



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

**REGULAR
MEETING AGENDA**

DATE: Thursday, October 3, 2019
2:00 p.m.

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

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

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

2:00 P.M. CALL TO ORDER:

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

CONSENT AGENDA:

1. **APPROVE** TAC Meeting Minutes dated August 1, 2019 – Gomez
2. **APPROVE** TAC Meeting Minutes dated September 5, 2019 – Gomez

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

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REGULAR AGENDA:

3. **State Route 156/25 Roundabout Project – Gilbert**
 - a. **RECEIVE** Update from Council of Governments Board Meeting
 - b. **DISCUSS** Proposed Safety Improvement Alternatives in Lieu of a Roundabout at the Intersection
4. **RECEIVE** Update on Santa Clara/San Benito Mobility Partnership and the SR 25/101 Interchange Project – Gilbert

ADJOURN TO MEETING OF NOVEMBER 7, 2019 AT 2:00 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 Technical Advisory Committee 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.

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CERTIFICATE OF POSTING

Pursuant to Government Code Section #54954.2(a) the Regular Meeting Agenda for the Council of San Benito County Governments Technical Advisory Committee on **October 3, 2019**, at **2:00 p.m.** was posted at the following locations freely accessible to the public:

The front entrance of the Old San Benito County Courthouse, Monterey Street, Hollister, CA 95023, and the Council of Governments Office, 330 Tres Pinos Road, Suite C-7, Hollister, CA 95023, at the following date and time:

On the 30th day of September 2019, on or before 1:00 p.m.

The meeting agenda was also posted on the Council of San Benito County Governments website, www.sanbenitocog.org, under Meetings, TAC, 2019 Meeting Schedule.

I, Monica Gomez, swear under penalty of perjury that the foregoing is true and correct.

BY:


Monica Gomez, Secretary II
Council of San Benito County Governments

Agenda Item: _____

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

August 1, 2019 2:00 PM

DRAFT MINUTES

MEMBERS PRESENT:

Mary Gilbert, Council of Governments; Heather Adamson, Association of Monterey Bay Area Governments; Socorro Zendejas, City of Hollister Engineering Department; Harry Mavrogenes, San Benito County Resource Management Agency; Jill Leal, Caltrans District 5; Todd Kennedy, City of San Juan Bautista

OTHERS PRESENT:

Melissa Schick and David Leifer, KNN Public Finance;
Veronica Lezama, Monica Gomez, Council of Governments

CALL TO ORDER:

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

CERTIFICATE OF POSTING:

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

PUBLIC COMMENT: None

MEMBER ANNOUNCEMENTS:

Heather Adamson reported that planners should have received an invitation to the Planning Directors Forum, which is hosted by AMBAG. The meeting is scheduled for August 29th at 2:00p.m. at the library in Marina. There will be discussion about the Regional Growth Forecast process, the new Housing Trailer bill legislation, and the development of the MTPSES update.

Harry Mavrogenes asked about the status of SB277 and the extent of impacts for Measure G programs.

Mary Gilbert stated that SB277 was still moving through committee and looked like it would end up in the Governor's hands on whether he wants to veto it or not. She said that Santa Barbara, San Luis Obispo, San Benito and Merced County opposed SB277. All other self-help counties in the state are in favor. Regarding impacts to Measure G programs, she said that it's difficult to estimate. The competitive pot would drop to about \$30 million statewide the smaller counties and regions can compete for it but it would be highly unlikely to get that much from that program.

Todd Kennedy announced that the City of San Juan Bautista hired Don Reynolds as the new City Manager. He has been on board with the City for about one month. He also mentioned that he is putting together a committee with several City and County agencies to review applications for special events in San Juan Bautista to ensure that they run more efficiently. He mentioned that San Juan Bautista will be holding a 150th Anniversary Celebration (parade and picnic) September 7th and 8th, as well as a Sip & Stroll event on September 8th. Lastly, he reported that with regards to their Housing Element, they will be holding a public workshop on August 13th and on September 3rd the Planning Commission should be making a recommendation for adoption to the City Council.

Mary Gilbert announced that the Santa Clara/San Benito Mobility Partnership will have its next meeting August 8th. They will be looking at the design alternatives for the HWY 25/101 Interchange to try to select a preferred alternative. The partnership made a tentative selection at its last meeting but it required additional design review by Caltrans. She stated that she will be bringing the State Route 152 Realignment proposals to the TAC for review at a future meeting. Lastly, she announced that Chris Armstrong is the new California Highway Patrol Captain for this region and he should be joining TAC at a future meeting.

