



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

**DATE:** Thursday, September 19, 2019  
3:00 p.m.

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

**DIRECTORS:** Chair César E. Flores, Vice Chair Jim Gillio  
Directors, Anthony Botelho, Marty Richman, and Ignacio Velazquez  
Alternates: San Benito County: Mark Medina;  
City of Hollister: Rolan Resendiz; City of San Juan Bautista: Mary Vazquez  
Edge, 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 August 15, 2019 – Gomez
- 2. **RECEIVE** Construction Projects Report – Caltrans District 5

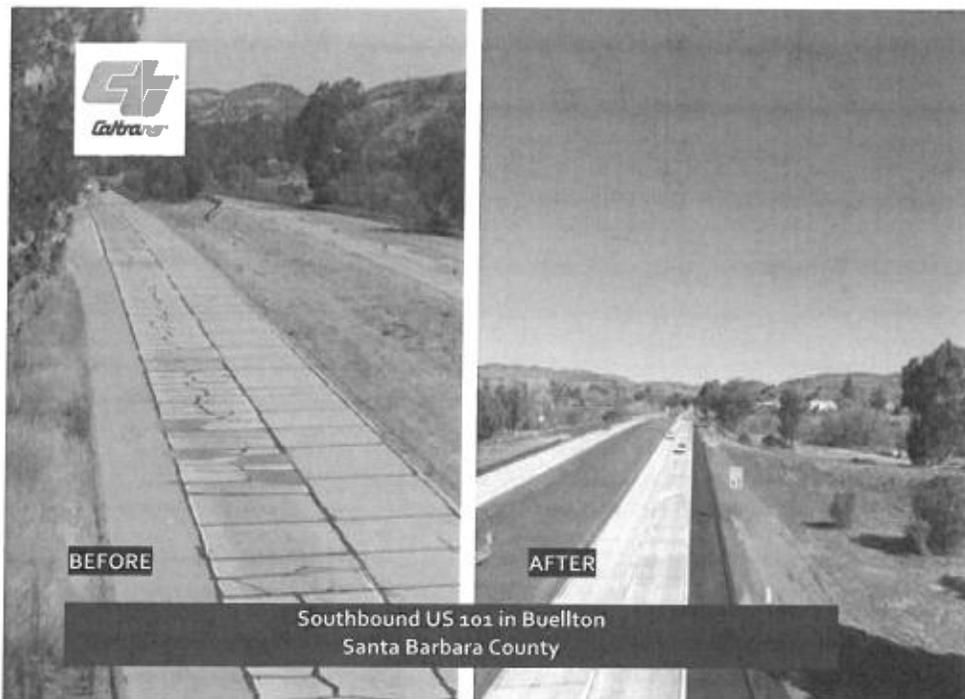
3. **ADOPT** Resolution 19-07 Amending Section 4(C) Appendix A Regarding Advisory Bodies Which Must File Statements of Economic Interests to Council of Governments Rules and Regulations Section 4: Conflict of Interest Code – Lezama
4. **ADOPT** Resolution 2019-08, Supporting the State of California’s Proposal to Rescind the Route Adoption, Dispose of Excess Properties Originally Purchased for Prunedale Bypass Project, and Apply Proceeds of Sales to an Alternative Highway Project in the US 101 Strategic Interregional Corridor System within the Monterey County Region – Gilbert
5. **ADOPT** Resolution No. 2019-09 Adopting the Measure G Transportation Safety and Investment Plan Oversight Committee Bylaws – Lezama
6. **AUTHORIZE** Executive Director to Accept Grant Funds, if Awarded, for a San Benito County Local Transportation Authority Short Range Transit Plan Update through Caltrans’ Sustainable Transportation Planning Grant Program – Valentine

**REGULAR AGENDA:**

7. **APPROVE** Chairperson’s Appointment of County Supervisor as Representative from the County of San Benito to the Central Coast Housing Working Group and **CONFIRM SUPPORT** of AMBAG as the Fiscal Agent of the Local Government Planning Support Grants Program for the Central Coast – Gilbert
8. **DISCUSS and DIRECT Staff** Regarding the State Highway Operations and Protection Program Project to Construct a Roundabout at the Intersection of SR 25 and SR 156 – Gilbert
9. **DISCUSS** Measure G Strategic Plan Objectives and Provide Direction to Staff – Gilbert

**Adjourn to COG Meeting on October 17, 2019. Agenda Deadline is Tuesday, October 1, 2019 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.*



## Caltrans District 5



**District Director  
Timothy Gubbins**

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

WINTER 2019

# District Director's Report

*A quarterly publication for our transportation partners*

## *Fix-it-First*

In 2018, Caltrans completed more than 50 projects and began work on another 500 statewide—all funded through Senate Bill 1, the Road Repair and Accountability Act of 2017, and the State Highway Operation and Protection Program.

In District 5, these projects included:

- US 101 – 5.2 miles of repairs, shoulder pavement and striping, Santa Barbara County, \$4.4 million
- US 101 – 4.5 miles of pavement, San Benito County, \$1.4 million
- US 101, revamp two bridges, Santa Barbara County, \$1.2 million
- Highway 41 – 9.32 miles of pavement preservation, San Luis Obispo County, \$4.8 million
- US 101 – 16.2 miles of pavement, San Luis Obispo County, \$9.1 million
- US 101 – 367 miles of striping, Santa Barbara and San Luis Obispo counties, \$4.9 million
- US 101 – 379 miles of striping, San Luis Obispo and Monterey counties, \$5.2 million
- US 101 – 281 miles of striping, Monterey and San Benito counties, \$4.4 million

SB 1 invests \$5.4 billion annually to fix the state's transportation system. More information: <http://rebuildingca.ca.gov/>



## *District 5 Kicks Off*

### *Active Transportation Plan*

Caltrans is developing active transportation plans in all 12 Districts statewide. Its consultant, Toole Design Group, will create and implement a route prioritization—emphasizing social equity—to identify bicycle and pedestrian network gaps, performance metrics and improvements. District 5 will work with multiple stakeholders and the public to identify needs and develop active transportation solutions on, across, and parallel to, the state highway system. The District plan will establish a vision with local partners for a safe network supporting

healthy communities for all users, especially in disadvantaged areas. Main goals for the plan include safety improvements, developing long-term strategies for multimodal options, better connectivity and accessibility, exploring shared mobility systems for short trips, identifying needs unique to rural and main street corridors, coordinating with trail networks, and maintaining long-term active transportation facilities. The District will roll out the major planning effort in early spring 2019. For more information, contact Terri Persons, District 5 Active Transportation Coordinator at [terri.person@dot.ca.gov](mailto:terri.person@dot.ca.gov)

## *Asset Management Coming*

District 5 is engaging local partners in asset management implementation. The District's strategies are based on the Caltrans 2018 *California Transportation Asset Management Plan* developed in partnership statewide. Nearly \$2.7 billion in SB 1 funding is expected to be available statewide through 2027 to address pavement, culverts and transportation management systems as well as office buildings, roadside rest facilities and weigh stations.

Asset management calls for investing in highway infrastructure based on total life-cycle costs from design to long-term upkeep. It also stresses the *fix-it-first* approach using preventive maintenance to improve or preserve existing assets and not expand highway capacity. More information: [http://www.dot.ca.gov/assetmgmt/documents/TA\\_MP\\_Final\\_03\\_30\\_18.pdf](http://www.dot.ca.gov/assetmgmt/documents/TA_MP_Final_03_30_18.pdf)



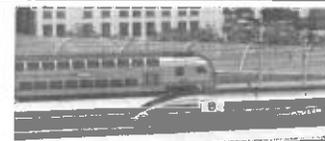
# SLOW FOR THE CONE ZONE

CALTRANS

## Innovating Safety

District 5 is now using automated flagging assistance devices for temporary traffic control with high visibility signal heads. Just one person is needed to operate the hand-held remote control while standing well beyond the roadway and moving traffic. These devices are used in the daytime for short-term lane or road closures for bridge maintenance, haul road crossing, and guardrail and pavement repairs. They do not replace the need for trained flaggers and should only be used in locations where just one lane of approaching traffic needs control, according to the Federal Highway Administration. This equipment furthers Caltrans' high safety goal toward zero worker and user fatalities in all travel modes. More information: <https://ops.fhwa.dot.gov/publications/fhwahop17042/fhwahop17042.pdf> & [http://www.dot.ca.gov/perf/library/pdf/Caltrans\\_Strategic\\_Mgmt\\_Plan\\_033015.pdf](http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf)

TOWARD ZERO DEATHS	
CALTRANS SAFETY & HEALTH OBJECTIVES	TARGETS
Zero worker fatalities	Zero work zone-related worker fatalities every year
Reduce user fatalities and injuries by adopting a <b>Toward Zero Deaths</b> practice	Maintain 0.5 or less fatalities per 100 million vehicle miles traveled on the state highway system every year
Promote health through active transportation and reduced pollution in communities	10 percent reduction in number of fatalities every year for each mode: vehicle, transit, pedestrian and bicycle



## State Rail Plan Serves Central Coast

The Caltrans 2018 *California State Rail Plan* sets a long-term vision for prioritizing state investment in an efficient, effective passenger and freight rail system consistent with the *California Transportation Plan 2040*. The plan's regional goals support:

- Running two daily intercity trains connecting the San Francisco Bay Area to Salinas via San Jose plus new stations in Pajaro, Watsonville and Castroville.
- Adding local stops along the coastal route in Soledad and King City.
- Enhancing rail connections to Gilroy.
- Providing express bus service to:
  - San Jose, Salinas, San Luis Obispo and Santa Barbara.
  - Central Valley to Paso Robles.
  - Hollister, Monterey and Santa Cruz to the statewide rail network.

More information: [http://www.dot.ca.gov/californiarail/docs/CSRP\\_Final\\_rev121818.pdf](http://www.dot.ca.gov/californiarail/docs/CSRP_Final_rev121818.pdf)



Sea level rise, Highway 1 in San Luis Obispo County

## D5 Climate Change Vulnerability Assessment

District 5 recently kicked off its first climate change vulnerability assessment. The study will identify specific locations for likely impacts of rising sea levels, increasing storm and wildfires, coastal erosion, changing precipitation patterns and higher temperatures. The report will feature a GIS database with online interactive mapping for public use. Caltrans will evaluate other modal vulnerabilities with local partners. Agency partners include: California Department of Water Resources, California Energy Commission, California Geological Survey, Federal Emergency Management Agency, UC-Berkeley, UC-Davis and the U.S. Army Corps of Engineers. Caltrans is producing assessments for each District. District 5's report is scheduled for completion in fall 2019. <http://www.dot.ca.gov/transplanning/ocp/vulnerability-assessment.html>



Landslide, Highway 154 in Santa Barbara County



Thomas Fire, Highway 192 in Santa Barbara County



## COMPLETE STREETS

### Caltrans Funds Multimodal Plans

#### Downtown Multimodal Streetscape Plan

The City of Santa Maria recently completed its downtown multimodal plan. The \$265,590 grant project emphasizes beautification efforts, activities and partnerships to connect the downtown's retail and civic areas to Allan Hancock College, the transit center and surrounding residences. The comprehensive plan also identifies Complete Streets priorities for these locations with recommendations for future funding and implementation.

#### Alisal Corridor Complete Streets Plan

The City of Salinas is nearing completion on its corridor plan addressing pedestrian, transit, bicycle and vehicular needs along Alisal Street, a major local arterial. The \$262,782 grant project focuses on improving safety and access for all users with recommendations for parking, infill development opportunities, funding and implementation.

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

**August 15, 2019, 3:00 P.M.**

**DRAFT MINUTES**

**MEMBERS PRESENT:**

Chair César E. Flores, Jim Gillio, Anthony Botelho, Marty Richman, and Ignacio Velazquez  
Ex Officio, John Olejnik, Caltrans District 5

**STAFF PRESENT:**

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

**OTHERS PRESENT:**

Walter Windus, Aviation Consultant; Leona Medearis-Peacher, MV Transportation; Harry Mavrogenes,  
Resource Management Agency

**CALL TO ORDER:**

Chair Flores called the meeting to order at 3:00 P.M.

**A. PLEDGE OF ALLEGIANCE**

**B. CERTIFICATE OF POSTING**

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

C. Moment of Silence held for former COG Director and Social Services Transportation Advisory  
Committee Member Maggie Bilich and former COG Director Robert Scattini, as well as Robert  
Bouchard, another very active member of our community.

**D. PUBLIC COMMENT:**

Chair Flores stated for the record that the COG Board received Joe Thompson's public comment  
correspondence, which was entered into public record.

