



**COUNCIL OF SAN BENITO COUNTY GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE**

**REGULAR
MEETING AGENDA**

DATE: Thursday, September 5, 2019
2:00 p.m.

LOCATION: Council of San Benito County Governments
Conference Room
330 Tres Pinos Road, Suite C7
Hollister, CA 95023

MEMBERS: Mary Gilbert, Council of Governments
Heather Adamson, Association of Monterey Bay Area Governments
Chris Armstrong, California Highway Patrol
Jill Leal, Caltrans District 5
Danny Hillstock, City of Hollister Engineering Department
Don Reynolds, City of San Juan Bautista
Bryan Swanson, Development Services, City of Hollister
Harry Mavrogenes, San Benito County Resource Management Agency

*Persons who wish to address the Technical Advisory Committee must address the Chairperson when public comment is called. Following recognition, persons desiring to speak are requested to state their name for the record. After hearing audience comments, the Public Comment portion of the agenda item will be closed. **The opportunity to address the Technical Advisory Committee on items of interest not appearing on the agenda will be provided during Section C. Public Comment.***

2:00 P.M. CALL TO ORDER:

- A. ACKNOWLEDGE** Certificate of Posting
- B.** Introductions
- C. Public Comment.** *(Opportunity to address the committee on items of interest not appearing on the agenda. No action may be taken unless provided by Govt. Code Sec. 56954.2. Speakers are limited to 3 minutes.)*
- D.** Member Announcements

CONSENT AGENDA:

- 1. APPROVE** TAC Meeting Minutes dated June 6, 2019 – Gomez

REGULAR AGENDA:

2. **RECEIVE** Information Identifying Caltrans District 5 Projects in the 2018 SHOPP, 2020 SHOPP, and Project Initiation Documents (PIDs) that are in Progress – Gilbert
3. **RECEIVE** Update on 2022 Regional Growth Forecast and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy – Lezama/Adamson
4. **DISCUSS** Measure G Strategic Plan and Provide Input to COG – Gilbert
5. **DISCUSS** Potential Update to the San Benito County Traffic Impact Mitigation Fee Nexus Study – Gilbert

ADJOURN TO MEETING OF OCTOBER 3, 2019 AT 2:00 P.M.

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Council of San Benito County Governments ▪ *Measure A Authority*
Airport Land Use Commission ▪ *Service Authority for Freeways and Expressways*

330 Tres Pinos Road, Suite C7 ▪ Hollister, CA 95023 ▪ Phone: 831-637-7665 ▪ Fax: 831-636-4160
www.SanBenitoCOG.org

**COUNCIL OF SAN BENITO COUNTY GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING**

June 6, 2019 2:00 PM

DRAFT MINUTES

MEMBERS PRESENT:

Mary Gilbert, Council of Governments; Heather Adamson, Association of Monterey Bay Area Governments; Jamila Saqqa, City of Hollister Development Services; Scott Lines, San Benito County Resource Management Agency; Jill Leal, Caltrans District 5; Todd Kennedy, City of San Juan Bautista

OTHERS PRESENT:

Veronica Lezama, Monica Gomez, Council of Governments

CALL TO ORDER:

Mary Gilbert called the meeting to order at 2:00 p.m.

CERTIFICATE OF POSTING:

Upon a motion duly made by Heather Adamson, and seconded by Jill Leal, the Committee acknowledged the Certificate of Posting. Vote: 6/0 motion passes

PUBLIC COMMENT: None

MEMBER ANNOUNCEMENTS:

Jill Leal reported that Caltrans District 5 will be holding a public information meeting/open house for a proposed safety roundabout project at the intersection of Highways 25 and 156. The meeting will be held Tuesday, June 25th from 6p.m. - 8p.m. at the Veterans Memorial Building in Hollister. She mentioned that Project Manager, Brandy Rider, along with project engineer and project safety and design teams will be present to answer any questions from the public. Jill stated that she would forward a press release to COG staff and asked that staff forward to the City's and County.

Heather Adamson reported that AMBAG will be starting its Regional Growth Forecast update. They will be scheduling one on one jurisdiction meetings sometime in September. She also mentioned that AMBAG is currently planning a Planning Directors Forum meeting for August, which will include all things Housing, MTPSES, and Regional Growth Forecast.

Todd Kennedy announced that Ed Tewes, Interim City Manager for San Juan Bautista will be leaving soon. The new City Manager should be starting the first week of July.

Mary Gilbert announced that COG, on behalf of the LTA, was awarded a Caltrans Sustainable Transportation Planning Grant for the completion of an Analysis of Public Transit Network Expansion Projects for Congestion Relief of the HWY 25 Corridor Study. Also, regarding Traffic Impact Fees, she mentioned that there has been discussion from local jurisdictions about possibly updating the nexus study for the impact fees. There were some questions about the housing assumptions for housing. She will be bringing the item to the next TAC meeting. Lastly, regarding SB1 and transportation funding, staff is tracking all the different funding sources that they're working on as well as any guideline revisions. The California Transportation Commission applications won't be happening until late December and January 2020.

CONSENT AGENDA:

- 1. APPROVE** TAC Special Meeting Minutes dated May 2, 2019 – Gomez
- 2. APPROVE** Cancellation of July 4, 2019 TAC Meeting Due to Holiday Schedule Conflict – Gilbert

Upon a motion duly made by Jill Leal, and seconded by Scott Lines, the Committee unanimously approved Consent Agenda., with Item 1 minutes approved as corrected. Vote: 6/0 motion passes.

REGULAR AGENDA:

- 3. RECEIVE** Update on San Benito County Measure G Implementation and DISCUSS Scope of Work for Program Management Services – Gilbert

Mary Gilbert provided an update on the San Benito County Measure G. Staff is continuing steps for implementation of Measure G. The tax has been collected since April 1, 2019 and first distributions of funds to COG will occur in July of 2019. Staff will be developing a Local Jurisdiction Funding Agreement with the input of local staff to ensure that all requirements for funding are clearly addressed by both COG and the local jurisdictions.

Regarding the Citizens' Oversight Committee, Ms. Gilbert reported that the COG Board extended the application period to June 7 for one membership category. COG will appoint the full committee in June and the committee will likely have its first meeting in July. KNN Public Finance will be assisting COG with updating financial projections and finalizing the Strategic Plan in the fall. Ms. Gilbert provided an overview of the Scope of Work for the KNN contract. She mentioned that KNN will provide a presentation to TAC in August. She went over the timetable for the development of the Strategic Plan. Lastly, staff is recommending that the COG Board prepare a Request for Proposals (RFP) for on-call support services in the fields of engineering and project management. Staff will be taking the RFP to the COG Board in June, and anticipates it to go out in July.

Staff will provide an update at the next meeting.

- 4. RECEIVE** Update on 2022-2045 San Benito Regional Transportation Plan and Regional Housing Needs Allocation (RHNA) Process – Lezama

Veronica Lezama provided an update on the San Benito Regional Transportation Plan and Regional Housing Needs Allocation Process. She went over the 2022 Regional Transportation Plan preliminary project schedule.

Todd Kennedy commented on how at some point there could be a joint effort between jurisdictions to work on their General Plan updates because cooperation and coordination is vital for getting the work done.

Mary Gilbert provided an update on the Regional Housing Needs Allocation (RHNA) process. She stated that after receiving a housing allocation from the Department of Housing and Community Development, COG staff will work with the local jurisdictions to allocate the housing types among each jurisdiction. The RHNA will be due in June 2022.

Heather Adamson provided an overview on new Local Government Planning Support Grants Program. Under the Program, HCD shall allocate \$250 million dollars to regions and local jurisdictions for technical assistance, preparation and adoption of planning documents, and process improvements to accelerate housing production and facilitate compliance to implement the 6th Cycle of the RHNA. Of this, \$125 million will go directly to local jurisdictions and the remaining \$125 million will go to regions. Under this new Program, funding will be allocated to mega-regions throughout the state (Central Coast Housing Working Group). Representatives to the Central Coast Housing Working Group who represent jurisdictions within Monterey

and Santa Cruz Counties will need to be selected. The working group must be composed of one supervisor from each county, and two city members from each county.

Mary Gilbert stated that staff is coordinating with the RTPAs on the Central Coast-0 as well as AMBAG to determine next steps. More information is also expected from the State later this month.

Upon a motion duly made by Jill Leal, and seconded by Heather Adamson, the Committee voted to Adjourn the TAC meeting at 2:59 p.m.

ADJOURN TO MEETING OF AUGUST 8, 2019 AT 2:00 P.M.