REGULAR AGENDA:

1. RECEIVE Update on Measure G Cash Flow Model and Strategic Plan and RECOMMEND Preferred Funding Scenario for Inclusion in the Strategic Plan – Gilbert

Mary Gilbert provided an update on the San Benito County Measure G. Staff is continuing steps for implementation of Measure G. The tax has been collected since April 1, 2019 and first distributions of funds to COG will occur in July of 2019. Staff will be developing a Local Jurisdiction Funding Agreement with the input of local staff to ensure that all requirements for funding are clearly addressed by both COG and the local jurisdictions. The Citizens' Oversight Committee first meeting is scheduled for August 5.

Mary Gilbert reported that the Cash Flow Model analysis and funding assumptions have been updated. She introduced Melissa Shick and David Leifer with KNN Public Finance who provided a detailed update to TAC members.

The TAC questioned the Measure G Revenue Projections on page 5 of the handout because it showed the County Unincorporated area more than doubled between 2016 and 2018.

Mr. Leifer stated that they would have to go back and take a closer look at those revenue projections for the County Unincorporated area.

There was some discussion about bonding.

Harry Mavrogenes stated that his experience with building these projects is that they quickly start to spin out of budget the cost estimates are already at a high level. He said he was concerned that we won't be able to deliver the Highway 25 project in any reasonable time. He asked if instead of building an expressway, they could look at a 4-lane Highway within the existing right of way which would be cheaper to build and possibly delivered earlier.

Mary Gilbert explained that the idea had already been looked at in a study that was completed a couple of years ago which included some design alternatives. She stated that it was determined that you could not build 4-lanes within the exiting right of way.

TAC members mentioned that the project had been revisited a few years ago and the project would require substantial design exceptions to build within existing right of way.

Mr. Mavrogenes stated that he would like to keep the option to maybe revisit it because the reality is they may not be able to build the project in a reasonable timeframe. He also mentioned that the \$10 million dollars for the Roundabout project is a waste because it is going to be torn out in a few years. He asked why the \$10 million can't be put towards the 4-lane project to get it going and in the future as they generate more money the project can be enhanced. He said that they can work with Caltrans to make any exemptions that are needed to get the project done sooner and get the traffic relief that is needed.

Veronica Lezama stated that with regard to the Roundabout, the \$10 million dollars in SHOPP funds is safety money that could not be put towards the larger Highway 25 project. If the funds are not used they go back to the state to go towards another safety project.

Mr. Mavrogenes asked if you could transfer the money to other regions and swap the funds for less restrictive money.

Heather Adamson stated that you could do it for federal and state swaps but safety funds would go to some other region for another project on the SHOPP list.

Mary Gilbert mentioned that the work that is being done through the VTA and the Mobility Partnership all ties together, the 25/101 Interchange will provide some congestion relief. In addition, the 152 trade corridor may also take away a portion of Highway 25 traffic onto that new corridor so we're in a spot where we have to keep our options open.

Mr. Mavrogenes mentioned that the public and County Supervisors were not happy with the roundabout meeting that Caltrans held a couple of weeks ago. He asked if there was a way to place an item on the next COG agenda to allow more discussion.

Ms. Gilbert stated that she would check with the COG Chair about placing an item for discussion on the agenda. She mentioned that the COG Board has had extensive discussion on the item and they have not taken action to take a position in opposition or in favor of the project.

There continued discussion about the different cash flow model scenarios.

There was consensus from the Committee to recommend looking at the Scenario 2 option in the way of continuing some reasonable cash flow for the local jurisdictions during the drought time. And also, to talk to the COG Chair about potentially revisiting the Highway 25 4-Lane project.

Upon a motion duly made by Harry Mavrogenes, and seconded by Todd Kennedy, the Committee approved the above noted recommendation to the COG Board. Vote: 6/0 motion passes

Staff will provide the TAC with an update at the next meeting.