**E. Executive Director's Report: Gilbert**

Ms. Gilbert thanked the Board for the moment of silence honoring former COG Directors Maggie Bilich  
and Robert Scattini. She had the pleasure of working with both of them. She mentioned that Maggie  
Bilich also served diligently as a member of the Social Services Advisory Committee for several years  
helping other transit patrons.

Ms. Gilbert provided an update on Senate Bill 277. Staff has been tracking the bill as it relates to funding  
splits formula funding vs. competitive funding. She reported that the bill is just coming out of Committee  
and will likely be approved with an 85% formula distribution of local partnership funds that come to  
counties that have sales taxes (similar to San Benito) and another 15% would be competitive for small

jurisdictions with populations under 750,000. The California Transportation Commission is not in favor of the split, like San Benito County who would like to keep it status quo, however there is not much statewide support for that. She stated that she would continue to provide further updates to the Board on Senate Bill 277.

Ms. Gilbert reported that she and Veronica Lezama met with Krystal Lomanto from the San Benito County Office of Education to discuss a possible countywide Safe Routes to School planning process to help organize some outreach and education for kids who are getting back to school this year.

MV Transportation the contractor for County Express is also doing some safety promotions on the buses this month to promote walking and biking safety to transit riders. They will be handing out some giveaways on the bus. Ms. Gilbert noted that although the item is on the LTA agenda, she wanted to highlight that the LTA is entering into a Memorandum of Understanding with the Hollister School District to allow them to use some of our bus stops as school bus stops in an effort to cut down traffic around the schools. They will be busing some kids into the Dual Language Academy.

Lastly, Ms. Gilbert announced that the next Mobility Partnership meeting is scheduled for September 11<sup>th</sup>. The tentatively scheduled special meeting in August was cancelled.

#### **F. Caltrans District 5 Report: John Olejnik**

Mr. Olejnik reported on upcoming potential grant opportunities. He stated that the County, Cities and COG, should be on the lookout for the next round of Caltrans Sustainable Communities Grants. The official announcement should be going out by the end of the month and nominations will be due in the fall. These grants fund planning studies for things like Safe Routes to School programs, pedestrian safety, bicycle safety, and other improvement type studies. He stated that Caltrans District 5 has been very successful in helping local agencies in the District get awarded for these planning grants and encouraged everyone to apply.

Director Gillio requested that Caltrans provide a recurring update on the Highway 156 project to ensure that the start date isn't pushed back. He said that the last update he received from the Project Manager, Brandy Rider, has the project listed with a start date of July 2020.

#### **G. Board of Directors' Reports:**

Director Gillio reiterated some of the comments made by the Executive Director regarding Senate Bill 277. He stated that we were under the impression that there would be a 50% formulaic and 50% competitive distribution, but the game and rules have changed. He said that he hopes that the County, City's, and COG team can be nimble and come up with other solutions so we don't lose sight of all the projects we're trying to do here. He also stated that if anyone has any direct connections to the Governor, now would be the time to call because that may be the only chance we have to not getting this bill passed.

Director Botelho reported that he was in Sacramento yesterday and the information regarding SB277 was very discouraging to hear. He said that he hopes we can work with Caltrans on our State projects. Taking into account that our designs will have to be altered in a way that is affordable with the funds that we do have. Hope to have good dialogue with the Caltrans District Director, COG, City and County elected leaders to work together to find solutions for our pressing traffic congestion and safety needs.

#### **CONSENT AGENDA:**

1. **APPROVE** Council of Governments Draft Meeting Minutes Dated June 20, 2019 – Gomez
2. **RECEIVE** Construction Projects Report – Caltrans District 5
3. **ADOPT** Resolution 19-06 Approving Projects for Funding and Authorizing the Executive Director to Apply for and Accept FY 2019-20 California State of Good Repair Program Funds Totaling \$85,767 – Valentine

**4. 2019/20 Unmet Transit Needs Report –Lezama**

- a. ACCEPT 2019/2020 Unmet Transit Needs Report
- b. ADOPT Resolution 2019-05 Making Findings and Recommendations Regarding Unmet Transit Needs that are Reasonable to Meet as required by the Transportation Development Act (TDA)

Director Richman pulled Item 4 for discussion.

There was no public comment on the Consent Agenda.

*Upon a motion duly by made by Director Gillio, and seconded by Director Richman, the Directors approved Items 1-3 from the Consent agenda, with an abstention from Director Botelho on Item 1.*

*Vote: 4/0/1 Item 1-motion passes. Vote: 5/0 Items 2,3 – motion passes*

Regarding Item 4:

Director Richman asked staff how many people participated at the Unmet Transit Needs hearings and if we received any letters from the public.

Ms. Gilbert stated that staff received a total of 75 comments. She noted that this year COG staff, Veronica Lezama expanded the outreach beyond the public hearings and rode the County Express buses to get additional comments from transit riders.

Director Richman was pleased to hear that staff expanded outreach by riding the buses and commended staff for making that extra effort.

*Upon a motion duly by made by Director Gillio, and seconded by Director Richman, the Directors approved Item 4 from the Consent agenda. Vote: 5/0 motion passes*

**REGULAR AGENDA**

**TRANSPORTATION ITEMS:**

**3:00 P.M. Public Hearing (Or As Soon Thereafter As The Matter May Be Heard)**

**5. HOLD Public Hearing to Receive Input on the Draft 2019 Public Participation Plan – Lezama**

Veronica Lezama reported that every four years the Council of Governments updates its Long Range Regional Transportation Plan. This is our long range planning document that addresses the transportation needs of the county and also identifies strategies for addressing those needs. As part of the process, COG participates with the Association of Monterey Bay Area Governments on their update to the federally mandated 2019 Public Participation Plan. This planning document guides the tri-county regions Santa Cruz, Monterey, and San Benito County through the public outreach process for their respective Regional Transportation Plans. It identifies strategies to better receive public input. Ms. Lezama recommended that the COG Board open the public hearing.

Chair Flores opened the public hearing at 3:14 p.m.

There was no public comment.

Chair Flores closed the public hearing at 3:14 p.m.

There was no further discussion.

**6. RECEIVE** Update on Local Government Planning Support Grants Program – Gilbert

Ms. Gilbert reported that the adopted FY 2019/20 California Budget includes a new Local Government Planning Support Grants Program. The Program is established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities, to enable jurisdictions to meet the 6<sup>th</sup> Cycle of the Regional Housing Needs Assessment (RHNA). 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. Of this, \$125 million will go directly to local jurisdictions and the remaining \$125 million will go to regions.

The Program will be administered by the California Department of Housing and Community Development (HCD). Under this new Program, funding will be allocated to mega-regions throughout the state. In the Central Coast, the funding will be allocated to a 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 Board of Directors will be asked to approve County supervisor appointments to the Central Coast Housing Working Group at its meeting on September 19, 2019. Staff will work with the City Selection Committees to finalize the two city representative appointments. Staff will continue to work with the other Central Coast COGs to work out the details of the new multi-agency working group formation, including a charter, schedule and draft outreach strategy.

There was no discussion or public comment.

**7. DISCUSS and DIRECT Staff** Regarding the State Highway Operation and Protection Program Project to Construct a Roundabout at the Intersection of SR 25 and SR 156 – Gilbert

Ms. Gilbert requested that the COG Board receive any public comment on this item, however, she asked that no action be taken and continue the item to the September COG meeting since the Caltrans District 5 Director Timothy Gubbins will be present and will be able to go over the project at that time. She noted that we are not in a public comment period so there is no deadline associated with getting any comments in.

**Public Comment:**

**Harry Mavrogenes, San Benito County RMA Director**

Mr. Mavrogenes commented on his safety concerns about the proposed Roundabout at the intersection of SR 25 and SR 156. He stated that he had some questions that could perhaps be answered at the next meeting with Caltrans. He said he fully supported the continuation to the next meeting to get more information. He stated that there are still many unanswered questions and there are alternatives that have not been considered in this process. He said that everyone is legitimately concerned about safety and the present situation needs to be fixed. He said that the project study report done by Caltrans in June of 2018 addresses alternatives, but only has two: No Build, or the Roundabout, no other alternatives are considered and he questioned why that happened. He stated that he thinks that ultimately we're planning a major interchange there, but a partial interchange should have been considered as perhaps a safer alternative. He stated that it was mentioned at a past COG meeting that extensive public outreach by Caltrans had been planned on the project, yet he knew of one meeting that occurred on June 25<sup>th</sup>, which he attended. He said the meeting was structured in a way that there was no opportunity for public input and a lot of people left that meeting unsatisfied. He said that there needs to be more opportunity to vet this issue, particularly with the people in the transportation industry. He said that according to the Project Survey Report, there was an intersection control evaluation done, which he would like to see. He said

that he thinks it had a negative evaluation. He said that according to the PSR there were 37 collisions at the intersection in a three year period. He said that he researched a similar intersection in San Joaquin County and he talked to the county engineer there. The intersection is not anywhere near as heavily traveled as ours, but it does have a lot of truck traffic. Since its inception in 2013 there were 114 accidents at that roundabout - the majority of them were property damage, the smaller number were injury. He said that he understood that there is a much more life safety issue with a roundabout, but nonetheless there were quite a few.

Director Gillio recommended coordinating a meeting prior to the next COG meeting between Executive Director Mary Gilbert, Caltrans District 5 Director Tim Gubbins, and Mr. Mavrogenes to answer his pressing questions and prepare for the next meeting.

Ms. Gilbert stated that she was open to a meeting, noting that Mr. Mavrogenes had already put together a meeting with the Project Manager for the project so they could continue discussion from there.

Director Richman asked Mr. Mavrogenes if he could submit his comments to the Board/staff in written form because he was interested in getting the rest of his remarks.

### **Stephen Rosati, Hollister resident**

Mr. Rosati stated that the project has met the threshold for required safety improvements, but believes that there are several mitigating factors that could be utilized and evaluated before the roundabout is put in place, especially since there is a proposed widening and interchange project for Highway 25. He recommended that Caltrans put into place mitigation measures such as lowering the speed for 2/3 mile in all directions to 45mph, dual red stop lights, which are already in place, rumble strips and increased CHP presence for an 8-month period. He said if the safety statistics continue to worsen after the 8 months, then by all means construct the roundabout. He asked what Caltrans intends to do if the following mitigation measures are not possible: - if the number of deaths or accidents increases after the allocated time period for driver adjustment - if long lines of backups occur during non-peak commute times – will a roundabout affect the delivery date of the proposed interchange that has local funding allocated for its construction. He mentioned that discussion was a bit stifled from the public at the (roundabout) meeting with Caltrans and a lot of people were upset about that. He said he heard that the roundabout has been engineered to dovetail with the layout of the proposed interchange at the intersection. He said if this is the case, what's wrong with waiting the 8 months and work on fast-tracking just the interchange that will benefit both the Highway 156 and 25 corridors. He said that at least the permanent long-term solution will be moving forward expeditiously. All residents with whom he's spoken (at least 30) support a concept along those lines and they don't support a roundabout or the expenditures of all that money.

Ms. Gilbert clarified that the public meeting that Caltrans held was held at COG's request as part of that outreach that our Technical Advisory Committee had identified was a need – education and outreach on what roundabouts are and what the project is. It wasn't a public comment hearing that would be put into an environmental document. That is why the meeting was structured the way it was. She noted that staff has heard a lot of the public comments over the past few months that have been expressed this afternoon and Caltrans is aware of them as well.

Director Botelho said he was pleased to continue the item because there are a lot of questions and not enough information in the packet. He said he would like to see Caltrans' design ideas as far as the length of the 4-lanes extending beyond the distance that they have on the existing highways, and would like to know if they are in the process of purchasing property. He also wanted to know how it will all fit in with the Highway 25 Widening Project.

Chair Flores pointed out that the attachment to the staff report has a diagram that shows a Regular Intersection with 32 vehicle to vehicle conflicts versus a Modern Roundabout with only 8 vehicle to vehicle conflicts.

Ms. Gilbert stated that staff provided the information to the Board at their meeting in March, and apologized for not including all the information again in this packet, but stated that she could provide the back-up information to Director Botelho for his review.

Director Richman stated that most of the problems are driver related and mentioned a recent fatality at the intersection caused by a driver running a red light and hitting another vehicle. He said he's not against roundabouts, but if a roundabout is put in all of the problems are going to be driver related it won't have anything to do with engineering. He said drivers will need to have effective training programs on roundabouts.