Staff Report

To: Technical Advisory Committee
From: Mary Gilbert, Executive Director Phone Number: (805) 549-3065
Date: September 5, 2019
Subject: **Bi-Annual State Highway Operations and Protection Program (SHOPP) listing**

Recommendation:

RECEIVE information Identifying Caltrans District 5 projects in the 2018 SHOPP, 2020 SHOPP, and Project Initiation Documents (PIDs) that are in Progress

Background:

Caltrans is responsible for maintaining and operating approximately 50,000 lane-miles of the state highway system, the backbone of California's transportation infrastructure. This includes monitoring the condition and operational performance of the highways through periodic inspections, traffic studies, and system analysis. The SHOPP is funded through the State Highway Account supporting the State's priority for preserving the existing infrastructure.

Financial Impact:

The San Benito County regional list of programmed/funded SHOPP projects consists of \$33,935,000 in transportation improvements between the 17/18 and 20/21 Fiscal Years (Attachment 1).

Staff Analysis:

Caltrans provides a list of SHOPP projects twice a year for review, comment, and discussion. Caltrans is requesting partners to identify any regionally or locally funded projects that Caltrans should be aware of to discuss proposed scope, funding scenarios, delivery timeframes, potential impacts to the State Highway System, and coordination responsibilities.

For Caltrans to add an on-system project into the SHOPP work plan it must be included in COG's Regional Transportation Plan, be in Caltrans 3-yearr work plan, and have an executed cooperative agreement. The Caltrans 3-Year work plan is included in the attachment to this staff report.

Executive Director Review: _____ Counsel Review: _____ N/A

Supporting Attachments: SHOPP Bi-Annual 2019 Listing – August 2019

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
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*Making Conservation
a California Way of Life.*

August 26, 2019

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

Dear Ms. Gilbert:

**UPDATE OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)
FOR DISTRICT 5**

The California Department of Transportation (Caltrans) District 5 has included with this letter the status of SHOPP programming and project initiation documents (PID) under development in San Benito County.

Caltrans is responsible for maintaining and operating approximately 50,000 lane-miles of the state highway system, the backbone of California's transportation infrastructure. This includes monitoring the condition and operational performance of the highways through periodic inspections, traffic studies, and system analysis. The SHOPP is funded through the State Highway Account supporting the State's priority for preserving the existing infrastructure.

For projects in San Benito County that are currently programmed in the SHOPP as of June 2019, please see Attachment 1. For projects currently awaiting programming for the 2020 SHOPP, please see Attachment 2. For Project Initiation Documents (PID) currently under development for the 2022 SHOPP, please see Attachment 3.

We also request that you identify any regionally or locally funded projects that Caltrans should be aware of to discuss proposed scope, funding scenarios, delivery timeframes, potential impacts to the State Highway System, and coordination responsibilities. For Caltrans to add projects into the NON-SHOPP PID workplan it needs to be in your RTP, be in Caltrans's 3-yr workplan, and have an executed cooperative agreement. Please see Attachment 4 for the Caltrans 3-yr workplan.

Mary Gilbert, Executive Director
August 26, 2019
Page 2

Please share this information with your member agencies, and encourage them to contact the appropriate project manager for individual projects. For more information, please contact Garin Schneider at 805-549-3640 or email Garin.Schneider@dot.ca.gov.

Sincerely,



For
AILEEN K. LOE
Deputy District Director
Planning and Local Assistance

Attachments

1. Programmed SHOPP Projects
2. 2020 SHOPP Candidate Project List
3. 2022 SHOPP Project List
4. 3-yr Workplan

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
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*Making Conservation
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July 31, 2019

San Benito COG

Caltrans District 5 Program/Project Management is pleased to provide you with this list of programmed 2018 SHOPP projects as of June 2019. This list will update you on the status of active, programmed 2018 SHOPP projects in your county and is sent to you semi-annually. We hope it will be helpful to you, your local agencies, and your Board.

The projects on the attached list are part of the 2018 SHOPP, Caltrans Minor A projects, and emergency projects in progress. Completed programmed projects are not included on the list. The 2018 SHOPP became effective March 21-22, 2018. I have included a column titled "Contract Acceptance (Target Date)" which reflects the date we anticipate construction will end, and a column titled "SB-1 Funds" which indicates whether that project is receiving SB1 SHOPP Augmentation funds.

Please contact the Project Managers for further information regarding these projects. We also ask that you direct calls from the public or other agencies to the appropriate Project Manager for the most current and detailed information.

To obtain additional general information as well as project specific Caltrans SHOPP information, please access the following link: <https://dot.ca.gov/programs/transportation-programming/state-highway-operation-protection-program-shopp-minor-program-shopp>

You can also review more detailed project specific information online by viewing the current projects listed on the District 5 webpage: <http://www.dot.ca.gov/d5/>. If you have questions about the information contained in the Current Status of Projects, please contact the appropriate Project Manager.

Please contact me if you have any questions regarding this list. I welcome any suggestions to improve the list for everyone's benefit.

Sincerely,

Sherri Martin, ATP
Programming Unit, Project Management
SHOPP, Minor A & FTIP Coordinator
(805) 549-3788

Bcc. Aileen Loe, Garin Schneider, Kelly McClendon, Jill Morales, Terri Persons, Richard Rosales, Brandy Rider, Joe Erwin, and Berkley Lindt



PROGRAMMED/FUNDED SHOPP PROJECTS in San Benito County July 2019 Semi-Annual List

Route	Post Miles	EA Project Identifier	PPNO	Project Description	Project Name	Current Project Phase	Ready to List (Target/Actual) Contract Acceptance	Contract Acceptance (Target Date) Anticipated end of construction	Project Manager Phone # Email	SB-1 Funds	Cost (\$1,000) CON/RW
Programmed in 17/18 FY											
25	R25.9/R263	1C260 0512000108	2379	Near Hollister, from 0.1 mile south of La Gloria Road to 0.2 mile north of La Gloria Road. Realign roadway.	La Gloria Rd Curve Correction	CON	6/18/2018 (A)	3/1/2020	Brandy Rider 805-549-3620 brandy.rider@dot.ca.gov	No	\$2,037 Award/\$356
25	R49.9/R52.2	1F430 0513000151	2514	In and near Hollister, from Sunnyslope/Tres Pinos Road to San Felipe Road. Roadway safety improvements.	Rte Deficiency Corrections	CON	6/18/2018 (A)	3/1/2020	Brandy Rider 805-549-3620 brandy.rider@dot.ca.gov	No	\$6,688 Award/\$208
VAR	VAR	1K240 0518000141	2888	In Monterey, Santa Cruz, San Benito, San Luis Obispo and Santa Barbara Counties on various routes at various locations. Repair electrical systems. EFA 05A2102. (Project in MON, SCR, SBT, SLO and SB counties.)	Electrical Repair Work	CON	N/A	N/A	Berkley Lindt 805-549-3315 berkley.lindt@dot.ca.gov	No	\$314 Award/\$0
Programmed in 18/19 FY											
VAR	VAR	1G310 0514000140	2595	In Monterey, Santa Cruz and San Benito counties, on various routes at various locations. Replace and install advance curve warning signs. (Project in MON; also in SCR & SBT Counties)	Warning Sign Upgrades	PS&E/RW	Will vote in August 6/14/2019 (A)	10/29/2020	Joe Erwin 805-549-3792 joe.erwin@dot.ca.gov	No	\$1,916 Vote/\$48
Programmed in 19/20											
101	73.0/96.8	1F900 0514000073	2571	In Monterey and San Benito counties from north of North Gonzalez Overcrossing to the Santa Clara County line. Roadside safety improvements. (Project in MON; some work in SBT.)	Monterey-San Benito Co Roadside Safety Improvements	PS&E/RW	3/4/2020 (T)	4/29/2021	Brandy Rider 805-549-3620 brandy.rider@dot.ca.gov	No	\$4,368/\$456
VAR	VAR	1H990 0517000047	2735	In various counties on various routes throughout District 5. Replace and upgrade existing detection field elements for the Traffic Management Systems (TMS) detection. (Project in MON, SBT, SCR, SLO and SB counties) *SB1.	TMS Detection Repair.	PS&E/RW	6/08/2020 (T)	6/22/2021	Brandy Rider 805-549-3620 brandy.rider@dot.ca.gov	Yes	\$3,200/\$21
Programmed in 20/21											
25	54	1J480 0517000185	2746	In San Benito County, north of Hollister at the Intersection of Route 25/15. Construct roundabout.	SR25/156 Roundabout	PS&E/RW	8/27/2020 (T)	10/28/2021	Brandy Rider 805-549-3620 brandy.rider@dot.ca.gov	No	\$7,659/\$4
25	18.8/19.1	1H810 0516000164	2697	Near Pinnacles National Park, from 0.7 miles north of San Benito Lateral/Old Hernandez Road to 2.4 miles south of Route 146. Improve curve and flatten slope.	Route 25 Curve Alignment Restoration	PA&ED	6/28/2021 (T)	9/26/2022	Brandy Rider 805-549-3620 brandy.rider@dot.ca.gov	No	\$6,150/\$363

(A) = Actual date RTL was achieved.

