway 25. Staff will be meeting with the project team, including Caltrans, to identify next steps.

Executive Director Review: _____

Counsel Review: _____ N/A _____

- Supporting Attachments:
1. Letter from COG to Santa Clara County in Response to Z-Best Project Expansion Notice of Preparation
 2. Notice of Preparation
 3. Pages from Highway 25 Design Alternatives Analysis

November 15, 2018

David Rader
Santa Clara County
Department of Planning and Development
70 West Hedding Street, East Wing, 7th Floor
San Jose, CA 95110

RE: Z- Best Composting Facility Modifications Project; File Number 6498-17P

Dear Mr. Rader:

The Council of San Benito County Governments (COG) is the Regional Transportation Planning Agency for San Benito County. One of our priority highway corridors in San Benito County is State Route 25. In 2016, COG completed a study of State Route 25 and identified needed safety and operational improvements to the area near the intersection of Bolsa Road and the entrance to the Z-Best facility. A copy of the Highway 25 Widening Design Alternatives Analysis Study is available online at www.sanbenitocog.org.

In May 2017, COG reviewed the Traffic Operations and Site Access Analysis prepared for the Z-Best Composting Major Use Permit Modification application. The COG Board of Directors voted unanimously to send a letter opposing any expansion of operations at Z-Best due to traffic constraints, safety concerns and the overall impact to local residents using Highway 25 as the primary route to/from Santa Clara County.

In response to the Notice of Preparation dated October 15, 2018, San Benito COG submits the following comments for consideration when preparing the Environmental Impact Report for the proposed Project.

1. Impacts of Ingress/Egress at SR 25: COG is concerned that traffic entering and exiting the project area onto State Route 25 will adversely impact the flow of traffic on the highway, including vehicles that are stopped making a left turn into the facility. The traffic analysis should fully evaluate the proposed construction of acceleration and deceleration lanes on SR 25 for the driveway, as well as the opportunity to consolidate access with other commercial properties adjacent to the Z-best property. In addition, the EIR should consider improvements needed to better address visibility of the project driveway along State Route 25.



SBCOG

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San Benito
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2. **Proposed Highway Improvements:** COG coordinated with Caltrans and Santa Clara Valley Transportation Authority to prepare an EIR for the Highway 25 Safety and Operational Enhancements Project. The EIR was certified in 2005. That project identified intersection improvements and other safety measures in the project area, including access to both the Z-Best property and its neighboring farm to the north, Uesugi Farms. COG recommends that the EIR for the Z-Best project evaluate the alternatives outlined in the 2005 Highway 25 Safety and Operational Enhancements Project EIR and more recently reviewed and recommended in COG's 2016 Highway 25 Widening Design Alternatives Analysis.
3. **Peak Traffic Periods:** COG recommends that the hours of 5 a.m. to 9 a.m. be evaluated as the A.M. peak period, as the roadway is used by long-distance commuters traveling earlier in the day. In the P.M. peak, COG recommends that the hours of 3 p.m. to 7 p.m. be evaluated.
4. **Employee Traffic:** the Traffic and Circulation element of the EIR should evaluate site access and circulation with a focus on impacts to SR 25 both from additional truck trips as well as for additional employee trips to and from the facility.
5. COG also recommends that the elimination of left turns from the facility to Northbound SR 25 be evaluated in the traffic and circulation element of the EIR. Aesthetics: the facility is located at the gateway to San Benito County and as such its aesthetics and odor-production should be evaluated in this context within the EIR.
6. The EIR should evaluate impacts to State Route 25 operations related to construction.

Should you have any questions, please contact Mary Gilbert, Executive Director, at (831) 637-7665, extension 207.