Director Velazquez stated that he hasn't been in support of the roundabout since the beginning. He said the issue we have is congested roads and people just wanting to get home or on their way to work and running the red light. He said that we can't retrain our drivers. He said that putting in a roundabout is going to be a problem, especially when drivers see a tractor trailer coming at them from the other direction. He said that he would like to see rumble strips put in such as the ones that Caltrans installed right before the lights at Highway 101 to the 1 in Castroville. He said that everyone understands the safety concerns involved, but there will be numerous accidents, although they may not be deadly, there will still be many accidents. He asked Caltrans to step back, take another look and install rumble strips at a couple locations perhaps, before each light. He said that he does not support a roundabout, it is not the answer and would like to have the Board vote on whether they're going to support it sooner than later, instead of allowing more time to pass to get it constructed.

Ms. Gilbert reminded the Board that it was not a public comment period at this time, but that Caltrans has certainly received the message from the Board.

Chair Flores continued the item to the September COG meeting.

Director Gillio wanted to clarify if Ms. Gilbert would be meeting with Caltrans, and Mr. Mavrogenes to prepare for the next COG meeting.

Ms. Gilbert responded, saying that she would be meeting with them.

## **8. RECEIVE Update on Measure G Work Plan and Strategic Plan – Gilbert**

Ms. Gilbert provided an update on the Measure G Work Plan and Strategic Plan. She reported that the first Citizens' Oversight Committee meeting was held on August 5<sup>th</sup>. They had great discussion, reviewed the bylaws and selected Victor Gomez as Committee chair and Judi Johnson as vice-chair. They reviewed the roles and responsibilities of the Committee and set a quarterly meeting schedule. The next meeting will be in October. Staff will be bringing back project information for the group to really understand how projects get financed and what the next steps will be, especially for the larger projects like Highway 25 and some of the smaller local projects. The Strategic Plan is where we're looking at our financial projections. COG's Technical Advisory Committee reviewed the financial forecasts and provided input in August and KNN Public Finance is updating the model and analysis to reflect TAC's recommendations. With regard to the Highway 25 project, staff is working with Caltrans and had a meeting with them to go over what a potential project schedule would look like for the Route 25 4-Lane Expressway Project. They're looking at ways to refine the schedule to try to speed things up or look at what other alternatives they have. Lastly, COG has received a quarterly payment, and there is just over one million dollars that has been received to date. No Measure G funds have been expended to date.

Director Botelho asked if the Board could get a chart at the end of the year showing how the funds are flowing.

Ms. Gilbert stated that staff would be providing the Board with an annual report that is required under the Measure.

Ms. Gilbert also mentioned that staff will be meeting with the local jurisdictions to finalize the funding agreements that will be in place to ensure that all requirements for funding are clearly addressed by both COG and the local jurisdictions.

There was no public comment.

*Upon a motion duly made by Director Gillio, and seconded by Director Botelho, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 3:43 p.m. Vote: 5/0 motion passes.*

**ADJOURN TO COG MEETING SEPTEMBER 19, 2019 AT 3:00 P.M.**



# PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE SEPTEMBER 19, 2019 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 25 Super Elevation Adjustment and Culvert Extension (1C260)	Just north of La Gloria Road (PM 25.9/R26.2)	Curve correction	Spring 2019	\$2.1 million	SHOPP	Brandy Rider (RJ)	Granite Rock Company, San Jose, CA	Construction began in May 2019.
2. Highway 25 Roadway Safety Improvements 1F4304	In Hollister from Sunnyslope/Tes Pinos Road to San Felipe Road (PM R49.9/R52.2)	Route deficiency corrections	Spring 2019 – Fall 2019	\$6.9 million	SHOPP	Brandy Rider (BB)	Granite Rock Company, San Jose, CA	Construction began in May 2019.
3. Highway 25 Repair and Replace Culverts Project (1K340)	From south of San Benito River to south of Murphy Road in the town of Patches (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)	Conley General Engineering	Construction is scheduled for Summer with estimated completion by September 1, 2019

## PROJECTS IN DEVELOPMENT

Project	Location/Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
4. Highway 25 Curve Alignment Restoration (1H810)	Near Hollister, just north of San Benito Lateral (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.



# PROJECT UPDATE - SAN BENITO COUNTY

PREPARED FOR THE SEPTEMBER 19, 2019 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
5. Highway 25 Expressway Conversion Project (48540)	Near Hollister and Gilroy in SBT & SCL Counties (PM SBT 51.5 to SCL 2.6)	Conversion of 2-lane conventional highway to a 4-lane expressway	N/A	N/A	Local	Brandy Rider	PA&ED	Caltrans is currently working with SBT/COG to develop a workplan for PA&ED and develop a cooperative agreement to initiate work on Phase 1.
6. Highway 25/156 Roundabout (11480)	Intersection of SR 25/156, north of Hollister (PM 54.048)	Construct roundabout	Spring 2021- Fall 2021	\$10.7 million	SHOPP	Brandy Rider	PS&E/RW	Community roundabout workshop was held June 25, 2019. Ongoing design work.
7. 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/RW	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

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To: Council of San Benito County Governments  
From: Veronica Lezama, Transportation Planner **Telephone:** (831) 637-7665 Ext. 204  
Date: September 19, 2019  
**Subject:** Conflict of Interest Code

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### Recommendation:

**ADOPT** Resolution 19-07 Amending Section 4(C) Appendix A Regarding Advisory Bodies Which Must File Statements of Economic Interests to Council of Governments Rules and Regulations Section 4: Conflict of Interest Code.

### Summary:

In its Conflict of Interest Code, COG identifies positions and advisory bodies which must annually file statements of economic interests (Fair Political Practices Act Form 700). The list of positions and advisory bodies must be updated to include: Measure G Transportation Safety and Investment Plan Oversight Committee.

### Financial Impact:

There is no financial impact to COG by amending the Conflict of Interest Code.

### Background:

Measure G is the COG Ordinance 2018-01 and Transportation Safety and Investment Plan that was approved by San Benito County voters on November 6, 2018.

The measure consists of a one cent local transactions and use tax to be collected for 30 years to improve our local streets and roads, improve connectivity, and reduce congestion. Measure G calls for a Transportation Safety and Investment Plan Oversight Committee to be composed of San Benito County residents to oversee compliance with COG Ordinance 2018-01.

### Staff Analysis

The Council of Governments adopted a Conflict of Interest Code by resolution in 1998. The Code identifies persons holding the positions or who are members of advisory bodies designated in Appendix A (Attachment 1) who shall annually file statements of economic interests (Fair Political Practices Act Form 700).

At the June 20, 2019 meeting, the Council of Governments appointed the Measure G Transportation Safety and Investment Plan Oversight Committee. The new Committee is added to Appendix A as a part of staff's recommendation to the COG Board. Appendix B was previously adopted by the COG Board and only included as reference. Appendix B is the Code of Ethics formalizes the Council's policy with respect to conflicts of interest, whether real or perceived, and reinforces its existing Conflict of Interest Code.

Executive Director Review: \_\_\_\_\_

Counsel Review: Yes

Attachments:

1. Resolution No. 2019-07, Exhibit A and Exhibit B COGs Rules and Regulations

BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE COUNCIL OF SAN )  
 BENITO COUNTY GOVERNMENTS TO ) Resolution No. 19-07  
 AMEND ITS RULES AND REGULATIONS, )  
 SECTION 4: CONFLICT OF INTEREST CODE )  
 AMENDING SECTION 4(C) APPENDIX A )  
 REGARDING ADVISORY BODIES WHICH )  
 MUST FILE STATEMENTS OF ECONOMIC )  
INTERESTS )

WHEREAS, the Council of San Benito County Governments ("COG"), has adopted Rules and Regulations regarding the transaction of COG's business;

WHEREAS, Section 4 of COG's Rules and Regulations sets out COG's Conflict of Interest Code; and

WHEREAS, Section 4 (C) Appendix A of COG's Rules and Regulations identifies persons holding certain positions or who are members of the advisory bodies designated in the Appendix who shall file statements of economic interest; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Council of San Benito County Governments, that it does hereby amend COG's Rules and Regulations, Section 4 (C) Appendix A, as set forth in Exhibit A, attached hereto and incorporated herein by reference, to add the Measure G Citizens' Oversight Committee as an advisory body whose members are required to file statements of economic interest.

PASSED AND ADOPTED BY THE SAN BENITO COUNCIL OF GOVERNMENTS THIS 19<sup>th</sup> DAY OF SEPTEMBER 2019 BY THE FOLLOWING VOTE:

AYES:  
NOES:  
ABSTAINING:  
ABSENT:

\_\_\_\_\_  
César E. Flores, Chair

APPROVED AS TO LEGAL FORM:  
SAN BENITO COUNTY COUNSEL'S OFFICE

Dated: Sept. 13, 2019

By: Shirley L. Murphy  
Shirley L. Murphy, Deputy County Counsel

ATTEST:  
Mary Gilbert, Executive Director

Dated: \_\_\_\_\_

By: \_\_\_\_\_

Exhibit A

COGs Rules and Regulations

Section 4 (C). Conflict of Interest Code

Appendix A

Positions and Advisory Bodies	Disclosure Categories					
	A-1	A-2	B	C	D	E
Council of San Benito County Governments <ul style="list-style-type: none"> <li>• Board of Directors</li> <li>• Executive Director</li> <li>• Transportation Planning Manager</li> <li>• Administrative Services Specialists</li> </ul>	X	X	X	X	X	X
Social Services Transportation Advisory Council Members	X	X	X	X	X	X
Technical Advisory Committee Members	X	X	X	X	X	X
Bicycle and Pedestrian Advisory Committee Members	X	X	X	X	X	X
Regional Transportation Plan Advisory Committee Members	X	X	X	X	X	X
Measure G Transportation Safety and Investment Plan Oversight Committee	X	X	X	X	X	X

## Exhibit B

### COG's Rules and Regulations

#### Section 4. Conflict of Interest Code

##### D. CODE OF CONDUCT

###### 1. DUTY TO DISCLOSE

The Executive Director and other COG managers, supervisors and purchasing agents shall not be involved in any purchasing decisions, tasks, or procedures, (including participation in initiation, award, or administration of a contract) in which they or persons related to them have a real or apparent conflict of interest. In cases where there may be such conflicts of interest, employees have the responsibility to report in writing such conflicts to the Executive Director. Failure to make such disclosure is subject to disciplinary action.

###### 2. CONFLICT OF INTEREST

The COG Board of Directors has adopted a Conflict of Interest code, under which certain designated employees are required to disclose economic interests and are prohibited from participating in decisions, which may have an effect on their financial interest. The terms and requirements of the Conflict of Interest Code are incorporated herein by reference.

No employee, officer, or agent of COG shall participate in procedures, tasks, or decisions relative to initiation, award, or administration of a contract if a conflict of interest, real or apparent, exists. Such a conflict of interest arises when any of the following has a financial or other interest in a firm that participates in a COG bidding process or that is selected for a contract award involving:

- a. The employee, officer or agent
- b. Any member of his or her immediate family
- c. Business associate of a and b above
- d. An organization which employs, or which is about to employ a current COG employee

The standards governing the determination as to whether such an interest exists are set forth in Sections 1090, 1091, and 1091.5 of the California Government Code.

### 3. GRATUITIES AND CONTINGENT FEES

No Director, officer, employee or agent of COG knowingly shall solicit, accept, or agree to accept gratuities, favors or anything of more than a nominal monetary value in connection with actual or potential procurement and contracting activities. Under this policy, the term "nominal monetary value" shall be defined as a value of fifty dollars (\$50) or less.

### 4. CONFIDENTIAL INFORMATION

No employee of COG involved in purchasing shall use confidential information for his or her actual, anticipated, or apparent personal gain, or for the actual, anticipated, or apparent personal gain of any person related to such employee. "Confidential Information" is defined as any proprietary, privileged, or nonpublic information, coming to the employee's attention as a result of employment by COG, the knowledge of which makes financial gain possible.

### 5. DISCIPLINE OF VIOLATION

The violation of any of these Standards of Conduct will subject the violator to any disciplinary proceedings or action deemed appropriate by the COG Executive Director, up to and including dismissal.



# Intention to Consider Rescinding the Route Adoption for the Unconstructed Portions Between Espinosa Road and Santa Clara County Line

## State Route Rescission Process

The California Department of Transportation (Caltrans) is proposing to rescind the route adoption, dispose of excess properties originally purchased for the Prunedale Bypass Project, and apply proceeds of sales to an alternative highway project in the US 101 Strategic Interregional Corridor System within the Monterey County region.