2. COMMENT on the Draft 2019 Public Participation Plan – Lezama

Veronica Lezama reported that the Association of Monterey Bay Area Governments (AMBAG) is the lead agency in the preparation of the Draft 2019 Public Participation Plan. The Plan was prepared in coordination and consultation with our partner agencies: Santa Cruz County Regional Transportation Commission (SCCRTC), Transportation Agency for Monterey County (TAMC), San Benito County Local Transportation Authority (LTA), Santa Cruz Metropolitan Transit District (SCMTD) and Monterey-Salinas Transit (MST).

Heather Adamson provided an overview of the key dates for developing the 2019 Public Participation Plan. AMBAG will hold a Public Hearing on the Draft 2019 Plan at its Board of Directors meeting on August 14th. COG will hold a Public Hearing on the Draft 2019 Plan at its COG Board meeting on August 15th. The public comment period closes on August 28, 2019. She asked that any comments be funneled through COG.

Veronica Lezama stated that comments could be forwarded to COG staff.

Upon a motion duly made by Heather Adamson, and seconded by Harry Mavrogenes, the Committee Adjourned the TAC meeting at 3:34 p.m. Vote: 6/0 motion passes

ADJOURN TO MEETING OF SEPTEMBER 5, 2019 AT 2:00 P.M.

Agenda Item: _____

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

September 5, 2019 2:00 PM

DRAFT MINUTES

MEMBERS PRESENT:

Mary Gilbert, Council of Governments; Heather Adamson, Association of Monterey Bay Area Governments; Harry Mavrogenes, San Benito County Resource Management Agency; Jill Leal, Caltrans District 5(via-teleconference); Don Reynolds, City of San Juan Bautista; Chris Miceli, California Highway Patrol

OTHERS PRESENT:

Will Condon, AMBAG Planner; Monica Gomez, Council of Governments

CALL TO ORDER:

Mary Gilbert called the meeting to order at 2:01 p.m.

CERTIFICATE OF POSTING:

Upon a motion duly made by Heather Adamson, and seconded by Chris Miceli, the Committee acknowledged the Certificate of Posting. Vote: 5/0 motion passes

PUBLIC COMMENT: None

MEMBER ANNOUNCEMENTS:

Jill Leal, Caltrans Planner, stated that on August 23rd COG staff forwarded a flyer on her behalf announcing a call for projects for FY 2020/2021 Caltrans Sustainable Transportation Planning Grants upcoming workshop. Caltrans District 5 will be hosting the Workshop on September 12, 2019 from 1:30 p.m. - 3:00 p.m. in San Luis Obispo. The deadline to submit applications is October 11, 2019 by 5:00 p.m. She asked that those interested in attending the workshop R.S.V.P. to Hana Mengsteab, Caltrans District 5 Grant Liaison.

TAC members asked if the workshop would be available by webcast.

Jill Leal said she would have to find out if webcast is an option and report back to TAC.

Mary Gilbert announced that COG received a planning grant for the Highway 156 Corridor to look at access and transition once the 156 expressway is constructed. They will take a look at bicycle and pedestrian trail connecting Hollister to San Juan Bautista. They will also look at other pedestrian access at the Alameda, Union Road, and Buena Vista Road.

Don Reynolds, City of San Juan Bautista City Manager, said that the City would like to work in partnership with COG because they are working with the Local Government Commission and looking at a Caltrans Grant for a Safe Routes to School application for the same intersection.

Mary Gilbert said that she would forward Mr. Reynolds the grant scope to avoid any duplication.

Heather Adamson informed Caltrans that AMBAG will be looking at submitting their joint six MPO Land Use Scenario Development Analysis application from last year with some changes.

Mary Gilbert mentioned that staff is also looking at submitting an application for a Short Range Transit Plan for the Local Transportation Authority.

Harry Mavrogenes joined the meeting at 2:07 p.m.

CONSENT AGENDA:

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

*Upon a motion duly made by Heather Adamson, and seconded by Jill Leal, the Committee approved Item 1.
Vote: 6/0 motion passes*

REGULAR AGENDA:

2. RECEIVE Information Identifying Caltrans District 5 Projects in the 2018 SHOPP, 2020SHOPP, and Project Initiation Documents (PIDs) that are in Progress – Gilbert

Mary Gilbert provided information on Caltrans District 5 projects in the 2018 SHOPP, 2020 SHOPP, and Project Initiation Documents that are in progress.