Minor A Projects

Note: Construction Award or Vote costs are actuals; otherwise Construction costs are estimates.

Attachment 1

NOTE: For general information about the SHOPP program contact Sherri Martin at (805) 549-3788 or sherri.martin@dot.ca.gov List is provided in January and July of each year.

July_19_RTPA_SHOPP_Master_FV_2019-07-31.xlsx
Updated: Jan 2019



San Benito County

2020 SHOPP Candidates for Project Programming

ID# (EA)	Project Activity	Route	Postmile	Project Location	Project Manager
1J840	Pavement Preservation, Drainage, Transportation Management Systems (TMS), and Lighting Improvements	101	0/7.55	In San Benito County at and near Aromas from Monterey County Line to Santa Clara County Line	Brandy Rider (805) 549-3620

NOTE: For project-specific questions, contact the corresponding project manager
For general PID program & planning questions contact Garin Schneider (805) 549-3640

ATTACHMENT 2
August 2019



San Benito County

2022 SHOPP Projects

ID# (EA)	Project Activity	Route	Postmile	Project Location	Project Manager
1M330	Safety Improvements	156	R8.2/R10.0	In Santa Cruz and San Benito Counties at Various Locations	Doug Hessing (805) 549-3386

NOTE: For project-specific questions, contact the corresponding project manager
For general PID program & planning questions contact Garin Schneider (805) 549-3640

ATTACHMENT 3
August 2019

2019/2020
San Benito County 3 Year Non-SHOPP PID Workplan

County	Route	Begin Postmile	End Postmile	Project Type	Location	Agency	2019/2020	2020/2021	2021/2022	CO-OP Executed Yes/NO	Notes
Locally Sponsored											
SBT	25	47.7	49.64	Operational Improvements	SR 25 Widen to 4 lanes from Sunset Drive to Fairview Road	SBTCOG		X		NO	11/7/2018: No comments- FY 19/20 is appropriate for SBTCOG 2/6/2019: No Comments 5/8/2019: SBTCOG requested to move PID initiation date to 20/21 FY
State Sponsored											
No Projects at this time											



ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

MEMORANDUM

TO: SBtCOG Technical Advisory Committee

FROM: Heather Adamson, Director of Planning

SUBJECT: 2022 Regional Growth Forecast and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy

MEETING DATE: September 5, 2019

RECOMMENDATION: INFORMATION

Receive an update on the development of the 2022 Regional Growth Forecast (RGF) and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

BACKGROUND/DISCUSSION:

AMBAG adopted the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in June 2018. Federal and state law requires that AMBAG prepare a long-range transportation plan every four years. In accordance with state and federal guidelines, the 2045 MTP/SCS is scheduled for adoption by the Board of Directors in June 2022. Staff developed the 2045 MTP/SCS Plan Work Program and Schedule which was approved by the AMAG Board of Directors in April 2019.

Early 2045 MTP/SCS activities underway are highlighted below and the 2045 MTP/SCS timeline is included as Attachment 1.

2022 Regional Growth Forecast

The process to update the Regional Growth Forecast has been initiated. Staff has reached out to a few of the local jurisdictions requesting early consultation to resolve any concerns following the 2018 RGF, as well as, obtain any new data or information related to growth. The first step in updating Regional Growth Forecast is establishing the regional numbers. Staff is working with a demographer to update the tri-county regional employment, population and housing figures. The draft regional numbers will be presented to the Planning Directors Forum in early 2020 for review, input and discussion. AMBAG staff will be scheduling meetings with all of the local jurisdictions in early 2020 to discuss the regional numbers.

Planning Excellence!

Once the regional numbers have been accepted, the draft growth forecast will be disaggregated to the subregional and jurisdiction level. Draft subregional forecast numbers are scheduled to be available in early summer 2020. The 2022 Regional Growth Forecast is scheduled to be accepted for planning purposes in October 2020.

Environmental Impact Report

AMBAG is procuring a consultant to develop a joint environmental impact report (EIR) for the 2045 MTP/SCS and the Regional Transportation Planning Agencies' (RPTAs) Regional Transportation Plans (RTP). A kickoff meeting with the entire EIR team is scheduled to be held in October 2019 and the Notice of Preparation is expected to be released in January 2020.

CARB Target Setting

The California Air Resources Board (CARB) issued new greenhouse gas (GHG) reduction targets for all 18 regions statewide. AMBAG's new GHG reduction targets are a three percent reduction by 2020 and a six percent reduction by 2035.

2045 MTP/SCS Public Involvement Program

The 2045 MTP/SCS Public Involvement Program (PIP) is included as Appendix G of the Draft 2019 Public Participation Plan (PPP). The 2019 PPP is scheduled to be approved by the AMBAG Board of Directors in October 2019. AMBAG staff will continue to implement the outreach strategies included in the PIP as we develop the 2045 MTP/SCS.

2045 MTP/SCS Goals, Objectives and Performance Measures

With each MTP update, AMBAG starts the planning process by establishing a framework of goals and performance measures to guide the development of the Plan. This is a key first step, as it is the policy foundation for the MTP and identifies the "big picture" of what we hope to achieve. Staff proposes retaining the same policy goals from the 2040 MTP/SCS and focusing on updating the specific performance measures used to evaluate each of the policy goals. Performance measures allow us to quantify regional goals, estimate the impacts of proposed investments, and evaluate progress over time.

Policy Goals

- Access and Mobility – Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region.
- System Preservation and Safety – Preserve and ensure a sustainable and safe regional transportation system.

- Healthy Communities – Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.
- Environment – Promote environmental sustainability and protect the natural environment.
- Social Equity – Provide an equitable level of transportation services to all segments of the population.
- Economic Vitality – Raise the region’s standard of living by enhancing the performance of the transportation system.

Performance measures that support the above policy goals will be revised to measure how well the MTP/SCS scenarios perform. Proposed changes to the performance measures will be presented at a future Planning Directors Forum meeting.

Transportation Project List

Beginning in 2020, AMBAG will work with the RTPAs, transit operators, Caltrans and local jurisdictions to update the transportation project list for the 2045 MTP/SCS using the Telus database. Using the Telus database, AMBAG and RTPA staff will be able to make changes to existing 2040 MTP/SCS projects such as changes to cost estimates and project phasing as well as to add new projects or delete projects that have been completed.

Next Steps

Staff will continue to develop the initial components of the 2045 MTP/SCS working with the Planning Directors Forum, Technical Advisory Committees, partner agencies and key stakeholders.



Staff Report

To: Technical Advisory Committee
 From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x.207
 Date: September 5, 2019
 Subject: **San Benito County Measure G**

Recommendation:

DISCUSS Measure G Strategic Plan and Provide Input to COG

Background:

Measure G is a 1% sales tax approved by voters in the November 2018 election. COG is responsible for implementation of the measure and ensuring delivery of the projects in the approved expenditure plan.

Financial Impact:

Measure G is anticipated to generate an average of \$16 million annually over the 30-year term.

Summary

Staff is continuing steps for implementation of Measure G. The tax has been collected since April 1, 2019 and COG has received approximately \$2 million in the separate tax account. No Measure G funds have been expended to date, with first distributions to local agencies and COG anticipated later this year.

Staff Analysis

Local Jurisdiction Funding – Street and Road Rehabilitation

Staff anticipates that funds for local jurisdictions will begin to be available for distribution in late Fall 2019. The City of Hollister and County of San Benito will each receive 47.5% of those funds while the City of San Juan Bautista will receive 5%.

There are several requirements in place that local jurisdictions must adhere to, including the use of each jurisdiction's Pavement Management Plan to select projects, as required by the Measure G ordinance. Staff is developing a Local Jurisdiction Funding Agreement with the input of local staff to ensure that all requirements for funding are clearly addressed by both COG and the local jurisdictions.

Citizens' Oversight Committee

The COG Board appointed members to the Oversight Committee in June 2019. The Committee's first meeting took place on August 5. The group will meet quarterly and the next meeting is October 28, 2019.

Strategic Plan

Staff is developing a Measure G Strategic Plan for Board approval later this year. The Strategic Plan will detail all anticipated funding sources, opportunities for bonding and project management, advocacy, and other strategies to ensure that Measure G is successfully implemented with sufficient oversight by COG. The Strategic Plan includes updating financial forecasting and receiving support in developing a plan for distribution of funds from the Measure. KNN Public Finance, under contract to COG, provided a detailed presentation to the TAC at its August meeting.