## Bypass Project Abandoned

The properties were acquired with the intent to address deficiencies on US 101 in the Prunedale area. In April, 1973, the Prunedale Bypass Project was in the final design phase when it was determined that federal funding could not be secured, and the project was delayed indefinitely. The Prunedale Bypass Project was re-initiated as locally-funded (Measure B sales tax) in the late 1980s. Under the Federal and State environmental laws at the time, alternative alignments, including the adopted route, were developed and evaluated. The local sales tax measure was challenged and overturned in court, and lack of funding again halted the project. A Final EIS/EIR was never completed.

## Phased Project Completed

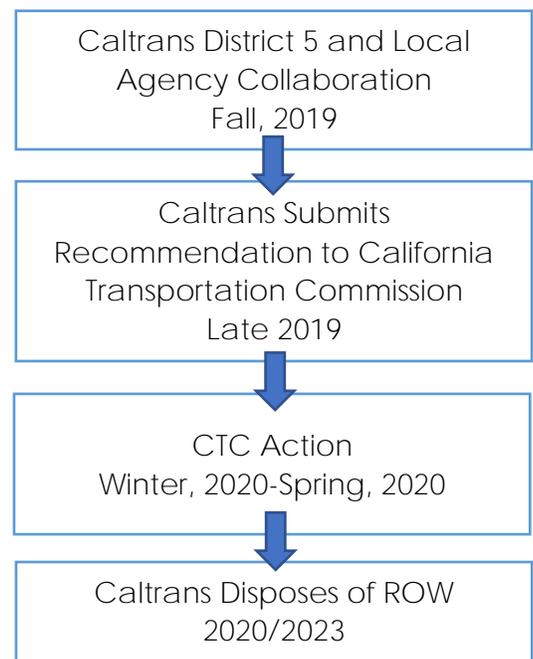
As a result of halting the Prunedale Bypass Project, a series of operational improvements were completed in Fall 2014 to improve safety. This project, referred to as the Prunedale Improvement Project (PIP), upgraded the existing four-lane facility to partially access-controlled with construction of ten miles of median barrier, two new interchanges, and an overcrossing. Current and future travel demands indicate the need for additional improvement on US 101.

The following factors were considered when evaluating potential for route rescission:

- The adopted location no longer represents a viable project.
- The adopted location is not locally accepted and does not conform with local and regional plans.
- There is no route segmentation needed for system continuity to join adjacent completed or programmed segments. Functional classification of the overall route will not be affected.
- There are no local or regional planning studies under way that would have a bearing on existing route adoptions or concepts.
- The right-of-way acquired cannot be utilized for an interim project in the reasonable future.
- The right-of-way acquired cannot be utilized to accomplish other state priorities such as environmental mitigation or sustainable growth in affordable housing.

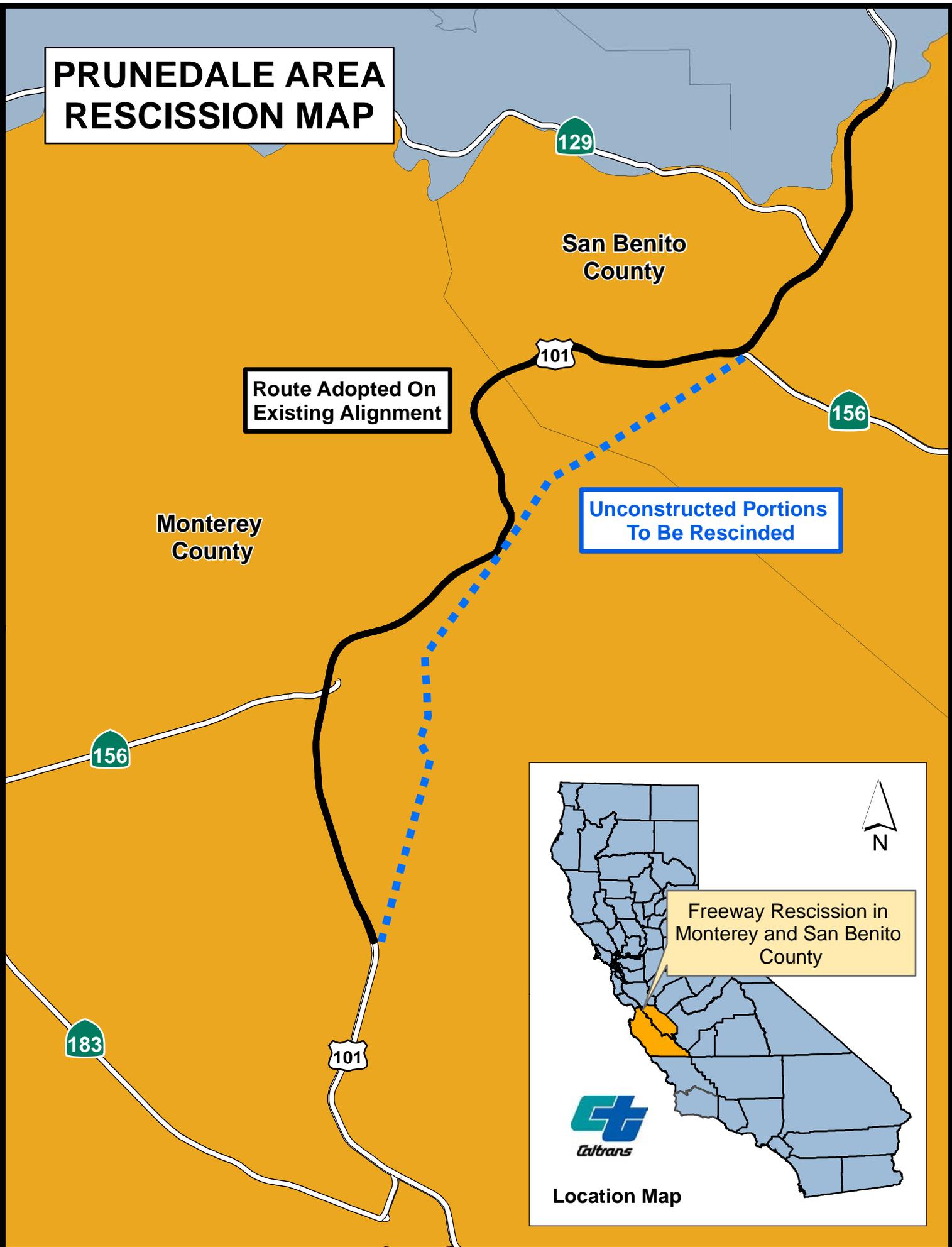
Ultimately, there is little likelihood for any construction to occur on the unconstructed portions of the adopted route; therefore, the only viable consideration is route rescission.

## ***Milestone Schedule: Based on the Caltrans PDPM***



\* Milestone schedule provided for discussion purposes only and is subject to change.

# PRUNEDALE AREA RESCISSION MAP



BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE COUNCIL OF )  
SAN BENITO COUNTY GOVERNMENTS )  
SUPPORTING THE STATE OF CALIFORNIA’S )  
PROPOSAL TO RESCIND THE ROUTE ADOPTION )  
AND DISPOSE OF EXCESS PROPERTIES )  
FOR THE PRUNEDALE BYPASS PROJECT AND )  
APPLY PROCEEDS OF SALES TO AN ALTERNATIVE )  
PROJECT IN THE US 101 STRATEGIC )  
INTERREGIONAL CORRIDOR SYSTEM WITHIN )  
THE MONTEREY COUNTY REGION )

Resolution No. 19-08

WHEREAS, the California Department of Transportation (Caltrans) previously identified an adopted alignment of US 101 for the US 101 Prunedale Bypass Project; and

WHEREAS, Caltrans is proposing to rescind the prior route adoption for the US 101 Prunedale Bypass Project, dispose of excess properties originally purchased for the project, and apply the proceeds of sales to an alternative highway project in the US 101 Strategic Interregional Corridor System within the Monterey County region; and

WHEREAS, some portions of the Prunedale Bypass Project route adoption are located in San Benito County; and

WHEREAS, the adopted route no longer represents a viable project; and

WHEREAS, the adopted route is not locally supported and does not conform with local and regional plans; and

WHEREAS, there is no route segmentation needed for system continuity to join adjacent completed or programmed segments of US 101; and

WHEREAS, the functional classification of the overall route will not be affected; and

WHEREAS, there are no local or regional planning studies underway that would have a bearing on existing route adoptions or concepts; and

WHEREAS the right-of-way acquired cannot be utilized for an interim project in the reasonable future; and

WHEREAS, the right-of-way acquired cannot be utilized to accomplish other state priorities such as environmental mitigation or sustainable growth in affordable housing.

NOW, THEREFORE BE IT RESOLVED that the Council of San Benito County Governments hereby supports Caltrans’ proposal to rescind the route adoption for the US 101 Prunedale Bypass Project, dispose of excess properties originally purchased for the project, and apply the proceeds of sales to an alternative highway project in the US 101 Strategic Interregional Corridor System within the Monterey County region.

**PASSED AND ADOPTED BY THE SAN BENITO COUNCIL OF GOVERNMENTS THIS 19<sup>th</sup> DAY OF SEPTEMBER 2019 BY THE FOLLOWING VOTE:**

AYES:  
NOES:  
ABSTAINING:  
ABSENT:

\_\_\_\_\_  
César E. Flores, Chair

APPROVED AS TO LEGAL FORM:  
SAN BENITO COUNTY COUNSEL'S OFFICE

Dated: Sept. 13, 2019

By: Shirley L. Murphy  
Shirley L. Murphy, Deputy County Counsel

ATTEST:  
Mary Gilbert, Executive Director

Dated: \_\_\_\_\_

By: \_\_\_\_\_

## Staff Report

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To: Council of San Benito County Governments  
From: Veronica Lezama, Transportation Planner      **Telephone:** (831) 637-7665 Ext. 204  
Date: September 19, 2019  
**Subject: Draft Measure G Transportation Safety and Investment Plan Oversight Committee Bylaws**

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### Recommendation:

**ADOPT** Resolution No. 2019-09 Adopting the Measure G Transportation Safety and Investment Plan Oversight Committee Bylaws.

### Summary:

The Measure G Transportation Safety and Investment Plan Oversight Committee Bylaws will set the basic organization and the administration procedures used by the Measure G Transportation Safety and Investment Plan Oversight Committee.

### Financial Impact:

The Measure G Transportation Safety and Investment Plan Oversight Committee is a volunteer Committee and members are not compensated.

### Background:

Measure G is the COG Ordinance 2018-01 and Transportation Safety and Investment Plan that was approved by San Benito County voters on November 6, 2018.

The measure consists of a one cent local transactions and use tax to be collected for 30 years to improve our local streets and roads, improve connectivity, and reduce congestion. Measure G calls for a Transportation Safety and Investment Plan Oversight Committee to be composed of San Benito County residents to oversee compliance with COG Ordinance 2018-01.

The Measure G Transportation Safety and Investment Plan Oversight Committee was established and appointed by the Council of San Benito County Governments Board of Directors at the June 19, 2019 meeting in order to oversee the Transportation Safety and Investment Plan.

### Staff Analysis

At the first Oversight Committee meeting held on August 5, 2019, the members provided the following comment on the Committee Bylaws, which has been incorporated.

- Instead of a one-year term, the committee recommended that the Chairperson and Vice Chairperson serve a two year term for continuity purposes.

The Bylaws (Attachment 1) will govern the way the Committee functions in order to fulfill its oversight responsibilities. All Committee meetings will be held in accordance with the applicable provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code).

Executive Director Review: \_\_\_\_\_

Counsel Review: Yes

Attachments:

1. Resolution 2019-09 Adopting the Measure G Transportation Safety and Investment Plan Oversight Committee Bylaws  
Exhibit A: Measure G Transportation Safety and Investment Plan Oversight Committee Bylaws



BEFORE THE COUNCIL OF  
SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE BOARD OF ) Resolution No. 2019-09  
DIRECTORS OF THE COUNCIL OF SAN )  
BENITO COUNTY GOVERNMENTS )  
ADOPTING THE MEASURE G )  
TRANSPORTATION SAFETY AND )  
INVESTMENT PLAN OVERSIGHT )  
COMMITTEE BYLAWS )

WHEREAS, the Council of San Benito County Governments is the designated Regional Transportation Planning Agency (RTPA) for San Benito County; and

WHEREAS, COG resolution 2019-04 established the Measure G Transportation Safety and Investment Plan Oversight Committee; and

WHEREAS, the Board of Directors of the Council of Governments desires to adopt Bylaws for the Measure G Transportation Safety and Investment Plan Oversight Committee.