Sincerely,

Jaime De La Cruz
Chairperson

*Council of San Benito County Governments
330 Tres Pinos Rd, Suite C7
Hollister, CA 95023*

County of Santa Clara

Department of Planning and Development
Planning Division

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70 West Hedding Street
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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE Z-BEST COMPOSTING FACILITY MODIFICATIONS PROJECT

Date: October 15, 2018

Project Applicant: Zanker Road Resource Management LTD

File Number: 6498-17P

Assessor's Parcel Numbers: 841-37-028, 841-37-029, and 841-37-010

As the Lead Agency, the County of Santa Clara will prepare an Environmental Impact Report (EIR) for the Z-Best Compost Facility Modifications Project (proposed project). The proposed project site is the existing Z-Best Composting Facility at 980 Highway 25, which currently operates under a County-issued Use Permit. The proposed project includes modification of Z-Best's existing composting process from the current windrow method to an aerated static pile process, as well as associated changes in operations and site design. The proposed new process, which is described on pages 2-3, would occur within the already developed area of the existing composting facility. The proposed new process would result in a throughput increase from the current maximum of 1,500 tons to 2,750 tons per day, which would require an additional 59 trucks per day. The project proponent has proposed that the increased truck trips be confined to the hours of 8 p.m. to 4 a.m.

The County is soliciting guidance from your agency on the scope and content of the environmental information to be included in the EIR that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. The project description summary and probable environmental effects that will be analyzed in the EIR are attached.

A Public Scoping Session to solicit comments for the Notice of Preparation will be held at the Gilroy Library, 350 W. 6th Street, Gilroy on Tuesday, October 30 from 6:30 p.m. to 8:00 p.m. In accordance with the California Environmental Quality Act (CEQA), comments on the Notice of Preparation (NOP) must be received within 30 days of receipt of this notice. Written and/or email comments on the NOP should be provided to the County at the earliest possible date, but must be received by 5 p.m. on November 16, 2018. Agencies that will need to consider the final EIR when deciding whether to issue permits or other approvals for the project should provide the name of a contact person. Please address comments to:

County of Santa Clara
Department of Planning and Development
Attention: David Rader
County Government Center
70 West Hedding Street, San Jose, CA 95110
Email: david.rader@pln.sccgov.org

Prepared by:

David M. Rader

Approved by:

Maurisa Sandhu

INTRODUCTION

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to (a) evaluate a proposed project and the potential for significant impacts on the environment, (b) to examine methods of reducing adverse impacts, and (c) to consider alternatives to the project. In accordance with the requirements of CEQA, the EIR for the Z-Best Composting Process Conversion Project will include the following:

A project description;

A description of existing environmental setting, potential project-level and cumulative environmental impacts, and mitigation measures;

Alternatives to the proposed project; and

CEQA-required environmental findings, including (a) significant environmental effects that cannot be avoided if the project is implemented; (b) significant irreversible and irretrievable commitments of resources; (c) growth-inducing impacts; and (d) effects found not to be significant.

PROJECT LOCATION

The project site is located at 980 Highway 25, southeast of the city of Gilroy and northwest of the city of Hollister, in unincorporated Santa Clara County. Figure 1 shows the regional location. Figure 2 shows the project site boundaries and vicinity. The project site encompasses assessor's parcels 841-37-029 (approximately 137 acres) and 841-37-010 (approximately 99 acres). Both parcels are designated Agricultural Large Scale under the County of Santa Clara General Plan and zoned Exclusive Agriculture with a 40 acre combining district (A-40Ac).

PROJECT DESCRIPTION

The proposed project includes modifications to the existing composting facility Use Permit to convert the current composting process from a windrow composting system to a static aerated pile composting system using technology from Engineered Compost Systems. Composting is the transformation of raw organic materials (e.g., yard trimmings) into biologically-stable, humus-rich substances suitable for growing plants. The existing windrow composting system at Z-Best requires that the windrows (long piles of raw organic material in bags) be periodically turned to improve porosity and oxygen content. Aerated static pile composting, on the other hand, would biodegrade organic material without physical manipulation during primary composting as it would use a ventilation system to circulate air within compost piles.

Composting Process

The proposed aerated composting process would be installed within southwest quadrant of the developed area of the existing composting facility, west of Area 1, as shown on Figure 3 (Site Plan). The proposed new composting process would occur in two stages:

Primary Composting. In the first stage, pre-processed feedstocks (organic material) would be stacked in piles within rows of attached cement bunkers, approximately 10 feet in height. The bunkers would be grouped in zones, and each zone would have a ventilation system with an electrically powered fan and a series of ducts connected to each bunker. A front-end loader would build up the piles to a height of approximately nine feet. Each pile would be covered with a six-inch bio-layer (clean cover material) intended to provide insulation to ensure adequate pathogen control and temperatures, and to function as an in-situ biofilter layer to reduce odors from volatile organic chemical released from the top of the pile.