Since that meeting, staff has been coordinating with KNN to update revenue projections. New information on taxable sales data has been included in the revenue projections and KNN has recommended a lower base year income scenario.

Staff is also updating the cash flow model based on TAC input at the August meeting as well as considerations related to funding the Tier 1 Highway 25 4-Lane Expressway project. The Expressway project is currently included in the model at full build-out from San Felipe Road to the San Benito/Santa Clara County line. The project may be broken into two phases (San Felipe Road to Hudner Lane and Hudner Lane to the County Line) which would impact the cash flow needs; however, this extends the timeline for full project delivery.

COG and Caltrans will convene a Project Development Team with representatives from Caltrans functional units, COG staff, County and City staff, and regional partners at Santa Clara Valley Transportation Authority to review project delivery concerns for the project. The expressway widening project must be coordinated with other regional projects including the Highway 101/State Route 25 Interchange, Bolsa Road & Highway 25 intersection improvement needs, and the State Route 152 Trade Corridor project.

In 2016, COG completed an analysis of alternatives to the Highway 25 Expressway project in an effort to identify improvements to the corridor that could be more feasible in the short-term. At the request of the Committee at its last meeting, staff is including the recommended projects from the study as an attachment to this report. The full report is available for download from COG's website: www.sanbenitocog.org.

Staff will provide updates to the Committee at the meeting and facilitate discussion of the Strategic Plan Objectives listed below:

- Establish priority projects, estimated construction schedules and costs, targeted implementation timing
- Develop and/or review revenue projection models and allocation targets
- Integration of financial and project data with outside funding sources and other planning documents

COG will prepare updates to the strategic plan on a bi-annual basis based on changes to project costs, delivery schedules, and outside funding sources

Executive Director Review: _____

Counsel Review: _____ N/A _____

Supporting Attachments:

1. Highway 25 Alternatives Analysis (2016), Chapter 5 – Potential Improvements
2. Highway 25 Alternatives Analysis (2016), Chapter 6—Alternatives Considered & Withdrawn

5. POTENTIAL IMPROVEMENTS

A. RANGE OF IMPROVEMENTS

Three categories of improvements on SR 25 within the study limits were studied to develop a broad range of alternatives for further consideration:

- Interim improvements to enhance safety and traffic operations
- Fundable improvements to widen SR 25 to four lanes
- Alternative modes of transportation such as rail, express bus and rideshare

As a result of the Alternatives Assessment process conducted by the PDT, the following alternatives were selected for further consideration.

B. SAFETY AND OPERATIONAL ENHANCEMENTS

Wright Road to McConnell Road (see Attachment B, Figure 5-1)

Slower moving vehicles that ingress or egress SR 25 at Wright Road, Briggs Road, Flynn Road, State park-and-ride lot, McConnell Road and Quarry Road conflict with faster moving vehicles on SR 25. Several cross centerline collisions have occurred between Wright Road and Flynn Road and the need for a concrete median barrier was identified by the Highway 25 Safety Task Force.

Proposed Improvements

- Pavement widening and installation of concrete median barrier from just north of Wright Road to just north of Briggs Road (West). Installation of the median concrete barrier would eliminate the potential for head-on collisions at this location. The blunt ends of the concrete barrier would be protected with crash cushion devices. Standard Clear Recovery Zone (CRZ) widths would be provided to allow errant vehicles to recover, thereby reducing the potential for them going off the highway. The width provided by the paved shoulder and CRZ would also allow slow moving farm vehicles to travel along SR 25 without encroaching into the traffic lane. This would reduce the potential for vehicles to swerve around slower moving vehicles and pass into oncoming traffic. Fixed objects, such as trees, would be removed to allow construction of the CRZ and improve sight distance at intersections. Other safety measures introduced by prior SR 25 safety projects would also be maintained, such as rumble strips, highly reflectorized striping, and warning signs.
- Intersection channelization improvements at Wright Road, Briggs Road (East), Flynn Road and McConnell 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.
- Close Briggs Road (West) at SR 25 and shift traffic to Wright Road

Highway 25 Widening Design Alternatives Analysis

- Extend merge lane on northbound SR 25 north of San Felipe Road signal intersection up to approximately 1,500 feet to allow slower moving vehicles to reach operating speed and encourage them to stay in the right lane to allow faster moving vehicles to pass
- Improve access to park-and-ride lot

Benefits

- Recommended by Highway 25 Task Force
- Potential to reduce collisions
- Constructible in near term
- The final environmental document for these improvements was approved by Caltrans as part of the Highway 25 Safety and Operational Enhancements Project. A new environmental document is not required, however, an environmental revalidation process including supporting technical studies would be required.

SR 25 / SR 156 Intersection (see Attachment B, Figure 5-2)

The length of the merge from two lanes to one lane on the departure side of each leg of SR 25 / SR 156 intersection is approximately 500 feet. An acceleration length of 960 feet is needed for trucks to reach 55 mph, and 1410 feet to reach 65 mph¹. Merge lane lengths between 1500 feet to 2000 feet should be considered for merge lane operations to provide opportunities for platoons of queuing vehicles to disperse and to encourage slow moving vehicles to stay in the right lane.

Proposed Improvements

- Extend four-lane sections on each arm of existing signalized intersection up to approximately 1,500 feet in length to provide (a) additional storage for traffic queuing on intersection approaches, and (b) extend merge length after the intersection to allow slower moving vehicles to reach operating speed and encourage them to stay in the right lane to allow faster moving vehicles to pass
- Install other safety improvements (e.g. delayed green signal, enhanced lighting, high-reflective striping, and additional signage)

Benefits

- Extending merge lanes on both SR 25 and SR 156 legs of the intersection is expected to provide additional green time for SR 25 traffic and improve throughput
- Potential to reduce congestion related collisions
- Constructible in near term

¹ AASHTO A Policy on Geometric Design of Highways and Streets, Table 10-3

SR 25 Passing Lanes (see Attachment B, Figures 5-3A and 5-3B)

During both peak periods, traffic is heavily congested on SR 25 within the study limits. The two-lane segment of SR 25 in Santa Clara County is expected to reach capacity in 2016 and portions of the route in San Benito County are expected to reach capacity in the near future. Other than the short four-lane section at the SR 156 intersection, there are no opportunities for vehicles to pass. Vehicles are not permitted to overtake on the two-lane segment of SR 25. As a consequence, long ‘queues (platoons) of vehicles begin to form. During the evening commute in 2013, the average percent of total travel time that southbound vehicles travel in platoons behind slower vehicles was 95.6 percent.

Passing lanes are a recognized method of providing passing opportunities on two-lane highways. An added lane can be provided in each direction of travel to improve traffic operations and reduce the potential for congestion related collisions. A lane added to improve overall traffic operations should be long enough to provide a substantial reduction in traffic platooning. Existing (2013) peak hour volumes range from 500 to 1,000 vph. A passing lane length of 1 to 2 miles is recommended for this range of traffic volumes². Passing lanes are not recommended at intersections in order to minimize the volume of turning movements on a highway section where passing is encouraged. Based on these constraints, the only suitable location for passing lanes on SR 25 within the study limits is between Hudner Lane and Shore Road.



Proposed Improvements

- Widen a two-mile section of SR 25 between Hudner Lane and Shore Road to provide two-lanes in both directions with 12 feet lanes and 10 feet shoulders
- Reconstruct concrete median barrier
- Reconstruct consolidated driveway system, local road intersections and drainage ditches
- Acquire right of way to accommodate roadway widening.
- Relocate utility poles outside of State right of way

Benefits

- Improve traffic operations and reduce delays associated with platooning vehicles
- Potential to reduce congestion related collisions
- Increased effectiveness in combination with extension of merge lanes at SR 156 and San Felipe Road intersections

² AASHTO A Policy on Geometric Design of Highways and Streets, Table 3-1

SR 25 / SR 156 Interchange (see Attachment B, Figure 5-4)

The SR 25 Adopted Alignment proposes a new interchange at the intersection of SR 25 and SR 156. The heaviest concentration of collisions on SR 25 within San Benito County occur at this location and the type of collisions are typical of congestion related incidents. Both SR 25 and SR 156 approaching the signal intersection have vehicles traveling at high speeds in a rural setting where the potential for red light violations is high. Through traffic volumes on SR 25 in both directions exceed 1,000 vph during peak commute periods. There is a near-term need to eliminate conflicting traffic movements at this heavily trafficked intersection to enhance safety and traffic operations. There are opportunities to construct the new interchange consistent with the SR 25 Adopted Alignment.