Ms. Gilbert mentioned that with regard to the Highway 25/156 Roundabout Project, the City of Hollister recently approved a resolution in opposition to the project and the County Board of Supervisors will be doing the same. The item will also be on the next COG meeting agenda. Tim Gubbins, Caltrans District 5 Director will also be present at the next COG meeting.

Harry Mavrogenes stated that the County Board of Supervisors would be passing a similar resolution opposing the project at their next meeting. He stated that the only thing the County resolution adds from the City of Hollister's resolution is that they are asking that funds be reprogrammed and reutilized in the County and that the project have a grade separation to separate and not mingle with traffic at that intersection.

Mr. Mavrogenes asked if it would weigh in on Caltrans' decision if the City of Hollister and County both say they don't want the project.

Jill Leal from Caltrans stated that it was her understanding that it does not, the Roundabout Project would still move forward. She mentioned that Brandy Rider, the Project Manager had communicated that information at multiple meetings and she's talked to multiple members of the COG Board. She said that Brandy Rider would also be at the next COG meeting with Tim Gubbins to answer any questions from the COG Board about the project and funding.

Ms. Gilbert noted that the funds had already been programmed in the SHOPP by the California Transportation Commission (CTC).

Mr. Mavrogenes asked who else would have to go to in order to elevate the conversation because there has to be a way to stop something that the community doesn't like. He stated he didn't understand why Caltrans was not being responsive.

Ms. Gilbert stated that the larger discussion would occur with Tim Gubbins Caltrans District 5 Director and the COG Board.

Mr. Mavrogenes asked who would be the person to speak to beyond Tim Gubbins.

Jill Leal stated that it had just been announced the day before that Governor Newsom appointed the new Director of the California Department of Transportation, Adetokunbo "Toks" Omishakin.

Ms. Gilbert reviewed the 2020 SHOPP Candidates for Project Programming. She mentioned that part of what Caltrans would like local agencies to do, if they have local projects, is in some way may tie in to what they're doing. The goal is to have early coordination to see if there is an opportunity to share resources and save some money.

Mr. Mavrogenes asked if it was too late to add projects to the 2020 SHOPP list. Mr. Mavrogenes said his question related to a grade separation at Highway 156 over Highway 25 in lieu of a roundabout.

Jill Leal stated that she would have to find out if local agencies could still add projects to the 2020 SHOPP list. She asked that any proposed projects be sent to her and she will verify with Garin Schneider at the Caltrans Planning Department.

Ms. Gilbert stated that there was not much funding in the 2020 SHOPP, but it would most likely be possible to add projects in the 2022 SHOPP.

Ms. Gilbert asked the TAC to please copy her on any projects that are sent to Caltrans.

3. RECEIVE Update on 2022 Regional Growth Forecast and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy – Lezama/Adamson

Heather Adamson provided an update (PowerPoint handout) on what AMBAG is doing to update the Regional Growth Forecast and the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and answered questions from TAC members.

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

Ms. Gilbert mentioned that Veronica Lezama of COG staff will be contacting local jurisdictions to get their project lists. COG will separately be putting together its own Regional Transportation Plan, a stand-alone document that complements the MTP/SCS. She noted that COG does not have any say on what projects the City or County include in their lists.

Ms. Adamson stated that AMBAG's project list will be the same as COG's project list, but it will also include Santa Cruz and Monterey project lists as well.

Mr. Mavrogenes asked if the list that the County is currently working on to utilize future funds from the Measure G is the list that she would need.

Ms. Gilbert stated that for the RTP they would be looking for the more regionally significant projects. They would be doing more of a lump sum for street and road projects.

Mr. Mavrogenes inquired who was holding us to the California Air Resources Board (CARB) newly issued greenhouse gas reduction targets of three percent.

Ms. Adamson said that the state is holding the tri-county region and the SCS to that number. She said that considering that the plan will be adopted in 2022, she was not too concerned about the three percent number. She said everyone is focusing on the 2035 number.

Mr. Mavrogenes asked if they are not going to find themselves entrapped where by adopting these goals they can't finish the 101/25 Interchange and the Highway 25 Project.

Ms. Adamson said no, the 101/25 Interchange Project is currently listed in the RTP and MTP as a project that is funded by VTA. The Highway 25 Project is also on the list.

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

Ms. Gilbert said that with regards to the Growth Forecast, there was some discussion with the City of Hollister about having some sort of growth management ordinance and the County is looking at more inclusionary housing.