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of the Council of Governments, that it hereby adopts the Transportation Safety and Investment Plan Oversight Committee Bylaws, attached hereto and incorporated herein by reference as Exhibit A; and

BE IT FURTHER RESOLVED, by the Board of Directors of the Council of Governments, that the Bylaws (Exhibit A) govern the proceedings of the Transportation Safety and Investment Plan Oversight Committee.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS on this 19<sup>th</sup> day of September, 2019 by the following vote:

AYES: DIRECTORS:  
NOES: DIRECTORS:  
ABSENT: DIRECTORS:  
ABSTAIN: DIRECTORS:

\_\_\_\_\_  
César E. Flores, Chair

ATTEST:  
Mary Gilbert, Executive Director

APPROVED AS TO LEGAL FORM:  
San Benito County Counsel's Office

By: \_\_\_\_\_

By: *Shirley L. Murphy*

Dated: \_\_\_\_\_

Shirley L. Murphy, Deputy County Counsel  
Dated: *Sept. 13, 2019*

## Exhibit A

### Article I

#### GENERAL PROVISIONS

##### §1.1 Purpose

Measure G is a Transportation Safety and Investment Plan (COG Ordinance 2018-01 and Expenditure Plan) approved by San Benito County voters on November 6, 2018. The Measure consists of a one cent local transactions and use tax to be collected for 30 years to improve the City of Hollister, City of San Juan Bautista, and the unincorporated areas of San Benito County's local streets and roads. COG Ordinance 2018-01 specifies the Council of San Benito County Governments ("COG") as the administrator of the tax, shall establish and convene a citizens' oversight committee to be designated as the Measure G Transportation Safety and Investment Plan Oversight Committee to provide oversight, prior to expenditure of any funds collected.

The COG Ordinance also lists the Committee's specific duties and responsibilities, which are incorporated into these bylaws (§2.1). These Bylaws govern the proceedings of the Committee. The Committee shall be in existence during the term of the sales tax (June 20, 2019 – December 31, 2050) and for a reasonable period thereafter necessary for the Committee to complete its work.

##### §1.2 Definitions

- a. As used in these Bylaws, "Board of Directors" means the Board of Directors of the Council of San Benito County Governments (COG).
- b. As used in these Bylaws, "chairperson" means the chairperson of the Committee.
- c. As used in these Bylaws, "Member Agency" means the County of San Benito, a legal subdivision of the State of California, the City of Hollister, and incorporated city located within San Benito County and/or the City of San Juan Bautista, an incorporated city located within San Benito County.
- d. As used in these Bylaws, "2018 Measure G" or "Measure G" means the 2018 Measure G Transportation Safety and Investment Plan approved by San Benito County voters on November 6, 2018.

##### §2.1 Mission and Duties

The Committee is a citizens' oversight body, established by the COG Board of Directors in accordance with the provisions and intent of the 2018 Measure G ballot. Its purpose shall be to ensure that Measure G funds are being expended consistent with the Transportation Safety and Investment Plan.

Policy-related decisions for the Transportation Safety and Investment Plan, including the composition, implementation, completion schedule, and funding level of specific projects in the Program Categories specified in the 2018 Measure G ballot and Transportation Safety and Investment Plan, are the responsibility of the COG Board of Directors and/or Member Agencies.

The Committee shall be responsible for the following:

- a. Independent Audits: The Committee shall have full access to the COG's independent auditor and review the annual audits, have the authority to request and review the specific financial information, and provide input on the audit to assure the funds are being expended in accordance with the Transportation Safety and Investment Plan;
- b. Plan Changes: The Committee shall review and make recommendations on any proposed changes to the Transportation Safety and Investment Plan, prior to the COG Board of Directors' consideration, subject to 2/3 vote of the voting Committee members;
- c. Project Delivery and Priorities: The Committee shall review and comment on the project delivery schedules and make recommendations to the COG on any proposals for changing project delivery priorities; and
- d. Annual and Final Reports: The Committee shall prepare annual reports regarding the administration of the program, to be presented to the COG's Board of Directors. The committee shall submit the report to the COG Executive Director for inclusion in the next available meeting agenda and COG will ensure that the report shall be made available for public review on the COG website (SanBenitoCOG.org). The annual written report shall include at a minimum the following:
  - A statement indicating whether COG is in compliance with the requirements of the Transportation Safety and Investment Plan, per the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States.

## §2.2 Limitations on Authority

The Committee shall have no independent duties other than those specified in these bylaws, the 2018 Measure G ballot, and the Transportation Safety and Investment Plan. The Committee shall have no authority to take actions that bind COG or the COG Board of Directors. No expenditures or requisitions for services and supplies shall be authorized by the Committee. No individual member of the Committee shall be entitled to reimbursement for travel or other expenses.

## Article III

### MEMBERSHIP

#### §3.1 Membership

The Committee shall be composed of eleven (11) members. The Committee shall not have alternate members due to its need for expertise, specific experience and continuity of knowledge. To be a qualified person, members must be at least 18 years of age.

To assure independence, no member of the Board of Directors or alternate, or other elected public official shall be appointed to the Committee. Appointees to other COG committees are not eligible to serve. During their terms, Committee members may not be employed by COG or any of its Member Agencies, nor by any agency or organization that either oversees or benefits from the proceeds of the Transportation Safety and Investment Plan.

The membership shall be comprised of San Benito County residents with relevant expertise and experience needed to assist the Committee in its task of evaluating Measure G revenues and expenditures to determine compliance with the commitments made to and approved by voters in the Measure G Transportation Safety and Investment Plan.

The Expenditure Plan Oversight Committee shall include, at a minimum, representatives who are residents of the City of Hollister, the City of San Juan Bautista, and the unincorporated areas of San Benito County. The Committee will fairly represent the geographical, social, cultural and economic diversity of the County to ensure maximum benefit for road and transportation users. The Committee will gather information and input from outside sources and COG staff when necessary.

The membership will consist of individuals that fulfill the following areas-of-expertise, as defined in COG Resolution 19-03:

- Five (5) at-large members, representing each of the five San Benito County Supervisorial Districts.
- Six (6) members representing each of the following groups or interests:
  - a. Agriculture/Farm Bureau
  - b. Seniors and Persons with Disabilities
  - c. Industry
  - d. Trade/Labor
  - e. Latino/Hispanic
  - f. Education

The COG Board of Directors may redefine these areas of expertise. Each member shall represent only one of the eleven (11) specified areas of expertise.

Members will be required to complete and submit the California Fair Political Practices Commission's Form 700 – Statement of Economic Interests at the required intervals.

### §3.2 Members' Terms

Committee members shall be appointed for a two (2) year term commencing on January and can be reappointed. Terms shall be staggered to ensure continuity of knowledge and relevant expertise. Members whose terms have expired may continue to serve on the Committee until a successor has been appointed.

In order to achieve staggering of terms, four (4) of the original Committee members' initial terms shall be offset by a one-year interval from the remaining seven (7) original Committee members' terms, to be determined by consensus.

### §3.3 Vacancies

Vacancies shall be filled from the same category of expertise represented by the original appointee, in accordance with the criteria defined in §3.1. The application process shall be open, upon Committee vacancies, to provide qualified San Benito County residents the opportunity to participate. Applications received will be reviewed and appointed by the COG Board of Directors. The Board of Directors, in their exclusive discretion, may remove any Committee member for any reason, including, but not limited to, failure to attend Committee meetings without reasonable excuse.

## Article IV

### OFFICERS

#### §4.1 Chairperson and Vice Chairperson

Election of a Chairperson and Vice Chairperson shall be held at the initial meeting of the Committee and take effect immediately. Thereafter, election of a Chairperson and Vice Chairperson shall take place at the Committee's last meeting of the calendar year to serve for a two-year term effective January 1 of the next calendar year. The Chairperson and Vice Chairperson are eligible to serve multiple terms.

In the event of a vacancy in the Chairperson's position, the Vice Chairperson shall succeed as Chairperson for the balance of the Chairperson's term and the Committee shall elect a successor to fill the vacancy in the Vice Chairperson's position. In the event of a vacancy in the Vice Chairperson's position, the Committee shall elect a successor from its membership to fill the Vice Chairperson's position for the remainder of the Vice Chairperson's term. In the event that the Chairperson and Vice Chairperson are absent, the Committee may select a member to serve as Chairperson Pro Tempore for

that particular meeting. However, if the Chairperson or Vice Chairperson later arrives, the Chairperson or Vice Chairperson shall then assume responsibility for the meeting upon arrival.

The Chairperson shall preside at all meetings of the Committee and represent the Committee. In fulfilling this duty, all official communications shall come from the Chairperson acting on behalf of the Committee. The Chairperson shall only release information that reflects the majority view of the Committee. Opinions or statements from a Committee member must include a disclaimer that the opinion or statement is that of the individual only, and not of the Committee.

#### §4.2 Secretary

COG staff shall serve as the Committee's Secretary without any voting rights.

### Article V

#### MEETINGS

##### §5.1 Regular Meetings

Regular meetings shall be held in the County building located at 2301 Technology Parkway, Hollister, California, in the conference room on the second floor, or such other place as may from time to time be determined by the Committee. Meetings shall be open to the public and shall conform to the Ralph M. Brown Act (California Government Code sections 54950 et seq.).

The Committee shall meet at least once but no more than four times per year. Meetings will be held in the months of October, January, April, and July, on the last Wednesday starting at 6 PM at the San Benito County Resource Management Agency (upstairs conference room), 2301 Technology Parkway in Hollister. The calendar for the following fiscal year shall be adopted no later than the last meeting of the current fiscal year.

Whenever a regular meeting falls on a holiday observed by COG, the meeting shall be held on another day, in consultation with COG staff. A rescheduled regular meeting shall be designated a regular meeting.

##### §5.2 Calling and Noticing of Meetings

All regular and special meetings shall be called, noticed and conducted in accordance with the applicable provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code). COG Staff shall be responsible for noticing all meetings.

### §5.3 Quorum; Vote; Committee of the Whole

A quorum of the Committee shall consist of a majority of the total membership. Committee action may be taken by a majority of those present and voting, and by no less than a majority of a quorum. A roll call vote shall be taken when requested by any member in attendance. At any regularly called meeting not held because of a lack of a quorum, the members present may constitute themselves a "committee of the whole" for the purpose of discussing matters on the agenda of interest to the committee members present. The Committee of the whole shall automatically cease to exist if a quorum is present at the meeting.

### §5.4 Twenty Minute Rule

If a quorum has not been established within twenty minutes of the noticed starting time for the meeting, the Committee may be excused from further attendance at the meeting.

### §5.5 Absences

Attendance at all Committee meeting is expected. Member representatives who miss more than two (2) regular meetings within a twelve (12) month period without due cause shall have their appointment automatically terminated. "Due cause" is defined as calling or emailing COG staff in advance of the meeting and providing a reason for not attending.

### §5.6 Matters Not Listed On the Agenda Requiring Committee Action

Except as provided below, a matter requiring Committee action shall be listed on the posted agenda before the Committee may act upon it. The Committee may take action on items not appearing on the posted agenda only upon a determination to add it as an urgency item, pursuant to Brown Act requirements.

### §5.7 Time Limits for Speakers

Each member of the public appearing at a Committee meeting shall be limited to three minutes. Any person addressing the Committee may submit written statements, petitions or other documents.

### §5.8 Impertinence; Disturbance of Meeting

Any person making personal, impertinent or indecorous remarks while addressing the Committee may be barred by the Chairperson from further appearance before the Committee at that meeting, unless permission to continue is granted by an affirmative vote of the Committee. The Chairperson may order any person removed from the Committee meeting who causes a disturbance or interferes with the conduct of the meeting, and the Chairperson may direct the meeting room cleared when deemed necessary to maintain order.

## §5.9 Access to Public Records Distributed at Meeting

Writings distributed during a Committee meeting shall be made available for public inspection at the meeting, consistent with the Brown Act, and all records distributed at a meeting shall become public records and shall be treated as such, in compliance with the California Public Records Act.

## Article VI

### AGENDAS AND MEETING NOTICES

#### §6.1 Agenda Format and Content

The agenda shall specify the starting time and location of the meeting and shall contain a description of each item of business to be transacted or discussed at the meeting, consistent with Brown Act requirements.

Items may be referred for inclusion on an agenda by: (1) the COG Executive Director; (2) the Committee Chairperson, in consultation with the COG Executive Director; and (3) the Committee, with a quorum present and upon the affirmative vote of a majority of the members present.