Proposed Improvements

- Construct new SR 156 overcrossing structure
- Construct spread diamond interchange configuration to provide for all turning movements. The ramp intersections at SR 156 may need to be signalized to accommodate turning movements
- Close McConnell Road access to SR 25. Maintain access to SR 156 with right-in and right-out movements only
- Close Quarry Road access to SR 25 and construct frontage road connecting to Flynn Road
- Consolidate private driveways north of SR 156 to connect with SR 25 at Hudner Lane and with SR 156. Access with SR 156 would be for right-in and right-out movements only

Benefits

- Consistent with location of interchange for SR 25 Adopted alignment. Realignment of ramps would be required to connect with future SR 25 corridor
- Eliminate signal intersection and conflicts with through traffic on SR 25 and SR 156
- Improve traffic operations

Santa Clara County – SR 25 (see Attachment B, 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

Santa Clara County – US 101 (see Attachment B, Figure 5-6)

High traffic volumes during the afternoon peak period, on the southbound US 101 / SR 25 off-ramp frequently cause queues to spill back on to southbound US 101.

When this occurs, traffic queues form along the outside shoulder of US 101. Queues have been observed to extend north of Castro Valley Road intersection. The shoulder is not wide enough to store queuing vehicles and presents a significant safety concern at this location. Bicyclists are permitted to use the shoulder on this portion of US 101.



Proposed Improvements³

- Construct new auxiliary lane on southbound US 101 between Castro Valley Road and SR 25 off-ramp
- Signalize southbound US 101 / SR 25 ramps intersection

Benefits

- Provide additional storage for queuing vehicles currently using the outside shoulder of southbound US 101. Queuing traffic currently uses shoulder during evening peak period
- Potential to reduce collisions between fast and slow moving vehicles
- The improvements would provide near-term safety improvements, in the event that funds for the initial phase of construction for the US 101/SR 25 Interchange are delayed

³ If improvements to the US 101/SR 25 interchange are constructed in the near-term, this alternative would be withdrawn

C. SR 25 WIDENING – EXISTING ROUTE (SAN FELIPE ROAD TO NORTH OF SHORE ROAD)

SR 25 is currently designated as a conventional highway which is defined as a highway without control of access. This is evidenced by the high number of private driveways and local roads that intersect the existing SR 25 corridor, and create potential conflict points and affect travel reliability along the corridor.

The ultimate concept for SR 25 is a four-lane expressway where abutting property owners have restricted access to SR 25 at limited local road intersections or grade separations. Expressways in rural areas are typically designed for higher traffic speeds (70 to 80 mph) compared to conventional highways (55 to 70 mph). Geometric design standards, such as sight distance, clear recovery zone width, and intersection spacing, are also required to accommodate the higher traffic speeds.

Caltrans has completed studies to adopt a new route for SR 25 that would eventually replace 11.2 miles of existing SR 25 two-lane highway facility with a new four-lane expressway facility between San Felipe Road and US 101. See Section 4 for further details.

Caltrans has expressed a preference that efforts for implementing a 4-lane expressway be in compliance with the Route Adoption Project Report and Environmental Document. If the significant funding that is required for implementing the Adopted Alignment does not become available to the COG or the State in the near future, then Caltrans, as a responsible transportation partnering agency, should consider collaboration with COG with regard to constructing other capacity enhancing improvements.

To address requests made by COG stakeholders and the COG Board, alternatives to widen SR 25 along the existing route was further investigated as part of this study. The alternative to widen existing SR 25 as a four-lane expressway facility between San Felipe Road and north of Shore Road is presented in this section. Other widening alternatives considered and withdrawn are discussed in Section 6.

Proposed Improvements (see Attachment C for conceptual layout of improvements)

- Realign a portion of SR 25 between San Felipe Road and north of Wright Road to provide a four-lane expressway facility with 22-foot wide median. The roadway cross section would be similar to the SR 25 Bypass, south of San Felipe Road. Direct access to SR 25 from existing private driveways and Wright Road would be eliminated
- Widen existing SR 25 to a four-lane expressway with a 46-foot wide median from north of Wright Road to north of Shore Road. The roadway cross section would be similar to the SR 25 Adopted Alignment. The existing roadway would be used for one direction of travel and a new roadbed would be constructed for the other direction. The existing roadbed would be

rehabilitated. Direct access to SR 25 from existing private driveways, Briggs Road, McConnell Road, and Hudner Lane would be eliminated

- The four-lane expressway, north of Shore Road, would connect to the SR 25 Adopted Alignment and SR 152 Trade Corridor as part of a separate project
- Construct new frontage roads to connect Briggs Road to Wright Road, Quarry Road to Flynn Road, and Hudner Lane to SR 156 / Grant Line Road
- Construct new SR 25/SR 156 interchange with spread diamond configuration and grade separation of SR 156
- Construct overcrossing at Wright Road
- A new intersection to connect to frontage roads on either side of the expressway would be located 1.7 miles south of Shore Road.
- Realign intersections at Flynn Road, Grant Line Road, and Shore Road to intersect at right angles to improve drivers' ability to see oncoming traffic.
- Wright Road, Briggs Road (East), Briggs Road (West), Quarry Road, McConnell Road and Hudner Lane would no longer be connected to SR 25.
- Consolidate private driveways and connect them with modified local road intersections or new frontage roads

Benefits

- Provide additional capacity on SR 25 and improves travel time reliability in San Benito County
- Geometric design would meet expressway design standards to the extent feasible
- Construct improvements in phases to meet funding constraints
- Use existing roadbed to minimize pavement costs
- Minimize right of way acquisition (approximately 180 acres required)
- Minimize impacts to prime farmland
- Minimize relocation of residences (2 required)

Challenges

- Separate project required to complete SR 25 as 4-lane expressway to US 101
- Alignment is not consistent with SR 25 Adopted alignment
- Extensive utility relocations outside of State right-of-way required (approximately 160 utility poles and underground communication line)
- Potential impacts to biologically sensitive areas between Flynn Road and McConnell Road, west of SR 25
- Any new development that builds along the corridor and is granted direct driveway access to SR 25 could add cost to the proposal of widening along the existing corridor

D. NEW SR 25 ALIGNMENT ALTERNATIVES

Several San Benito County stakeholders have expressed interest in studying alignments that consolidate SR 152, SR 156 and SR 25 to optimize the high cost of improving these routes separately. Alternatives that shift SR 152 closer to the Hollister area may also stimulate economic growth through more direct access to services and businesses.

The following alternatives were considered as potential new alignments to provide a 4-lane expressway facility for SR 25 in coordination with planned improvements for SR 152. Since these alternatives affect both state highways they will be referred to the Mobility Partnership for further consideration as part of the SR 152 Trade Corridor Study.

New SR 152 Alignment – Option A (SR 156 Junction to SR 25 Adopted Alignment)

Proposed Improvements (see Attachment F, Figure 5-7)

- Widen SR 156 between SR 152 Junction to just east of SR 25 / SR 156 intersection to a 4-lane expressway. SR 152 and SR 156 traffic would be combined on this segment
- Connect SR 152 / SR 156 expressway to SR 25 Adopted Alignment just north of the SR 25 / SR 156 intersection.
- Construct SR 25 Adopted Alignment. A 6-lane facility is anticipated where the SR 152 converges with the SR 25 Adopted Alignment. SR 25, SR 152 and SR 156 traffic would be combined on this segment
- Construct new interchanges at SR 152/SR 156, SR 156/Fairview Road, and at the new SR 152 / SR 25 Junction

Benefits

- Consolidate SR 152 and SR 156 routes between SR 152/SR 156 interchange and SR 25 / SR 156 intersection
- Consolidate SR 152 and SR 25 routes between SR 25 / SR 156 intersection and US 101

New SR 152 Alignment – Option B (SR 156 Junction to SR 25 Adopted Alignment)

Proposed Improvements (see Attachment F, Figure 5-8)

- Widen SR 156 between SR 152 Junction to SR 25 / SR 156 intersection as a 4-lane expressway. SR 152 and SR 156 traffic would be combined on this segment
- Connect SR 152 / SR 156 expressway to SR 25 Adopted Alignment
- Construct SR 25 Adopted Alignment. A 6-lane facility is anticipated where the SR 152 converges with the SR 25 Adopted Alignment. SR 25, SR 152 and SR 156 traffic would be combined on this segment

- Construct new interchanges at SR 152/SR 156, SR 156/Fairview Road, and at SR 152 / SR 25

Benefits

- Consolidate SR 152 and SR 156 routes between SR 152/SR 156 interchange and SR 25 / SR 156 intersection
- Consolidate SR 152 and SR 25 routes between SR 25 / SR 156 intersection and US 101