At the primary composting stage, the ventilation system would provide negative aeration, drawing air down through the compost piles, which would be purified in a temperature controlled biofilter before

release. An irrigation system mounted on the bunker walls would provide automatic top watering of the piles to add moisture before pile break-down or to increase the moisture in the bio-layer for additional absorption of emissions. The proposed process is designed to operate with a 17-day retention of material in the primary composting stage.

Secondary Composting. After completing the primary composting process, the material would be moved by a front-end loader to a secondary composting zone (labeled as “Extended Bed CASP” on Figure 3) and piled to a maximum height of 9.5 feet. Secondary composting would take place in an extended bed aerated static pile with positive aeration, where air would be blown up through each compost pile. According to the project proponent, positive aeration can be used at this stage because it is expected that the primary composting process would have substantially deodorized and stabilized the material. Also, according to the project proponent, the material would not be covered with an insulating bio-layer at this stage because it is expected that it will have already met all pathogen reduction requirements during the primary composting stage.

Operations

The proposed new process would result in an increase in throughput of finished compost from the current maximum of 1,500 tons allowed under the existing Use Permit, to 2,750 tons per day. This increase would require an additional 59 truck trips per day, which the project proponent has proposed be confined to the hours of 8 p.m. to 4 a.m. The proposal includes a request to modify the use permit to allow a maximum of 90 employees to be on site, which would be an increase of 32 employees above current conditions.

Grading and Drainage

Changes to the composting area would involve replacing approximately 180,000 square feet of existing impervious surfaces (sidewalks, equipment pads, etc.). The proposed project would not result in a net change to total impervious or pervious surfaces. Grading would be required to establish pads for the new composting system and to provide on-site drainage and stormwater detention. The project proponent anticipates that the current site can accommodate all required stormwater detention, with primary on-site detention occurring in the modified Detention Basin 1, with additional flood storage capacity provided on-site to the north of Area 1, as shown on Figure 3. However, in the event this proves infeasible, additional stormwater retention would be provided by a 98.8-acre North Flood Storage Basin (assessor’s parcel number 841-37-010), which is shown on Figure 4. This parcel is located immediately north/northeast of the existing operations site and the highway.

Site Access

Access to the project site is provided via one existing entrance, which intersects with SR 25 on the south side approximately 700 feet west of the intersection of Bolsa Road and SR 25. The project proponent is not proposing to change this access but is proposing adjacent construction of deceleration / acceleration lanes on SR 25. The project site entrance is located within the area of a Caltrans-approved Hollister to Gilroy State Route 25 Route Adoption project, which would involve potential widening and realignment of SR 25 from San Felipe Road (in Hollister) to the end of SR 25 at US 101 in Santa Clara County. Truck traffic originating from and bound for the project site is currently restricted from using Bolsa Road. All new truck and vehicular traffic originating from and bound for the project site would continue to be restricted to the use of only SR 25 to SR 156 and US 101. However, if the Caltrans project is constructed, it is anticipated that Bolsa intersection with SR 25 would shift east, and project traffic bound for and originating from the Z-Best facility would utilize the new Bolsa Road intersection with the realigned SR 25.

Permitting

The proposed project would require a major use permit and architecture and site approval modification and grading approval from the County of Santa Clara. Additional permits or permit modifications may be required from the County Local Enforcement Agency / CalRecycle (revised Solid Waste Facility Permit), the Central Coast Regional Water Quality Control Board, the Bay Area Air Quality Management District, and Caltrans (District 4).