Ms. Adamson stated that they met with Mr. Mavrogenes and staff yesterday and they have a similar meeting scheduled with the City of Hollister next week. She said they are trying to meet with some of the larger jurisdictions to get preliminary estimates to ensure that they're on the right track before they come out with draft numbers.

4. DISCUSS Measure G Strategic Plan and Provide Input to COG – Gilbert

Ms. Gilbert reported that COG has received approximately \$2 million in the separate tax account. No Measure G funds have been expended to date because we still have to work out our local funding agreements and some other items related to our Strategic Plan. Ms. Gilbert has reached out to local jurisdiction staff to put together a meeting to make sure that they go over all of the components of what the tax sharing agreement will look like so that once there is a balance available the funds can be distributed. The things that would be up for consideration are should it be reimbursable or should the allocation go to the locals and they provide documentation of how the money was spent. She said that the most important thing is to make sure that the Citizens Oversight Committee have clear information so they can see that the funds were used as they were intended. It might make more sense to make upfront payments versus doing it reimbursable.

Don Reynolds asked if a Pavement Management Program was required.

Ms. Gilbert said that there was a Pavement Management Program requirement as well as participation of Traffic Impact Fees.

Ms. Gilbert reported that the Citizens Oversight Committee held its first meeting on August 5, 2019. The next meeting is scheduled on October 28, 2019. She said she will be coordinating with local jurisdictions on a couple of presentations. They wanted to hear about Pavement Management and how projects get picked.

Regarding the Strategic Plan, Ms. Gilbert stated that 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. The focus on the first two years is to focus on getting local projects done and then focusing on accelerating the Tier 1 Highway 25 Project.

Ms. Gilbert reported that the Highway 25 4-lane Expressway project is currently included in the model at full buildout 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 COG staff, County and City staff, and regional partners at Santa Clara Valley Transportation Authority to review project delivery concerns for the project.

Ms. Gilbert stated that in 2016, COG completed an analysis of alternatives to the Highway 25 Expressway Project in an effort to identify improvements to the corridor that could be more feasible in the short-term. At the request of the Committee at its last meeting, staff included the recommended projects from the study as an attachment to the staff report. She said that she was bringing this up because if we're in a position where we can't fund the full 25 Expressway Project it's a question of do we want to consider looking at funding an interim project. The Expressway is the ultimate configuration on the Highway, but would a conventional locally funded project be something that we can do. She mentioned that it was a Caltrans facility so we would have to coordinate with Caltrans.

Mr. Mavrogenes stated that the reality is we can't afford to fund a \$280 million Caltrans project. He said the SB1 situation cuts off some funding as well as what's happening with the City of Hollister if they end up reducing the number of units which reduces the amount of Impact fees, which will also impact the project. He said that looking at Caltrans timeline to build the Project, he couldn't see our residents waiting 10-12 years for improvements. He said that the message he keeps getting from his Board of Supervisors is to build the 4-lanes on existing right-of-way utilizing our local funds. It's not going to be as expensive and it will get done a lot sooner. He said he was hoping that with KNN they could look at funding scenarios that would bring a bond issue out a lot sooner and also it would not impact our funding stream for local roads.

Ms. Gilbert stated that she spoke with the engineer who put the alternative analysis together and she will be engaging them for a short term hourly/rate engineering contract to help us convene a discussion group. She said that it would be beneficial to get the expertise of the people who worked directly on the corridor design. Head Engineer Tim Lee is very familiar with the corridor, he did the 25 Safety Project and he also did the 25/101 Interchange Project EIR. He has worked with the local jurisdictions and Caltrans on putting a project together out there.

Mr. Mavrogenes asked if the limits they would be looking at is only the existing right-of-way.

Ms. Gilbert said that they would not just look at the existing right of way because that has been rejected several times. However, there is a plan for a widening conventional highway two new travel lanes and using the two existing lanes.

Mr. Mavrogenes said that the study he reviewed did show the 100 ft. right-of-way and the ability to do the 4 travel lanes and the shoulder within 100 ft.

Ms. Gilbert noted that it was a rejected alternative that required design exceptions.

Mr. Mavrogenes said that anything you do would require design exceptions from Caltrans because they don't like the access to farm roads. He asked what kind of timeline they would be looking at.