New SR 25 Alignment (SR 25 / SR 156 to SR 152 Junction)

Proposed Improvements (see Attachment F, Figure 5-9)

This alternative is similar to Option B above except SR 25 is shifted to SR 156

- Widen SR 156 between SR 25 / SR 156 and SR 152 Junction to a 4-lane expressway. SR 25 and SR 156 traffic would be combined on this segment
- Construct new SR 152 Alignment as a 6-lane freeway. SR 25 and SR 152 traffic would be combined on this segment
- Construct new interchanges at SR 152/SR 156, SR 156/Fairview Road, and at the new SR 152 / SR 25 Junction

Benefits

- Consolidate SR 25 and SR 156 routes between SR 152/SR 156 interchange and SR 25 / SR 156 intersection
- Consolidate SR 152 and SR 25 routes between SR 152/SR 156 interchange and US 101

New SR 25 Alignment (San Felipe Road to New SR 152 Alignment)

Proposed Improvements (see Attachment F, Figure 5-10)

- Convert San Felipe Road between SR 25 Bypass and SR 156 to a 4-lane expressway. SR 25 traffic would be shifted to this segment of San Felipe Road
- Widen San Felipe Road between SR 156 and New SR 152 Alignment to a 4-lane expressway. SR 25 traffic would be routed on to this segment of San Felipe Road
- Construct new SR 152 Alignment as a 6-lane freeway. SR 25 and SR 152 traffic would be combined on this segment
- Construct new interchanges on San Felipe Road at SR 156, Fairview Road and at the new SR 152 Alignment

Benefits

- Consolidate SR 152 and SR 25 routes between San Felipe Road interchange and US 101

E. ALTERNATIVE MODES OF TRANSPORTATION

Transportation Demand Management (TDM) strategies focus on reducing or changing travel demand, particularly during peak commute hours, in lieu of increasing roadway supply. The public bases their travel choices on a number of factors including the desire to improve convenience, save time and money, and reduce stress. Essentially, TDM programs utilize alternative transportation modes to encourage travelers to change their habits in ways that result in less congestion.

Seven alternative transportation strategies were considered to change travel demands or to help use the highway more efficiently. Four of those options are recommended for consideration as potential improvements to the SR 25 corridor.

County Express Bus Service - Additional Routes

The San Benito County Local Transportation Authority (LTA) provides both a fixed route transit service and a demand response transit service. The LTA recently produced the *Future Horizons for San Benito County Short- and Long- Range Transit Plan* to address public transportation needs and utilization of these transit options. According to that report, approximately 3.5 percent of households within the County do not have a vehicle available for use, while 25.0 percent have access to only one vehicle.

The County Express bus service uses SR 25 to accommodate current transit needs for riders accessing the Gilroy area. It is recommended that the County invest in providing additional Express trips to Gavilan College in Gilroy, enhance the weekend Gilroy Express schedule, expand the weekday midday connections to existing VTA Express Buses serving Gilroy. The reasons for recommending these improvements are as follows:

- The additional routes increase public transit options which reduce roadway congestion.
- There is minimal initial costs and low annual cost requirements.
- The improvements align with the goals of LTA's Transit Plan.



Park-and-Ride Lot Improvements

There is an existing park and ride lot located southwest of SR 25, near Briggs Road (West) that primarily serves two purposes. The lot provides parking for County Sheriff personnel desiring to access their gun range, while local residents use the lot as a Park and Ride destination.

As the gun range is typically not used during peak commute hours, the dual use of the parking lot could continue. However, it is recommended that the parking lot be improved with resurfacing, restriping, new ride-share signage, and perhaps a re-configuration of parking stalls. In lieu of continuing the dual use, a new Park and Ride lot could be constructed in the general vicinity and likely on the southwest side of the highway due to land use constraints. Regardless of the ultimate location for the Park and Ride, increased public outreach efforts are encouraged to promote awareness of this ride sharing option. Reasons to recommend these improvements includes:

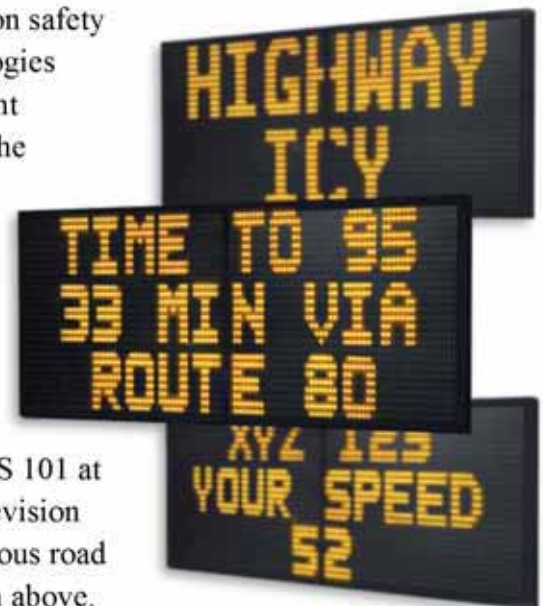
- The Park and Ride lot encourages local residents to share rides which reduces congestion.
- New signage and/or marketing could increase public awareness and utilization of the facility.
- Minimal capital investment is required.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) improve transportation safety and mobility by integrating advanced communication technologies into public infrastructure. As a follow-up to the 2000 Intelligent Transportation Systems (ITS) Strategic Deployment Plan for the Central Coast Region, the Association of Monterey Bay Area Governments (AMBAG), which includes San Benito County, secured grant funding through Caltrans to prepare the Central Coast ITS Project. The goal of that project is to provide guidance to local agencies for the planning, programming and implementation of ITS.

Installation of Dynamic Message Signs in each direction on US 101 at SR 25, SR 25 at SR 156, and four additional closed circuit television (CCTV) locations is recommended to inform motorists of various road conditions. An example of a Dynamic Message Sign is shown above.

Wireless communications of this technology could be monitored by the Caltrans District 5 Transportation Management Center (TMC).



Reasons to recommend these improvements include:

- Alerts motorists to traffic incidents and reduces the likelihood of secondary traffic collisions.
- These technologies have negligible environmental or stakeholder concerns.
- ITS can direct motorists to more efficient traffic routes, which helps reduce traffic delays and air pollution.
- Concurs with the goals and recommendations of the Central Coast ITS Project.

Additional CHP Enforcement, Call Boxes and Freeway Service Patrol

The Freeway Service Patrol program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently re-mobilizing disabled vehicles or towing them off of the highway to a designated safe location. Quickly responding to motorists with disabled vehicles removes them from the highway, alleviates congestion, and reduces the potential for further incidents to occur.

Reasons to recommend these improvements include:

- Can be quickly and easily implemented.
- Supplement existing costs and efforts by the San Benito COG.
- Could be combined with programs for Highways 101, 129, 152 and 156.



F. ORDER OF MAGNITUDE COST ESTIMATES

The purpose of cost estimating for this Study is essential to determine the order of magnitude of funds needed for individual projects, and to assist in developing a phasing strategy to construct them.

Methodology

Capital cost estimates have been prepared using Caltrans' standard Preliminary Engineering Estimate format (i.e. "six-page estimate format"), which estimates roadway, structure, right-of-way/utility relocation, and support costs. Major construction bid items were quantified, since typically the largest 20 percent of the bid items determine 80 percent of the project cost. The remaining construction items were estimated by applying percentages for minor roadway items, mobilization, and contingencies for additional work not yet identified.

A roadway design contingency of 25 percent is applied to roadway costs. An allowance for the cost of minor items, roadway mobilization and supplemental work is also provided. The contingency and mobilization for bridge structures is 25 and 10 percent respectively.

Support cost allowances are assumed to be 3 percent for environmental planning, 12 percent for final design, and 15 percent for construction administration. The support cost allowances are assumed to include Caltrans oversight.

All costs are expressed in current year (2015) dollars. Unit prices were compiled from the engineer estimate provided for the SR 25 Widening Project, and from recent Caltrans Cost Data.

Summary of Costs

Table 5-1 summarizes the cost of proposed highway improvement projects described in Section 5B and 5C. Detailed cost estimates are provided in Attachment H.

Table 5-2 summarizes the cost of proposed alternative modes of transportation described in Section 5D.