POTENTIAL ENVIRONMENTAL IMPACTS

The EIR will include a discussion of the environmental setting/baseline for the proposed project, a summary of applicable regulations (federal, state, regional, and local), and an analysis of the potential impacts of the project. Mitigation will be recommended to reduce or eliminate project impacts, where feasible. The specific potential environmental impacts evaluated in detail in the EIR will be determined based on evaluation of the proposed project using an Initial Study environmental checklist (to be included in the Draft EIR) and on the comments received on this NOP. At this time, it is anticipated that the EIR will focus on the following topics.

Aesthetics. The EIR will evaluate the significance of changes to public views of the project site and changes to the character of the project site as seen from public roadways in the vicinity. Light and glare impacts will also be evaluated.

Agricultural Resources. The EIR will evaluate impacts to important farmland from development of the North Flood Storage Basin option, if pursued by the project proponent.

Air Quality and Greenhouse Gas Emissions. Construction-related emissions would be evaluated for installation of the new composting system and other site improvements. Emissions from operations, including from increased truck trips and employee vehicle trips would be quantified against Bay Area Air Quality Management District thresholds. The air quality analysis would also evaluate odor impacts from the proposed new composting operations.

Biological Resources. The portion of the proposed project south of State Route 25 would take place within the existing developed footprint. Therefore, the environmental analysis would analyze potential biological impacts from development and operation of the North Flood Storage Basin option, if pursued by the project proponent.

Tribal and Other Cultural Resources. Any tribal or other cultural resources that are known or have the potential to occur on the project site will be assessed, and the potential impacts that may occur to known and unanticipated resources as a result of project implementation will be evaluated.

Hydrology and Water Quality. The potential impacts of implementation of the proposed project with respect to modification of existing drainage patterns, decreased water quality, runoff, and flooding will be evaluated.

Noise. Existing noise and vibration conditions on the project site and the nearby vicinity will be described, including information on the location of existing sensitive receptors and major noise sources, ambient noise levels, and natural factors that relate to the attenuation thereof. Construction-related noise and ground vibration will be analyzed using published reference noise and vibration levels for typical construction equipment. The project's potential to generate operations-related noise increases from the modified composting process and additional truck trips traffic will also be evaluated to determine whether noise standards could be exceeded.

Transportation and Circulation. The EIR will evaluate site access and circulation with a focus on impacts to SR 25 from the additional truck trips. The traffic assessment would evaluate intersection levels of service for existing and projected peak-hour traffic volumes with the proposed facility expansion at the project driveway and at Bolsa Road intersection, with and without the SR realignment. An analysis of Vehicle Miles Traveled will be included for informational purposes.