Ms. Gilbert stated that they would be looking at about 5 years to get to the construction phase, but it could be accelerated. She said that she would like to get an updated timeline for the different scenarios that they have. She said it will take some time because they still have to do an environmental process, design process, and if there right-of-way acquisition.

Mr. Mavrogenes stated that the environmental process would be a lot easier in the existing corridor because it's already built out so you don't need mitigations. He said that you should be able to lean off of the document that's already done, it would be a lot cheaper and quicker.

Ms. Gilbert mentioned that they had already done some acquisition out there when they did the 25 Safety project. She noted however, that there may be some issues with consolidating driveways because there were some property owners who simply refused to give access across and did not grant the easement.

Mr. Mavrogenes said that Caltrans has done this type of exception in the Bay area, in Napa County Highway 29 Jameson Canyon Project that connects Highway 29 to 80. He said it's a similar project built within minimum right-of-way and it has access to the farms and seems to be working well.

Don Reynolds asked if they are familiar with the new 400 acre test track commercial development.

Ms. Gilbert said that they are aware, it is all being factored in.

Ms. Gilbert stated that staff will be bringing back information to the COG Board with some of the draft pieces of the Strategic Plan at the September meeting. She will also provide an update to the TAC next month.

Ms. Gilbert mentioned that another announcement about Highway 25 and the existing timeframe is that COG is looking at partnering with the California Highway Patrol to get some additional enforcement. Staff will also be looking at other safety corridor opportunities that may be available.

5. DISCUSS Potential Update to the San Benito County Traffic Impact Mitigation Fee Nexus Study – Gilbert

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

Ms. Gilbert asked Heather Adamson if they would have to use the newer updated model for the impact fee nexus study next year.

Ms. Adamson said that they wouldn't have the new activity base model ready however, the consultant could still use the older 2040 model results and extrapolate out using some type of trend line analysis if you want to go beyond 2040.

Don Reynolds asked if there is both a regional fee and a local fee.

Ms. Gilbert stated that she was only familiar with the regional fee. She mentioned that COG doesn't oversee it and has no authority over any of it. It goes right to the locals to be spent. She said if they do an update to the nexus study she would like to put some procedures in place of how these funds are being used. To ensure that funds are dedicated to certain projects that need to be available when the project is ready.

Mr. Reynolds stated that the next update is on their radar, but it probably wouldn't be until the first of the year.

Ms. Gilbert said that there will be more to come probably around March of next year. She asked the Committee to contact her if they have any questions.

Upon a motion duly made by Heather Adamson, and seconded by Harry Mavrogenes, the Committee voted to Adjourn the TAC meeting at 3:18 p.m. Vote: 6/0 motion passes

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



Agenda Item: _____

Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director **Telephone:** (831) 637-7665 x. 207
Date: October 3, 2019
Subject: State Route 156/State Route 25 Roundabout Project

Recommendation:

- a. **RECEIVE** Update from Council of Governments Board Meeting
- b. **DISCUSS** Proposed Safety Improvement Alternatives in Lieu of a Roundabout at the Intersection

Summary:

In September, the COG Board 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.

The COG Board directed staff to prepare a resolution in opposition to the roundabout concept and directed staff to meet with and coordinate proposed alternatives with the San Benito County Resource Management Agency.

Financial Considerations:

The roundabout 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

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areas, and maintenance stations; and most importantly, to address safety and emergency repair needs.

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 is currently researching opportunities to expand on the SHOPP funding for the project area through the Interregional Transportation Improvement Program or Cycle 2 of the Trade Corridors Enhancement Program. The ITIP funds are not currently programmed and future programming capacity is not available until the 20202 cycle.

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 or 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.

The 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 Committee'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.

Proposed Alternatives

As directed, staff met with the San Benito County Resource Management Agency to discuss alternatives to a roundabout at the intersection. The RMA identified two alternatives:

- A. Extend merge lanes on all lanes of the 25/156 intersection by 1 mi. each (Estimated Construction Cost \$5 million)
 - A 1,500 ft. lane extension at the intersection is included as an interim project in the Highway 25 Design Alternatives Analysis (2016).
 - B. Construct a 2-lane overcrossing for Highway 156 EB and WB Traffic (Estimated Construction Cost \$10-15 Million).
 - Design should accommodate future interchange/four lanes on SR 156 to minimize throwaway
 - County engineering staff will provide more information on cost estimate and a proposed design sketch

Following the TAC meeting, staff will coordinate with Caltrans District 5 to discuss the proposed alternatives.