Table 5-1: Order of Magnitude Costs - Proposed Highway Improvements

Alternative	Construction	Right-of-Way	PA/ED	PS&E	CM	Total
Safety and Operational Enhancements						
SR 25 (Wright to McConnell)	\$3.6	\$0.2	\$0.1	\$0.4	\$0.5	\$4.8
SR 25 (Santa Clara County)	\$2.2	\$0.1	\$0.1	\$0.3	\$0.3	\$3.0
Southbound US 101 Auxiliary Lane	\$1.9	\$0	\$0.1	\$0.2	\$0.3	\$2.5
SR 25 / SR 156 Intersection – Merge Lanes	\$3.7	\$0	\$0.1	\$0.4	\$0.6	\$4.8
SR 25 Passing Lanes (Hudner to Shore)	\$24.7	\$2.9	\$0.7	\$3.0	\$3.7	\$35.0
SR 25 / SR 156 Interchange	\$31.6	\$4.8	\$1.0	\$3.8	\$4.7	\$45.9
SR 25 Widening						
Adopted Alignment (San Felipe to New SR 152)	\$115.8	\$30.0	\$3.4	\$13.9	\$17.4	\$180.6
Adopted Alignment (New SR 152 to UPRR) ³	\$68.7	\$8.5	\$2.1	\$8.2	\$10.3	\$97.8
Existing Route (San Felipe to Hudner)	\$55.3	\$12.9	\$1.7	\$6.6	\$8.3	\$84.8
Existing Route (Hudner to New SR 152)	\$33.2	\$10.2	\$1.0	\$4.0	\$5.0	\$53.4
Existing Route (Total)	\$88.5	\$23.1	\$2.7	\$10.6	\$13.3	\$138.2

Notes:

3. Costs are in 2015 dollars. Escalation is not included. Actual costs will be higher. Costs shown are in millions.
4. SR 25 Widening Adopted Alignment costs provided by Caltrans District 5 and are in 2011 dollars
5. Assumes 6-lane expressway to accommodate SR 25 and SR 152 traffic between the Pajaro River and the UPRR tracks (located east of US 101).

Table 5-2: Order of Magnitude Costs - Proposed Alternatives Modes of Transportation

Alternative	Construction	Right-of-Way	PA/ED	PS&E	CM	Total
Park-and-Ride Lot Improvements ²	\$590	\$50	\$20	\$70	\$90	\$820
Intelligent Transportation Systems ³	\$1500	\$0	\$50	\$180	\$220	\$1950

	Annual Cost
County Express Bus Service - Additional Route ⁴	\$100
Additional CHP Enforcement, Call Boxes and Freeway Service Patrol ⁵	\$120

Notes:

1. Cost shown are in thousands
2. Assumes parking lot size of 0.70 acres
3. Assumes (4) Dynamic Message signs costing \$250,000/sign and (4) CCTV installations costing \$60,000/location. Monitoring to be provided by Caltrans District 5 Transportation Management Center. The cost to install a T1 communication line is estimated to be \$260,000.
4. Assumes \$150,000 bus purchase cost with 7 year life (\$22,000 per year) and operations and maintenance at \$78,000 per year (cost includes bus driver). This is the cost to add one additional route per day to the Gilroy Caltrain Station or Gavilan College.
5. Assumes \$20,000 per year for freeway service tow patrol, and \$100,00 per year for additional CHP enforcement.

6. ALTERNATIVES CONSIDERED AND WITHDRAWN

As a result of the Alternatives Assessment process conducted with the PDT, the following alternatives were withdrawn from further consideration.

A. SAFETY AND OPERATIONAL ENHANCEMENTS

Mesa Road Overcrossing

The intersection of Mesa Road with US 101 is located immediately south of Carnadero Creek Bridge. There are safety concerns for merge and diverge movements with US 101 traffic since there are narrow shoulders approaching the intersection, and acceleration and deceleration lanes are not provided.



Proposed Improvements (see Attachment E, Figure 6-1)

- Construct grade separation connecting Mesa Road with realigned Bolsa Road. [Note: Improvements were originally proposed as part of the Gilroy ‘orbital’ roadway facility and documented in the South County Circulation Study]
- Close Mesa Road access to US 101 and shift traffic to Castro Valley Road [optional solution]

Factors Considered to Withdraw Alternative from further study

- Does not affect safety and operations on SR 25
- US 101 Widening Project (Monterey Street to SR 129) proposes to close access to US 101
- Investigate closure of Mesa Road as a near term solution to enhance safety at this location. [Note: US 101 Widening Project (Monterey Street to SR 129) proposes to close access to US 101 but is not currently considered a near-term project]
- Recommend grade separation as future City of Gilroy project to improve east-west connectivity across US 101

Northbound US 101 – Extend SR 25 On-Ramp Merge

The SR 25 on-ramp merge with northbound US 101 is approximately 300 feet in length and does not provide adequate distance for slow moving vehicles to reach operating speeds that match US 101 traffic speeds. There are also numerous private driveways that connect with northbound US 101 between the SR 25 on-ramp and Carnadero Creek. There are safety concerns for merge and diverge movements with US 101 traffic since there are narrow shoulders, and acceleration and deceleration lanes are not provided.

Proposed Improvements (see Attachment E, Figure 6-2)

- Construct auxiliary lane on northbound US 101 to extend SR 25 on-ramp merge length to approximately 1500 feet
- Extend auxiliary lane on northbound US 101 to Carnadero Creek to provide opportunities for traffic to merge and diverge with adjacent private driveways.

Factors Considered to Withdraw Alternative from further study

- Does not affect safety and operations on SR 25
- Not consistent with US 101 Widening Project (Monterey Street to SR 129)
- Consider as short-term solution to enhance safety at this location

SR 25 / SR 156 Intersection Grade Separation

The existing signalized intersection is located on a high-speed highway facility in a rural setting. The number of collisions at this intersection exceed the statewide average for similar facilities. Eliminating conflicting traffic movements would reduce the potential for broadside and rear-end type collisions.

Proposed Improvements (see Attachment E, Figure 6-3)

- Construct new overcrossing structure on SR 156 at the SR 25 intersection
- Close signalized intersection

Factors Considered to Withdraw Alternative from further study

- Existing SR 25 / SR 156 turning movements would need to divert to alternative routes with increased travel times

SR 25 Widening – Moveable Barrier System

Using a moveable barrier system requires at least three lanes for traffic where the direction of travel for the center lane can be reversible. The moveable barrier system can be used to shift a physical barrier that separates traffic, to provide



additional capacity in either direction of travel. For rural highways where high speeds can be expected, adequate inside and outside shoulder widths would be required. The barrier system is typically moved during off-peak periods to switch the central lane from one side of the road to another.

Proposed Improvements (see Attachment E, Figure 6-4)

- Widen existing roadway to provide third lane for contraflow operations use during peak periods. Additional widening to provide standard inside and outside shoulders, and clear recovery zone would be required
- Grade separation of contraflow lane at SR 156 and Shore Rd intersections
- Consolidate private driveways and improve local road intersections

Factors Considered to Withdraw Alternative from further study

- High operation and maintenance costs
- Required to be a 'closed' system to avoid wrong way movements
- A separate barrier system would be required between major intersections
- Local road intersections would be modified to provide right-in and -out movements only

SR 25 Widening – Managed Shoulders

The use of the outside shoulder as a travel lane during peak periods has been implemented in some locations for use by carpools or buses only.



Proposed Improvements (see Attachment E, Figure 6-5)

- For use by bus, vanpool, and/or carpool during peak periods
- Widen each direction approx. 7' to provide 12' managed lane and 5' outside shoulder
- Consolidate private driveways and improve local road intersections

Factors Considered to Withdraw Alternative from further study

- Difficult to enforce violations
- Safety concerns at intersection locations due to conflicting traffic movements
- Additional widening required to allow for off-tracking and clear recovery zone
- Limited opportunity to provide continuous managed shoulder between San Felipe Road and US 101

B. SR 25 WIDENING

At the request of the COG Board of Directors, the study included consideration of alternatives to widen the existing SR 25 route to 4 lanes between San Felipe Road and US 101. At work shop meetings held during the study process, Caltrans stated that any improvements considered to widen the existing SR 25 route would be required to meet expressway design standards.

Interim Widening (Option 1) – Conventional Highway (San Felipe Rd to Shore Rd)

Improvements for this alternative were studied by a private consultant and documented in an unpublished PSR-PDS titled “State Route 25 Widening, Hollister to Gilroy – Interim Improvements”, dated October 2014. Improvements are intended to accommodate proposed development on both sides of SR 25 between Hudner Lane and Shore Road.