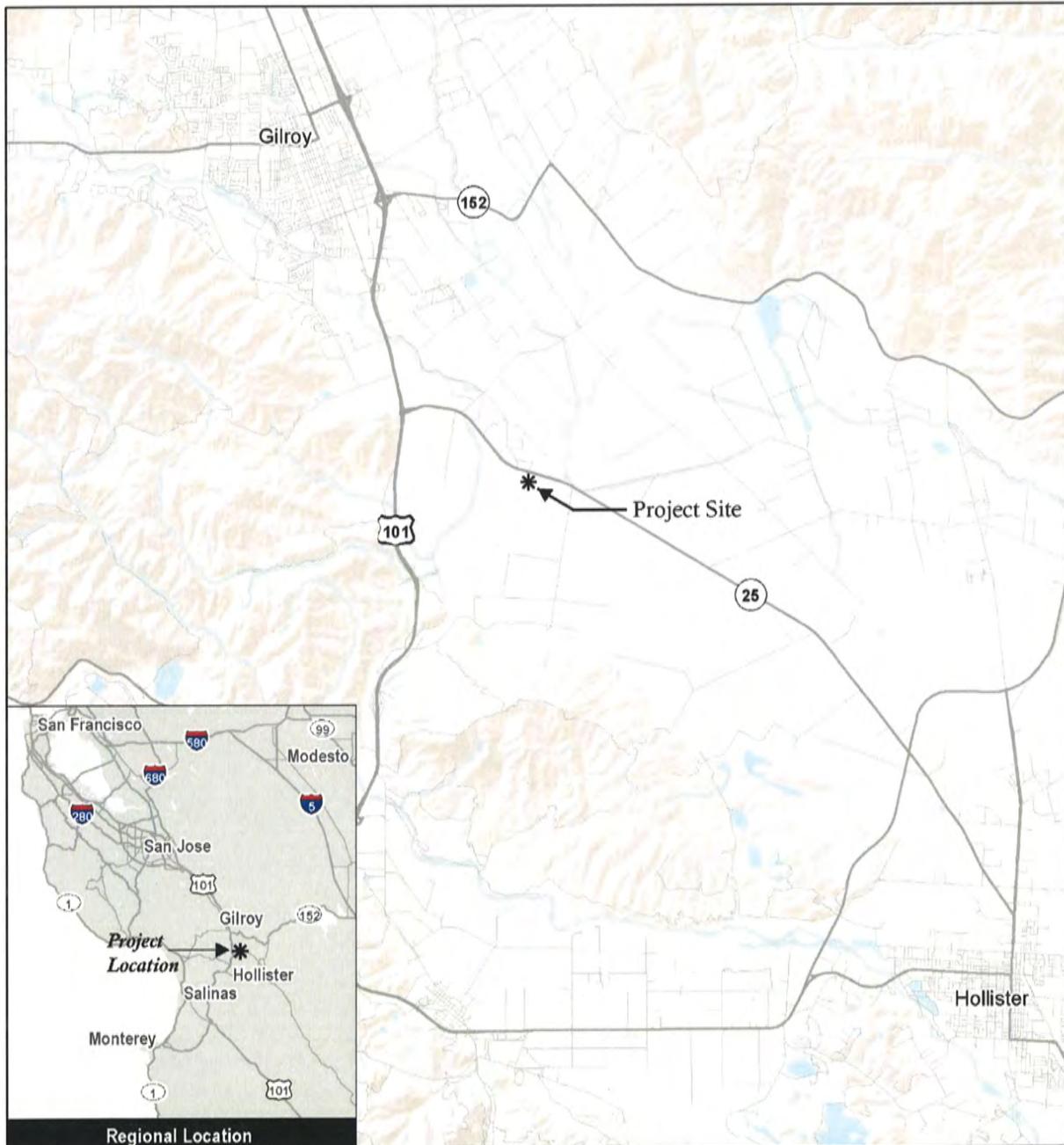
Utilities and Energy. Potential future demand from the proposed project will be compared to estimates of existing use on the site and regional planning documents to determine if the project would result in significant increases in demand for water, water treatment, natural gas, and electricity.

In addition to the evaluation of potential impacts, the following analyses will be included in the EIR.

Cumulative Impacts. This section of the EIR will discuss, issue by issue, the potential for the proposed project, when combined with other development identified in the cumulative setting, to either result in new, or contribute to existing, cumulatively considerable adverse effects on the environment.

Alternatives. CEQA requires that an EIR describe a range of reasonable alternatives to a project (or project location) that feasibly attain most of the objectives, but could avoid or reduce at least one environmental impact (see CEQA Guidelines Section 15126.6).

Growth Inducement. This section will qualitatively evaluate the project's potential to induce growth and any subsequent environmental impacts that would occur (pursuant to CEQA Guidelines Section 15126[d]).