#### §6.2 Agenda Posting and Delivery

The written agenda for each regular meeting and each meeting continued for more than five calendar days shall be posted by COG at least 72 hours before the meeting is scheduled to begin, consistent with Brown Act requirements. The written agenda for every special meeting shall be posted by COG at least 24 hours before the special meeting is scheduled to begin, consistent with Brown Act requirements. The agenda shall be posted in a location that is freely accessible to members of the public, consistent with Brown Act requirements. The agenda together with supporting documents shall be delivered to each Committee member at least three days before each regular meeting and at least 24 hours before each special meeting.

#### §6.3 Minutes

Official minutes recording the members and visitors present, motions entertained, actions taken, and the votes cast at each Committee meeting, shall be prepared by COG staff and submitted to the Committee for approval.

## Article VII

### MISCELLANEOUS

#### §7.1 Adoption and Amendment of Bylaws

These Bylaws shall be adopted by the COG Board of Directors. Any subsequent amendment thereof shall require approval of the COG Board of Directors.

Section 7.2. Termination.

The Committee shall be disbanded by the COG Board of Directors with the Committee's submission of the final Annual Report which reflects the final accounting of the expenditure of all Measure G monies.

Adopted by the Board of Directors: September 19, 2019.



## Staff Report

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To: Council of San Benito County Governments  
From: Regina Valentine, Transportation Planner Phone: (831) 637-7665 x 205  
Date: September 19, 2019  
Subject: **Caltrans Sustainable Transportation Planning Grant**

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### Recommendation:

**AUTHORIZE** Executive Director to Accept Grant Funds, if Awarded, for a San Benito County Local Transportation Authority Short Range Transit Plan Update through Caltrans's Sustainable Transportation Planning Grant Program.

### Summary:

The Department of Transportation (Caltrans), Division of Transportation Planning has released a Call for Projects for its Fiscal Year 2020/21 Sustainable Transportation Planning grants with applications due October 11, 2019. Staff anticipates submitting an application for an update to the San Benito County Local Transportation Authority (LTA) Short Range Transit Plan.

### Financial Impact:

There is approximately \$34 million for the Caltrans' Sustainable Transportation Planning Grant Program Competitive Grants. The Council of Governments (COG) is planning to apply for one grant for an amount not to exceed \$125,000, with an 11.47% local in-kind or cash match on behalf of the LTA. Time spent on the project by staff is considered by Caltrans as a cash match.

### Background:

Caltrans releases a Call for Projects for its Transportation Planning Grant Program annually. The Program includes a state-wide competitive program. COG and LTA were awarded the following grants in the past:

- Development of Transit Design Guidelines
- Implementation of Google Transit
- Update Bicycle and Pedestrian Master Plan
- Transit Advocates for the Future Internship Program
- Update Short Range Transit Plan and Develop Long Range Transit Plan
- Prepare a Bus Stop Improvement Plan
- Complete a Transit ITS Plan

## Staff Analysis

Due to rapid technology and service-model changes since its adoption in 2016, LTA's Short Range Transit Plan requires an update. Additionally, it is recommended that public transportation agencies update Short Range Transit Plans every five years to best anticipate their system needs addressing land use and socioeconomic conditions change.

The purpose of the LTA Short Range Transit Plan Update is to comprehensively evaluate LTA's public transportation services and to make recommendations regarding: program goals and objectives, service enhancement or reduction possibilities, capital improvement planning, management structure and partnership opportunities, marketing and related policy issues. The study will address internal and external factors influencing the use of public transit, including fares, schedules, route design, amenities, etc. The plan shall include a short range element (within 5 year window) and a longer 10 year element.

The overall tasks of the Short Range Transit Plan Update include:

- Update Goals and Objectives
- Identification of Issues
- Evaluation of Existing Services and Ridership
- Performance Indicators
- Development of a Capital Improvement Plan
- Marketing and Communications
- Financial Plan
- Review Organizational and Staffing Framework
- Third-Party Contract Review
- Meetings and Public Participation
- Final Plan Document

Per the grant guidelines, COG would be the primary applicant and will submit the application on behalf of LTA, who will be sub-applicant and the lead agency for the project. Grant applications are due electronically October 11, 2019 at 5:00 p.m.

Executive Director Review: \_\_\_\_\_

Counsel Review:     N/A    

Attachment: San Benito County Local Transportation Authority Short Range Transit Plan Update  
Draft Scope of Work

# **San Benito County Local Transportation Authority Short Range Transit Plan Update Draft Scope of Work**

## **PURPOSE OF THE SHORT RANGE TRANSIT PLAN**

The purpose of this study is to develop a Short Range Transit Plan (SRTP) following a comprehensive evaluation of the San Benito County Local Transportation Authority's (LTA) public transportation service and to make recommendations regarding: program goals and objectives, service enhancement or reduction possibilities, capital improvement planning, management structure and partnership opportunities, marketing and related policy issues. The study shall address internal and external factors influencing the use of public transit, including fares, schedules, route design, amenities, etc. The plan shall include a short range element (within 5 year window) and a longer 10 year element.

## **SCOPE OF WORK**

The consultant will prepare a five-year SRTP for the LTA. The following is the minimum work requested under this RFP:

### **1.0 Update Goals and Objectives**

Review and revise the goals and objectives identified in the 2016 SRTP. The consultant will review the existing goals and objectives and make recommendations as to revisions as necessary.

### **2.0 Identification of Issues**

As part of the plan development, the consultant shall identify issues which could be addressed in the study. This effort shall include identifying issues from a decision makers' survey and other community surveys as well as at least two community meetings. Consultant shall provide a public participation plan that reaches users, potential users, and underserved populations. Innovation for soliciting input is encouraged. The consultant shall provide a report on identified issues.

### **3.0 Evaluation of Existing Service & Ridership**

The consultant shall evaluate each service route by conducting passenger counts, boarding and alighting counts, transfer counts and tracking, running time, hours of service (revenue hours) and mileage and fare rates. This task should include a survey of fixed-route and dial-a-ride ridership. Analysis of the information should include a close examination of compliance with the Americans with Disabilities Act (ADA) and the quality of paratransit. This task will include peer comparisons and an evaluation of existing overall service frequency, overall geographical area served, efficiency and effectiveness. The consultant shall examine existing service standards, update them, remove any that are unnecessary, and recommend any new standards that are necessary.

The consultant shall develop an inventory of existing services including regular route and paratransit operations. This inventory will include a description and analysis on a per route/service basis. A profile of current ridership will also be developed. The consultant will conduct an onboard rider survey.

At a minimum, the inventory shall include the following:

- Overview of Management Structure
- Existing Services Profile
- Facilities
- Fleet
- Fare Structure
- Ridership and Operating Data
- Financial Overview
- Profile of Users
- Coordination with nearby transit service providers
- Coordination efforts with social service agencies, etc.
- Overview of current marketing efforts

The consultant will provide a report on existing services, ridership & standards

### 3.1 Evaluation of Needed Changes in Service – Fixed Route & Intercountry

This task will include an inventory of service needs, including: un-served and underserved areas; unserved and underserved times; and evaluation of service delivery options. The evaluation shall include a ridership demand analysis. The consultant will examine and make recommendations for potential interaction with regional systems. Task will include a survey of non-users (The consultant shall recommend as to sample size and method of survey). The consultant will provide a report on service evaluation and needs including rider demand analysis.

### 3.2 Development of Recommended Service Plans – Fixed Route & Intercountry

The consultant will develop recommended service plans based on the needs evaluation, which is heavily informed by rider preferences and feedback. Recommended service plans shall include unserved and underserved areas; unserved and underserved times; evaluation of service delivery options; service denials; on-time performance; latent demand; and factors that assist or hinder compliance with ADA and Title VI requirements. Additionally service route designs, time tables, service hours, ridership forecasts and cost estimates, and any policy changes necessary to effect the recommendations shall be included. If applicable any expansion opportunities will be separated into two categories: areas ready for service and areas projecting a need for service within a five year window. The consultant will provide a report on recommended service plans.

### 3.3 Evaluation of Needed Changes to Service – Dial-A-Ride & Paratransit

This task will include an inventory of service needs, including: un-served and underserved areas; unserved and underserved times; evaluation of service delivery options; service denials; on-time performance; latent demand; and factors that assist or hinder compliance with ADA and Title VI requirements. The consultant will examine and make recommendations for potential interaction with regional systems. Task will include a survey of non-users (The consultant shall recommend as to sample size and method of survey). The consultant will provide a report on service evaluation and needs including rider demand analysis.

### 3.4 Development of Recommended Service Plans – Dial-A-Ride & Paratransit

The consultant will develop recommended service plans based on the needs evaluation, which is heavily informed by rider preferences and feedback. Recommended service plans shall include ridership forecasts, cost estimates, service hours, tactics for performance improvement, strategies for improved compliance with ADA requirements, and any policy changes necessary to effect the recommendations shall be included. If applicable any expansion opportunities will be separated into two categories: areas ready for service and areas projecting a need for service within a five year window. The consultant will provide a report on recommended service plans.

### 3.5 Evaluation of Needed Changes to Service – Specialized Transportation

This task will include an inventory of service needs, including: un-served and underserved areas; unserved and underserved times; evaluation of service delivery options; service denials; on-time performance; latent demand; and factors that assist or hinder compliance with ADA and Title VI requirements. The consultant will examine and make recommendations for potential interaction with regional systems. Task will include a survey of non-users (The consultant shall recommend as to sample size and method of survey). The consultant will provide a report on service evaluation and needs including rider demand analysis.

### 3.6 Development of Recommended Service Plans – Specialized Transportation

The consultant will develop recommended service plans based on the needs evaluation, which is heavily informed by rider preferences and feedback. Recommended service plans shall include ridership forecasts, cost estimates, service hours, tactics for performance improvement, strategies for improved compliance with ADA requirements, and any policy changes necessary to effect the recommendations shall be included. If applicable any expansion opportunities will be separated into two categories: areas ready for service and areas projecting a need for service within a five year window. The consultant will provide a report on recommended service plans.

### 4.0 Performance Indicators

This task will include peer comparisons and an evaluation of existing service costs, efficiency and effectiveness, and comparison with adopted performance standards. The consultant shall recommend performance goals. Performance indicators currently used include farebox return ratio, passengers per hour and miles on a per trip and system average. The consultant will provide a report of Performance Indicators.

### 5.0 Development of a Capital Improvement Plan

The consultant shall develop a five year capital asset plan that includes schedules and cost estimates for replacement, expansion and introduction of new technologies. At a minimum the following elements shall be included:

- Buses
- Shelters
- Information Systems
- Identification of lacking capital needs

- Cost neutral improvements

The Capital Improvement Plan should outline a systemic scheme for cost-effective repairs, maintenance, replacement, and rehabilitation of transportation assets based on engineering and economic analysis. The consultant shall provide a 5 year capital asset plan.

## 6.0 Marketing and Communications

The plan will measure community awareness and effectiveness of past efforts thereby providing a benchmark for past and future comparisons. Recommendations will be provided as to: types of media and messages to market services and improvements to rider information services. Consultant shall examine technologies that may increase ridership or convenience. The consultant will provide a report on Marketing and Communications.

## 7.0 Financial Plan

The consultant shall project the operating costs and revenues (or savings) on an annual basis for each proposed service change (on a per route basis) and for proposed capital improvements. The financial plan shall be for a minimum of 5 years. Also, the consultant shall identify and recommend an annual financing plan for operations and capital improvements based on current and expected funding sources. The consultant shall provide a report on the Financial Plan.

## 8.0 Review Organizational and Staffing Framework

The consultant shall compare the staffing levels (LTA and third-party contractor) of the public transportation services to other organizations in peer-level transit systems and provide a summary of comparison staffing levels and duties/expertise. Consultant will make a minimum of two organizational structural recommendations based on summary comparisons and observed best practices among peer transit systems. The Consultant will provide a report on management and organizational framework.

## 9.0 Third-Party Contract Review

The consultant shall evaluate LTA's current contract with MV Transportation Inc. and Jovenes de Antano for industry standards and conformance with law, and make recommendations for current and future contract changes needed to support current service and staffing levels. Include documentation needed for driver training and certifications, dispatch procedures and insurance coverage. The Consultant will provide a report on third-party contract review.