Proposed Improvements (see Attachment E, Figure 6-6A and 6-6B)

- Widen existing roadway to the east between San Felipe Road and SR 156 to provide four 12 feet wide lanes, 8 feet wide outside shoulders and 5 to 8 feet wide inside shoulders separated by a concrete median barrier
- Improve the SR 25 / SR 156 signal intersection by providing additional storage for turning movements.
- Widen existing roadway to the west between SR 156 and Shore Road and provide a new two lane roadbed that generally follows the SR 25 Adopted Alignment and be separated by a wide median. A 60 feet wide setback for future development to the west is proposed between Grant Line Road and north of Shore Road
- A new 4-lane collector roadway for future development is proposed at Grant Line Road with new signal intersection with SR 25
- Access to most driveways, Briggs Road and McConnell Road would be consolidated or converted to right turn in- and out- movements. Left and U-turns would be permitted at Wright Road, Flynn Road, Hudner Lane, and SR 156, with turning movements protected by traffic signal control or roundabouts pending more detailed traffic studies. Left turns to McConnell Road would be permitted
- A new signalized intersection is proposed at Shore Road

Factors Considered to Withdraw Alternative from further study

- Widening of the existing SR 25 corridor to a four-lane conventional highway was considered by Caltrans during preparation of the SR 25 Widening Project DEIR/EIS. The PDT decided to withdraw the alternative at that time, however, since it was not consistent with the route concept for SR 25 (which envisions an expressway). The improvements

would not eliminate the numerous access points or the slower moving vehicles on the highway - factors that slow down the flow of traffic.

- Nonstandard design features for shoulder width, median width, and access control are not expected to be approved by Caltrans
- Signal intersections at Shore Road, Grant Line Road, and SR 156 would not improve travel time on SR 25 and is not expected to be supported by Caltrans or stakeholders
- Full right-of-way acquisition for the adopted alignment would be required between SR 156 and north of Shore Road
- Widening the existing corridor north of Shore Road would require grade separation of the UPRR tracks at the County Line. This could potentially conflict with the proposed California High Speed Train ‘Downtown Gilroy’ alignment and eliminate rail access to the Tri-Cal facility. Grade separating SR 25 over the UPRR tracks and Pajaro River would impact the Soap Lake floodplain and impact driveway access to the Tri-Cal facility.

Interim Widening (Option 2) – Conventional Highway (San Felipe Rd to Shore Rd)

Improvements for this alternative were also studied by a private consultant and documented in aforementioned PSR-PDS titled “State Route 25 Widening, Hollister to Gilroy – Interim Improvements”, dated October 2014. Improvements are intended to accommodate proposed development on both sides of SR 25 between Hudner Lane and Shore Road.

Proposed Improvements (see Attachment E, Figure 6-7A and 6-7B)

- Convert use of existing roadway between San Felipe Road and SR 156 for northbound traffic only. Construct a new 2-lane roadway along the SR 25 Adopted Alignment for use by southbound traffic. Construct a connecting roadway between each direction of travel at Briggs Road
- Other improvements would be similar to Option 1

Factors Considered to Withdraw Alternative from further study

In addition to the factors described for Option 1, the following additional issues were identified:

- Full right-of-way acquisition for the adopted alignment would be required between San Felipe Road and north of Shore Road

Interim 4-Lane Widening – Expressway (San Felipe Rd to Shore Rd)

Proposed Improvements (see Attachment E, Figure 6-8A and 6-8B)

- The proposed improvements would be similar to the alternative described in Section 5C with the exception that a 22 feet median would be provided along the entire length of the corridor

Factors Considered to Withdraw Alternative from further study

- Nonstandard design feature for a 22 feet wide median with concrete barrier separation is not expected to be approved by Caltrans for a high-speed rural expressway facility

NEW SR 25 ALIGNMENT ALTERNATIVES

“3-in-1” Alternative (San Felipe Rd to Shore Rd)

Improvements for this alternative were studied as part of the Southern Gateway Transportation and Land Use Study prepared by VTA in 2005. The improvements were referred to as “Scenario 4; New East-West Route; Option A in the study report

Proposed Improvements (see Attachment E, Figure 6-9)

- Widen SR 156 between SR 152 Junction to just east of SR 25 to a 4-lane conventional divided highway
- Construct a new 6-lane freeway from just east of the SR 25 / SR 156 intersection to connect with US 101 near Betabel Road. The freeway would combine SR 152, SR 156 and SR 25 traffic
- Construct new interchanges at SR 152/SR 156, SR 156/Fairview Road, SR 156/San Felipe Road, US 101 and two other locations on the new 6-lane freeway segment

Factors Considered to Withdraw Alternative from further study

- Concentrated traffic volumes from SR 25, SR 152, and SR 156 at the proposed US 101 interchange are expected to degrade operations on US 101
- High capital cost
- Significant environmental impacts associated with new corridor alignment
- Limited opportunities to phase improvements since large part of route is on a new alignment
- Not supported by stakeholders
- New alignment conflicts with proposed Bolsa Study Area

C. ALTERNATIVE MODES OF TRANSPORTATION

Bus Rapid Transit/Bus Bypass Shoulder

The PDT considered an improvement that would widen the roadway shoulder for use exclusively by buses during congested travel times. Dynamic lane control signage would regulate lane availability for buses and notify other motorists that they would not be allowed to access this widened shoulder.

The reasons that this alternative is not being recommended for implementation are as follows:

- The roadway shoulder provides a safety factor for errant vehicles. This alternative would remove that safety feature during congested travel times.
- Enforcement of this exclusive use for buses is difficult to implement and requires additional patrol vehicles.

Class I Bike Path (Multi-Use Trail) along UPRR track alignment

The *2009 San Benito County Bikeway and Pedestrian Master Plan* identifies a Class I multi-use path to be installed parallel and adjacent to SR 25 along the UPRR Hollister Branch Line (Projects H-2 and U-2). This same path is also listed in Appendix C of the *On the Move: 2035 San Benito Regional Transportation Plan* as project I.D. no SB-A23-SB. A Class I multi-use path is a pedestrian and bicycle facility that cannot be accessed by motor vehicles and is often separated from the roadway prism. This specific track alignment has been purchased by a privately owned short line railroad operation, Hollister Railroad LLC.

The Bikeway Master Plan also indicates that a Class III Bike route, which is a shared facility with motor vehicles, is recommended for SR 25 from the County line to San Felipe Road (Projects U-5 and H-44). This Class III route would be located within the roadway shoulders and essentially runs parallel to the proposed Class I path noted above.

The reasons that the multi-use trail is not being recommended for implementation are as follows:

- Properties adjacent to SR 25 and local intersecting roadways lack connectivity to other bicycle or pedestrian facilities.
- Right-of-way acquisition within railroad property is a complex process and quite costly.
- A Class III bicycle route can be accommodated within the roadway shoulders being proposed for both roadway widening alternatives.



Staff Report

To: Technical Advisory Committee
 From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x. 207
 Date: September 5, 2019
 Subject: Traffic Impact Mitigation Fee Study Update

Recommendation:

DISCUSS Potential Update to the San Benito County Traffic Impact Mitigation Fee Nexus Study

Summary:

The Council of Governments has prepared a traffic impact fee study for the City of Hollister and San Benito County since the mid-1990s, on a 4-5 year update schedule. The last comprehensive update was completed in January 2016 and each update takes 9-12 months to complete. Staff is seeking the Committee's input on the next update to the study given new conditions including Measure G revenue assumptions and possible changes to the growth forecast.

Financial Considerations:

The budget for the last update to the fee study was approximately \$100,000. Traditionally, the study update has been paid for with impact fees collected by the City of Hollister and San Benito County. In the past, the City of San Juan Bautista has not participated in the funding and development of the study; however, the City of San Juan Bautista has recently adopted the impact fee program and may participate in funding study updates.

Background:

Traffic impact mitigation fees are collected from retail, 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. Authority to impose fees is granted in the *Mitigation Fee Act* contained in California Government Code Sections 66000 *et. seq.* The fee study provides necessary findings required by the *Act* for adoption of the fees.

Staff Analysis:

The last nexus study was prepared in 2015 and finalized in January 2016. The study was based on the 2014 growth forecast and traffic model developed by the Association of Monterey Bay Area Governments. Since that time, several factors have changed:

- Association of Monterey Bay Area Governments (AMBAG) Growth Forecast: AMBAG updated the regional growth forecast in 2018. The next update is starting now for a 2022 adoption.
- Measure G Revenues: The 2016 Nexus Study forecast some local revenues based on a ½ cent sales tax. Since the approval of Measure G, COG has more information about revenue assumptions which may be included in the update.
- Growth Management: The City of Hollister and San Benito County may be pursuing growth management ordinances for residential units. A decrease in growth could change the fee structure.

Staff anticipates that this update would take up to nine months. The update will require participation of staff from engineering and planning at each jurisdiction, as well as COG, through a technical working group.

As part of the fee study update, staff would bring regular reports to the Committee on its development and will ensure that the COG Board has the opportunity to vote on key decisions including the project list.

Executive Director Review: _____

Counsel Review: N/A