Source: EMC Planning, ESRI 2018

Figure 1 - Project Site Location



Source: EMC Planning, ESRI 2018

Figure 2 - Project Site Vicinity

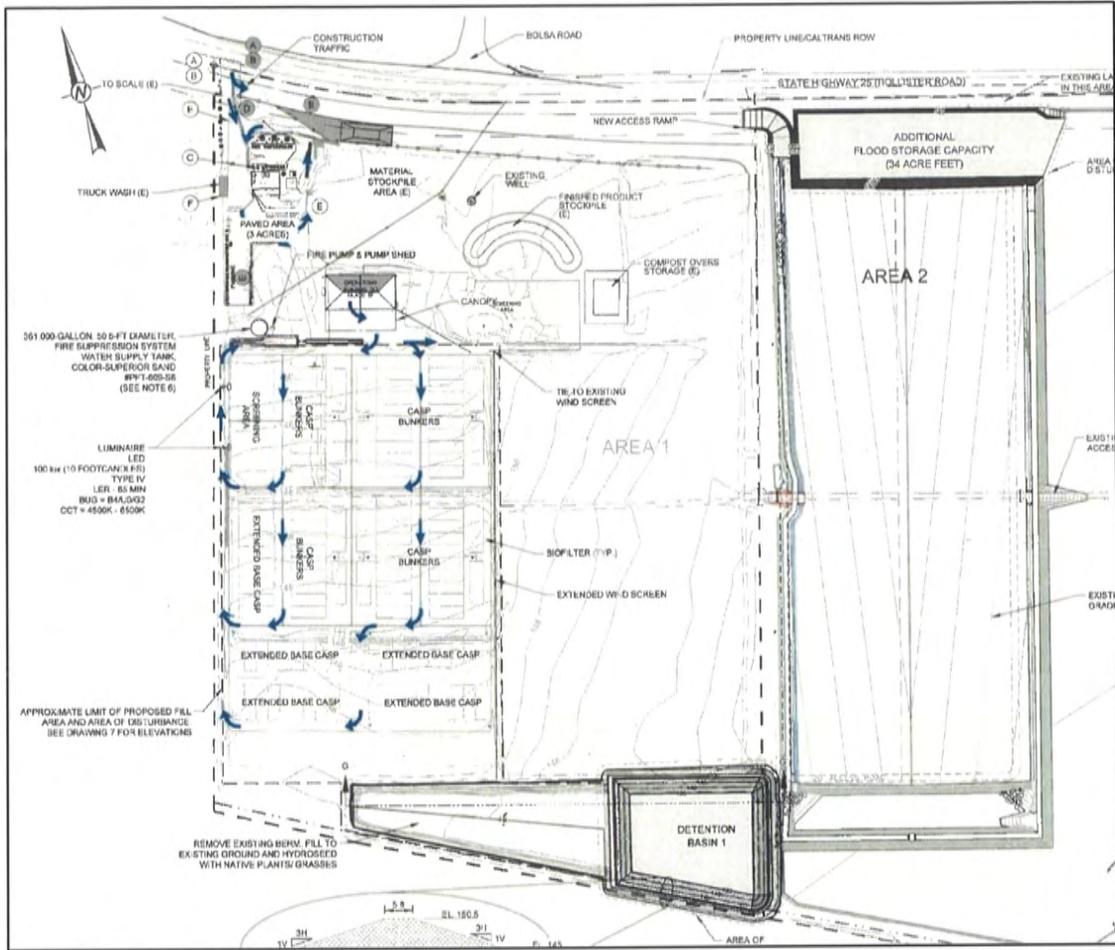


Figure 3 - Site Plan



Figure 4 - North Storage Flood Basin Option

Santa Clara County – SR 25 (see Figure 5-5)