## 10.0 Meetings & Public Participation

The development of the subject plan shall include at least eight (8) personal appearances by the consultant. The first meeting will be a project kick-off meeting that will serve to provide further detail on roles and responsibilities and to identify the data needed to accomplish full scope of the SRTP as identified above. At the kick-off meeting, consultant shall distribute the "decision maker survey" referenced above. Consultant shall prepare an agenda for kick-off meeting. There will also be at least two (2) technical working meetings with LTA staff. The consultant shall also conduct at least two (2) public participation meetings. One will be with the local stakeholder committee appointed by the LTA Board and another will be held with the general public. Once a draft of the plan has been prepared,

consultant shall meet with stakeholder committee once again to review content of draft document. After updating plan with stakeholder committee input, consultant will present draft plan to the LTA Board at a regularly scheduled meeting. After updating plan with LTA Board input, consultant shall present a final draft of the plan at a regularly scheduled LTA Board meeting and LTA staff will make a request to adopt the plan as presented.

#### 11.0 Final Plan Document

The consultant will assemble an executive summary and final report combining all of the task reports. The consultant shall provide an executive summary and final plan.

## Staff Report

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**To:** Council of San Benito County Governments  
**From:** Mary Gilbert, Executive Director      **Telephone:** (831) 637-7665 x. 207  
**Date:** September 19, 2019  
**Subject:** **Local Government Planning Support Grants Program Working Group**

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### Recommendation:

**APPROVE** Chairperson's Appointment of County Supervisor as Representative from the County of San Benito to the Central Coast Housing Working Group and **CONFIRM SUPPORT** of AMBAG as the Fiscal Agent of the Local Government Planning Support Grants Program for the Central Coast

### Summary:

The adopted FY 2019-20 California Budget includes a new Local Government Planning Support Grants Program (Program). The Program is established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities, to enable jurisdictions to meet the 6<sup>th</sup> Cycle of the Regional Housing Needs Assessment (RHNA). The Program will be administered by the California Department of Housing and Community Development (HCD). Under this new Program, funding will be allocated to mega-regions throughout the state. In the Central Coast, the funding will be allocated to a Central Coast Housing Working Group. Representatives to the Central Coast Housing Working Group who represent jurisdictions within San Benito County must be selected.

### Financial Considerations:

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 6<sup>th</sup> Cycle of the RHNA. Of this, \$125 million will go directly to local jurisdictions and the remaining \$125 million will go to regions. It is estimated that the Central Coast mega region will receive approximately \$8.5 million.

### Staff Analysis:

Staff is coordinating with the other Central Coast COGs to ensure that the requirements of the Program are met to maximize funding for the region.

### Central Coast Housing Working Group

The Central Coast Housing Working Group will select one of the four Central Coast COGs to be the fiscal agent which will staff the Central Coast Housing Working Group. The working group must be composed of one supervisor from each county, and two city members from each county.

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

The city members must represent one smaller and one larger city in the county. The city members will be appointed by the City Selection Committee. There are four COGs in the Central Coast Region: AMBAG, Council of San Benito County Governments (SBtCOG), San Luis Obispo County of Governments (SLOCOG) and Santa Barbara County Association of Governments (SBCAG).

The COG Chairperson will nominate and recommend to be appointed a San Benito County supervisor representative from COG on the Central Coast Housing Working Group. The City Selection Committee is expected to appoint City representatives at a meeting in early October.

Once formed, the Central Coast Housing Working Group shall notify all member cities and counties of its purpose, the composition of its members, its timeline for action and proposed meeting schedule. In the absence of agreement within the membership, HCD may select a fiscal agent for the multi-jurisdictional working group. HCD's decision shall be based on factors such as capacity and experience in administering programs. Staff from the four of the Central Coast COGs met to discuss these new requirements and recommend that AMBAG serve as the fiscal agent.

In consultation with HCD, each mega-region shall establish priorities and use funds allocated to:

- Sub-allocate funds directly and equitably to local agencies or sub-regional entities in a grant program for planning that will accommodate and develop housing and infrastructure that will accelerate housing production in a way that aligns with state planning priorities, housing, transportation, equity and climate goals.
- Provide local agencies with technical assistance, planning, temporary staffing or consultant needs associated with updating local planning and zoning documents, expediting application processing and other actions to accelerate additional housing production.
- Update a housing element to comply with state law.
- Supporting enhanced local planning activities, and environmental analysis that will support housing development and location-efficient housing consistent with adopted regional plans, including sustainable communities strategies.
- Providing funding for the formation or augmentation of regional, subregional, or local housing trust funds.
- Develop an improved methodology for the distribution of the 6<sup>th</sup> Cycle RHNA to further the statutory objectives per Government Code 65584(d).

The region shall develop an education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the 6th Cycle RHNA. By January 31, 2021, the Central Coast Housing Working Group must request all program funds and document strategies to meet housing goals.

### ***Timeline***

*Local Government Planning Support Grants: Regional Funds*

- November 30, 2019 – Deadline to form the Central Coast Housing Working Group and assign a fiscal agent in order to secure regional housing planning grant funds.
- Early 2020 – HCD releases guidelines and notice of funding availability.
- January 31, 2021 – Deadline to request Program funds and include a budget for the planning funds, amounts retained by the regional agency and any sub-allocations, identification of best practices at the regional and state level, a strategy for increasing adoption of best practices at the regional level where feasible, and an education and outreach strategy. HCD has 30 days to review the application and award regional funds.
- December 31, 2023 – Deadline for regions to expend funds.
- December 31, 2024 – Deadline for regions to submit final report on status of plans and use of planning grant funds.

*Local Government Planning Support Grants: Local Jurisdictional Funds*

- Early 2020 – HCD releases guidelines and notice of funding availability
- July 1, 2020 – Deadline for local jurisdictions to submit applications to secure jurisdictional housing planning grant funds.

**Next Steps**

Staff will work with the City Selection Committee to finalize the two city representative appointments. Staff will continue to work the other Central Coast COGs to work out the details of the new multi-agency working group formation, including a charter, schedule and draft outreach strategy.

Executive Director Review: \_\_\_\_\_

Counsel Review: N/A

## Staff Report

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**To:** Council of San Benito County Governments  
**From:** Mary Gilbert, Executive Director      **Telephone:** (831) 637-7665 x. 207  
**Date:** September 19, 2019  
**Subject:** **State Route 156/State Route 25 Roundabout Project**

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### Recommendation:

**DISCUSS and DIRECT STAFF** Regarding the State Highway Operations and Protection Program Project to Construct a Roundabout at the Intersection of SR 25 and SR 156

### Summary:

COG has requested updates and information about the proposed State Route 156/State Route 25 roundabout project. At various COG Board meetings, the Board has expressed concern with the following items:

- Use of funds for a project with a short-term useful life.
- Preference to use SHOPP funds along with Measure G funds to construct an interchange in lieu of the roundabout.
- Requests for information about alternatives to the roundabout that may have been considered, such as rumble strips near the intersection and improved lighting
- Concerns about the effective operations of roundabouts connecting two highly-traveled state highways.

### Financial Considerations:

The project is fully funded with State Highway Operation and Protection (SHOPP) funds made available through the State. SHOPP funds are programmed independently by Caltrans and are not available to local agencies or RTPAs for projects. The project budget is \$10 million.

The SHOPP is the State's "fix-it-first" funding mechanism for the rehabilitation and reconstruction of all state highways and bridges, including Interstate highways; the supporting infrastructure for those facilities such as culverts, traffic operations systems, safety roadside rest areas, and maintenance stations; and most importantly, to address safety and emergency repair needs.

The San Benito County Board of Supervisors adopted a resolution requesting that SHOPP funding for this project be reallocated to another project in San Benito County. The SHOPP program does not allocate funding on a regional basis and regions do not have programming authority over the funds, although Caltrans coordinates with the regions during development of the SHOPP.

Senate Bill 486 (SB 486) requires that Caltrans invest SHOPP funds consistent with the approved Transportation Asset Management Plan (TAMP). Similarly, federal transportation policies are implementing performance based funding criteria and performance targets focused on specific asset classes. The 2018 SHOPP has transitioned to performance driven asset management.

The State is statutorily required to identify projects based on strategic planning including the 2017 State Highway System Management Plan (SHSMP) and the 2018 Transportation Asset Management Plan (TAMP). The 2018 TAMP identifies at a broad level the maintenance and capital projects needed to achieve asset performance targets for pavement, bridge, culverts and TMS elements over a ten-year period ending in the year 2027.

Staff has consulted with regional and state representatives and has confirmed that, as reported at previous Board and Committee meetings, that funds de-programmed from a San Benito County project would be awarded to other projects that have cost overruns or that are already identified as consistent with the performance requirements by the State.

#### **Staff Analysis:**

Caltrans prepared a Project Study Report-Project Report to request programming in the 2018 SHOPP in June 2018. The funds were programmed by the California Transportation Commission. State guidelines require that SHOPP projects meet specific performance criteria and are consistent with the State's Transportation Asset Management Plan.

The Project Description in the Project Study Report states that the project will construct a roundabout in order to reduce the severity and frequency of collisions at the intersection.

Caltrans describes the purpose of the project is to improve the intersection of Route 25/156 by reducing the number and severity of collisions. The need for the project is triggered by the signalized intersection experiencing a pattern of broadside and rear end collisions due to a recurrence of red light runs. The project has a projected useful life of ten years.

COG's Technical Advisory Committee discussed the project at its March 2019 meeting and there was consensus among the group that the project was a viable solution to the safety concerns at the intersection. The TAC recommended that there be extensive public outreach and education about highway roundabouts in advance of project construction. The ten-year useful life of the project aligns with the potential construction schedule for the future interchange to be funded with State and Local (Measure G) funds.

Caltrans held a public open house on the project in June 2019. There were many community members in attendance, and following the open house COG has received verbal concerns from the public about the project, as well as some supportive comments. At the August TAC meeting, there was a short discussion among members of the Technical Advisory Committee and a request to bring an item to COG for discussion and public comment, and to allow COG to take formal action regarding the project.

An updated project fact sheet is attached for the Board's review (Attachment 1). COG last received a presentation by Caltrans on the project in March 2019 (Attachment 2). There was no action taken at that time.

Staff has met with Caltrans District 5 Director and other District staff to discuss opportunities for coordination and public outreach in light of the perceived public opposition to the project along with the recent adoption of resolutions by the City of Hollister and County of San Benito to oppose the project.

Staff is seeking input and direction from the Board on any preferred action regarding the roundabout project. There is no official public comment period for the project at this time or in the future, and the project is in the design phase. The Board may still direct staff to prepare a resolution or other correspondence to be sent to Caltrans and/or the California Transportation Commission.

Executive Director Review: \_\_\_\_\_

Counsel Review: N/A

Supporting Attachments: 1. Project Fact Sheet

2. Presentation Slides – March 2019

# State Route 156/25 Roundabout Project

## Project Description

This project is intended to address the existing safety needs at this intersection. The long-term vision to realign and widen State Route 25 would include an interchange at this location. The long-term vision to realign, widen and construct an interchange project is part of San Benito Council of Governments 40-year plan and dependent on future funding.



## Project Cost

Support Costs:	\$3.0 million
Construction & R/W Capital:	\$7.7 million
<b>Total:</b>	<b>\$10.7 million</b>

The project is fully funded through State Highway Operations and Protection Program (SHOPP).