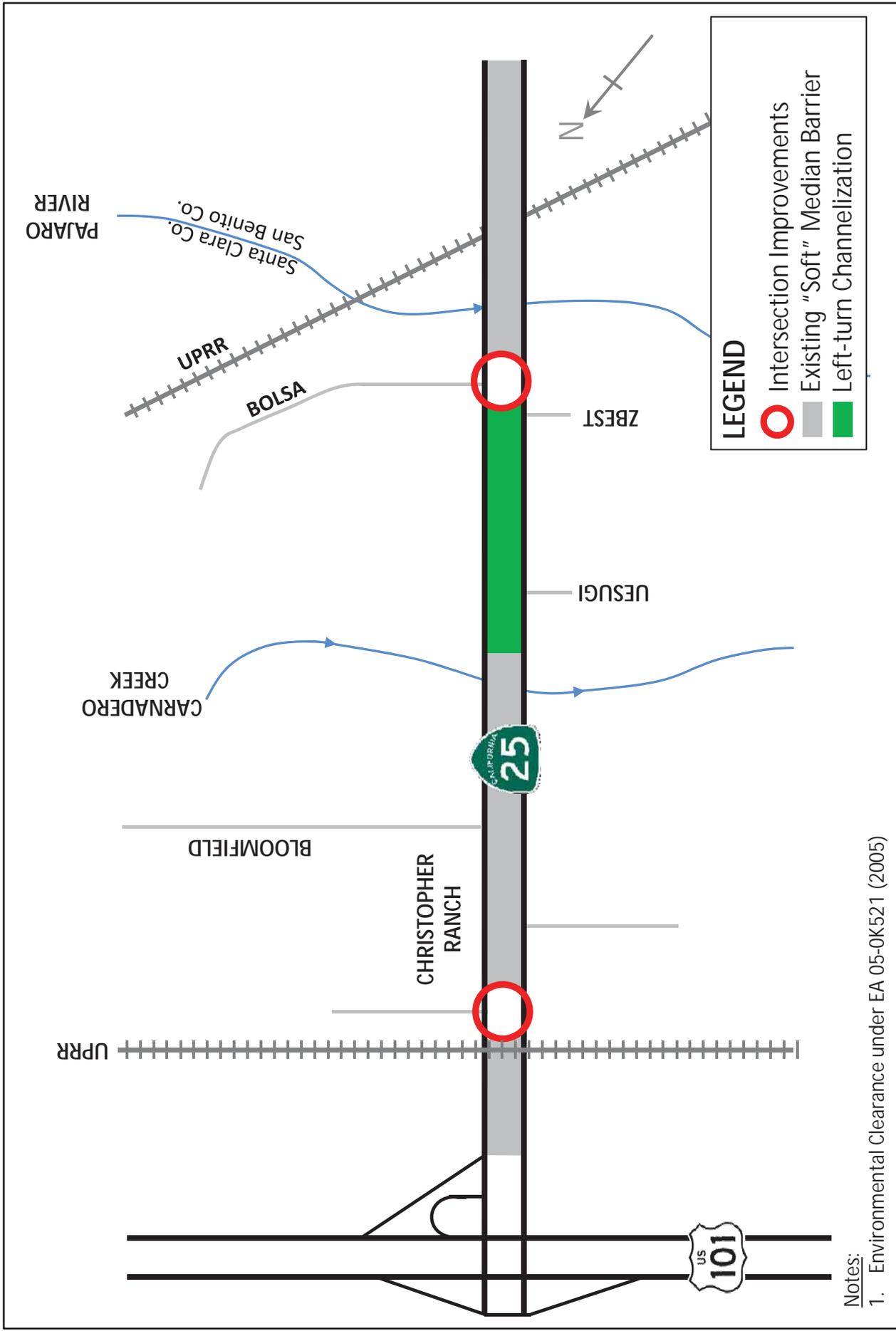
Slower moving vehicles that ingress or egress SR 25 at Bolsa Road, as well as commercial locations at private driveways to Christopher Ranch, Uesugi Farms and Z-Best conflict with faster moving vehicles on SR 25.

Proposed Improvements

- Pavement widening from just south of Bolsa Road to just north of Uesugi Farms driveway to provide a left-turn channelization lane for Z-Best and Uesugi Farms. Other safety measures introduced by prior SR 25 safety projects would also be maintained, such as standard lane, shoulder and clear recovery zone widths.
 - Intersection channelization improvements at Bolsa Road to provide acceleration and deceleration lanes to provide turning traffic with acceleration and deceleration lanes to enhance merge or diverge movements with SR 25 traffic. Intersection lighting would be improved to provide enhanced visibility.
 - Modify commercial access to Christopher Ranch with ingress from Bloomfield Road and egress to US 101 from the existing driveway adjacent to UPRR tracks or from Bloomfield. Circulation within the property would also be modified to provide these improvements
 - Improve access to the State owned park-and-ride lot located south of Flynn Road

Benefits

- Recommended by Highway 25 Task Force
- Potential to reduce collisions
- Constructible in near term
- Environmentally cleared by 2005 Highway 25 Safety and Operational Enhancements Project



LEGEND

- Intersection Improvements
- Existing "Soft" Median Barrier
- Left-turn Channelization

Notes:

1. Environmental Clearance under EA 05-0K521 (2005)

Safety and Operational Improvements (Santa Clara County)

Figure 5-5