## Project Schedule

Environmental	Completed June 2018
<b>Design *</b>	<b>August 2020</b>
<b>Right-of-way*</b>	<b>April 2020</b>
Construction start	Summer 2021
Construction end	Winter 2021
Open to public	Winter 2021

*\*current phase*



Brandy K. Rider, Project Manager  
Department of Transportation - District5  
50 Higuera Street, San Luis Obispo, CA 93401  
805-549-3620



*Last Updated June 25, 2019*

# State Route 156/25 Roundabout Project

## Comparable Existing Roundabout Intersections

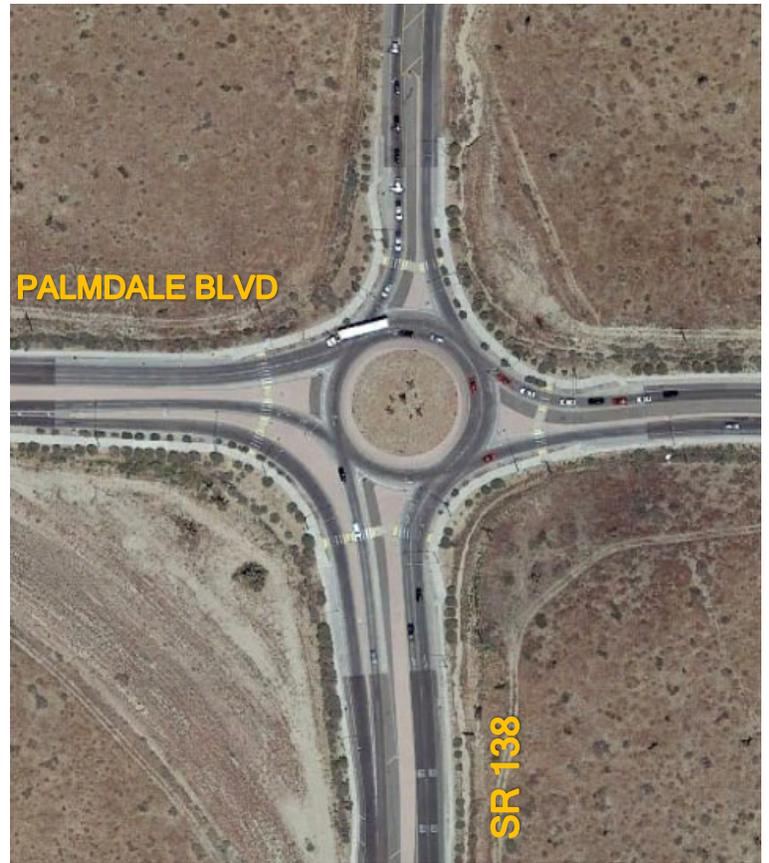
### Intersection of Palmdale Blvd, 50th Street, and 47th Street in Palmdale, CA

This intersection is located near Palmdale, CA and experiences traffic and truck volumes similar to the SR 25/156 location.

While there are some similarities between roundabout locations each location is unique in it's own way and requires a thoughtful and attentive approach in order to accommodate it's own unique elements.

To review this location and the surrounding area follow this link:

<https://goo.gl/maps/7MavTbUTFS5Lr7zE7>



### Intersection of I-205/ West Grant Line Road/ South Kasson Road

This intersection is located just outside Tracy, CA and is adjacent to Amazon, Crate & Barrel, and Kelloggs warehouses and therefore experiences high truck volumes.

<https://goo.gl/maps/Ne7JPAUNehAPDMgB6>



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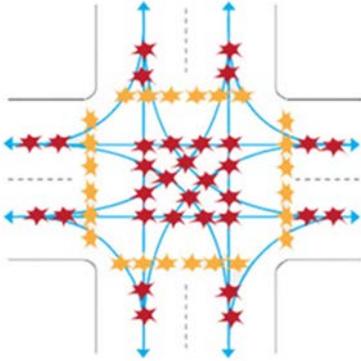


# State Route 156/25 Roundabout Project

## Frequently Asked Questions

### REGULAR INTERSECTION

32 Vehicle to Vehicle Conflicts



### Why a roundabout ?

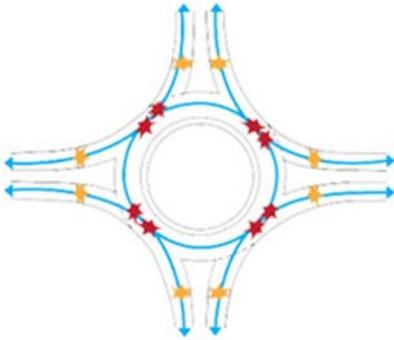
A roundabout will offer a good solution to safety and capacity problems at the intersection. At intersections where roundabouts have been installed in California replace existing intersections, collisions have been reduced. The purpose of this project is reduce the severity of collisions and fatalities, the roundabout would accomplish this.

### How will a roundabout be better than a signal?

Since 2011, Caltrans implemented several small projects that modified the existing signal. These modifications include adjusting the signal timing, installing “signal ahead” signs, installing flashing beacons, and upgrading the size of the signal heads. Although these countermeasures have had some benefit, the replacement of the signalized intersection with a roundabout will achieve the safety benefit to reduce the severity of collisions at this location.

### MODERN ROUNDABOUT

8 Vehicle to Vehicle Conflicts



### How will large trucks be accommodated?

The roundabout is a 2-lane design, the design reflects the need to address both traffic volumes, including truck volumes that use the intersection today and into the future. Features to accommodate all the turning movements of a tractor trailer rig are including in this design. An example of a design feature to accommodate the sweep of the trailer wheels as it makes it way through the roundabout, a truck apron (mountable truck apron) is constructed around the inside of the roundabout.

### Why is an interchange not being considered for this intersection?

An interchange at SR25/156 is the long-range improvement planned as part of the larger SR 25 Expressway Conversion Project. Prior to Measure G being passed, funding for the widening and the interchange was not available. The Caltrans State Highway Operation and Protection Program, which funds safety projects identified the need to address safety at this location in the interim. The proposal to place an interchange at this location will not be finalized, under best case scenarios, until 2028. In the short-term, Caltrans is addressing this safety need until the long-range plan of an interchange can be implemented.

### How will the roundabout operate in a high-speed setting?

Although the proposed roundabout is located at the junction of two high speed rural routes, the roundabout design would emphasize speed control. Design features would control the speed that vehicles enter, navigate and exit the roundabout. Lower vehicle speeds could provide the following safety benefits:



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**State Route 25/156 Roundabout**  
**San Benito Council of Governments, March 21<sup>st</sup>, 2019**  
**Brandy Rider, Project Manager**



## PROJECT SCHEDULE

- Environmental Complete June 2018
- **Design\*** **August 2020**
- **Right-of-Way\*** **April 2020**
- Construction Start June 2021
- Construction End & Open to Public December 2021

*\*Current phase*

# Project Need

Number of Collisions					Collision Rate	
Total	Fatal	Injuries	Wet	Dark	Actual Total (MV)	Statewide Average *Total (MV)
37	0	16	1	8	1.11	0.5

*Rates are collisions per million vehicles (MV).*

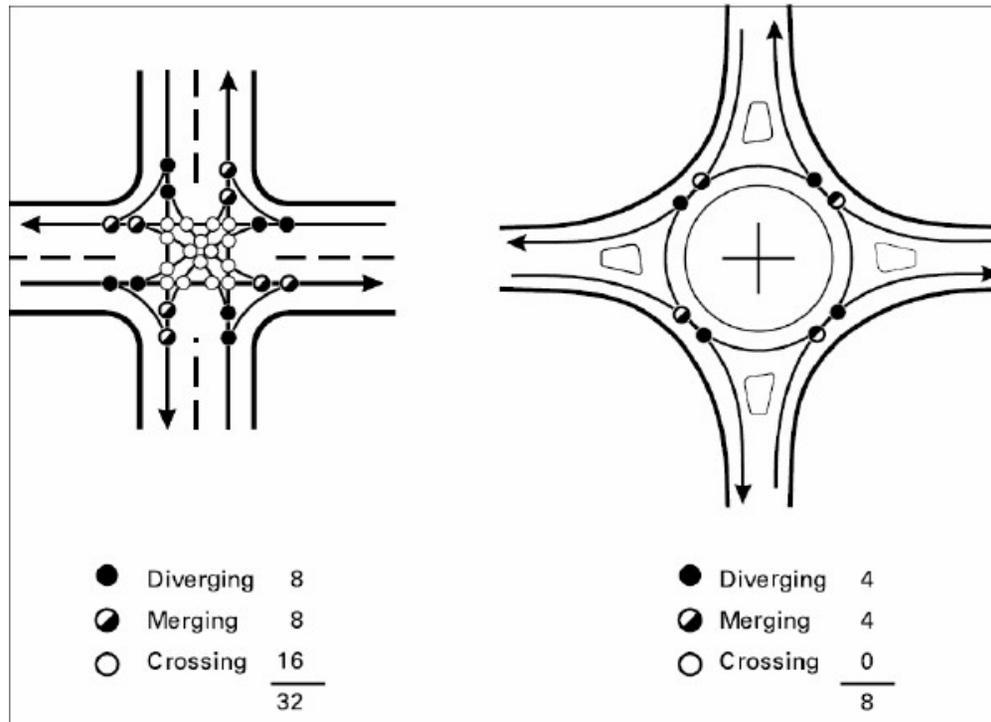
*\*Statewide average collision rate for similar facilities*

# Summary of Intersection Control Evaluation

Signal Control (Modification)	Yield Control (2-lane Roundabout)	Yield Control (3-lane Roundabout)
<ul style="list-style-type: none"> <li>• Under capacity under existing conditions.</li> <li>• Under capacity in 2035 (w/ improvements).</li> <li>• An additional through lane is required on all four approach to meet 2035 traffic demand</li> <li>• Similar safety performance as existing intersection</li> </ul>	<ul style="list-style-type: none"> <li>• Overcapacity</li> <li>• Acceptable average level of service in 2035 (LOS B or better) during peak hours of operation</li> <li>• Cause delay on all traffic going through the intersection, although minor.</li> <li>• Inadequate queue storage.</li> <li>• New intersection control in CA, potential controversy.</li> <li>• Reduce or eliminate high severity collision pattern (broadsides)</li> <li>• Reduce collision costs</li> <li>• Proven safety performance in CA and US</li> <li>• B/C ratio greater than one</li> </ul>	<ul style="list-style-type: none"> <li>• Under capacity in 2035</li> <li>• New and unproven intersection control in CA</li> <li>• Unproven safety performance in CA, would not exhibit the same safety reduction characteristics as single or double lane roundabouts due to higher entry speed</li> <li>• Reduce the number of conflict points compared to traditional (signal/stop sign) intersection control</li> </ul>

# Conflict Points

Reduction of conflict points from 32 to 8 compared to a traditional intersection.



Source: Federal Highway Administration. 2000. Roundabouts: An Informational Guide. Report No. RD-00-067. Washington, DC: US Department of Transportation.

# Preliminary Design



## Other Potential Solutions

- Temporary Safety Solutions (2-5 year life)
  - Existing flashing beacons installed on all 4 approach legs of the intersections
  - Increase the diameter of the signal heads from 8" to 12" diameter to be installed in Spring/Summer 2019
- Interim Safety Solution (15 + year life)
  - Proposed Roundabout
- Long-term Safety & Congestion Solution (40+ year life)
  - Grade separation (interchange/under or over-crossing)

QUESTIONS?





## Staff Report

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To: Council of San Benito County  
From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x.207  
Date: September 19, 2019  
Subject: **San Benito County Measure G**

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### Recommendation:

**DISCUSS** Measure G Strategic Plan Objectives and Provide Direction to Staff

### 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 Technical Advisory Committee 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. 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](http://www.sanbenitocog.org).

Staff will provide updates to the Board 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

An updated cash flow analysis and draft strategic plan will be provided to the Board at its October meeting.

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 mph<sup>1</sup>. 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

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<sup>1</sup> 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 volumes<sup>2</sup>. 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

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<sup>2</sup> 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 Improvements<sup>3</sup>

- 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

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<sup>3</sup> 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:

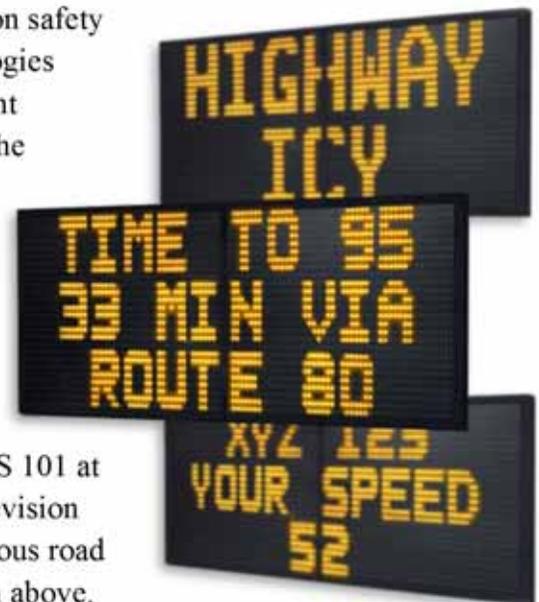
- The Park and Ride lot encourages local residents to share rides which reduces congestion.
- New signage and/or marketing could increase public awareness and utilization of the facility.
- Minimal capital investment is required.

### **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
<b>Safety and Operational Enhancements</b>						
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
<b>SR 25 Widening</b>						
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) <sup>3</sup>	\$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 <sup>2</sup>	\$590	\$50	\$20	\$70	\$90	\$820
Intelligent Transportation Systems <sup>3</sup>	\$1500	\$0	\$50	\$180	\$220	\$1950

	Annual Cost
County Express Bus Service - Additional Route <sup>4</sup>	\$100
Additional CHP Enforcement, Call Boxes and Freeway Service Patrol <sup>5</sup>	\$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.