Executive Director Review:

Counsel Review: N/A

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
Total:	\$10.7 million

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

Project Schedule

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

**current phase*



Brandy K. Rider, Project Manager
Department of Transportation - District 5
50 Higuera Street, San Luis Obispo, CA 93401
805-549-3620



State Route 156/25 Roundabout Project

Comparable Existing Roundabout Intersections

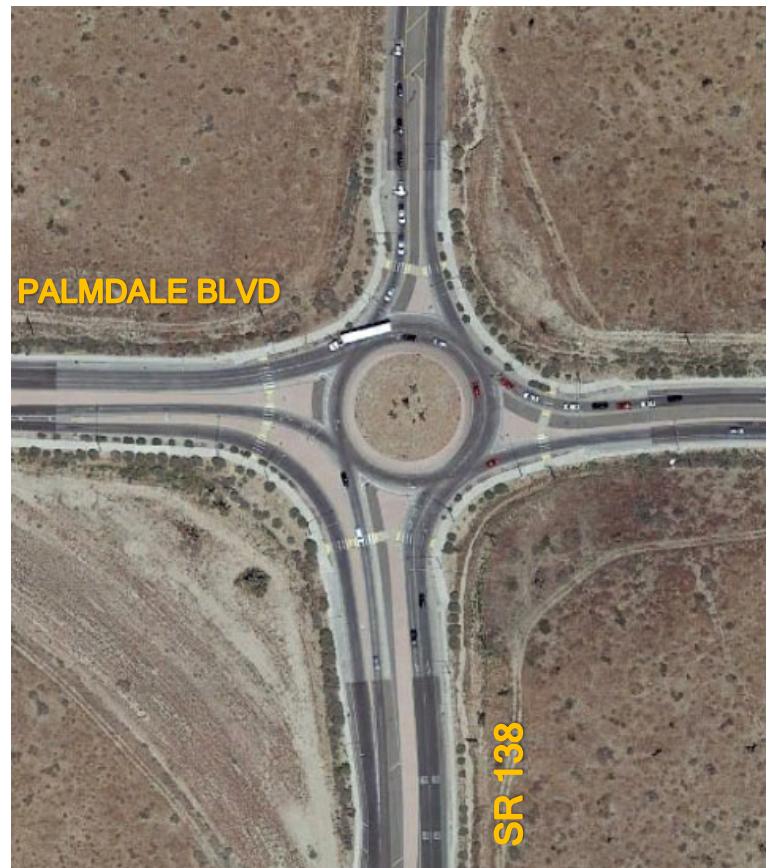
Intersection of Palmdale Blvd, 50th Street, and 47th Street in Palmdale, CA

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 Kellogg's warehouses and therefore experiences high truck volumes.

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

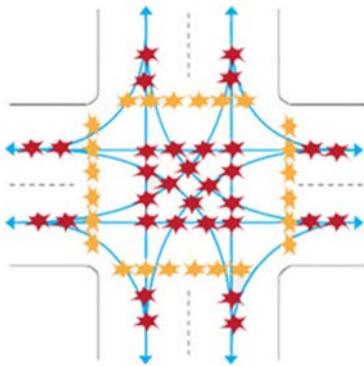


State Route 156/25 Roundabout Project

Frequently Asked Questions

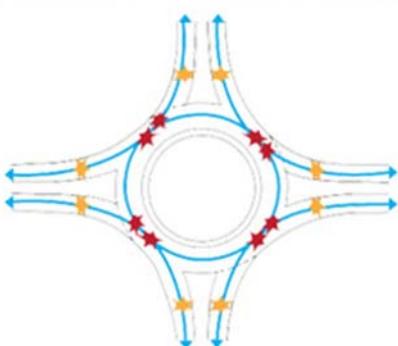
REGULAR INTERSECTION

32 Vehicle to Vehicle Conflicts



MODERN ROUNDABOUT

8 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 to 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.

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 included in this design. An example of a design feature to accommodate the sweep of the trailer wheels as it makes its 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:



Brandy K. Rider, Project Manager
Department of Transportation - District 5
50 Higuera Street, San Luis Obispo, CA 93401
805-549-3620



State Route 25/156 Roundabout
San Benito Council of Governments, March 21st, 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).

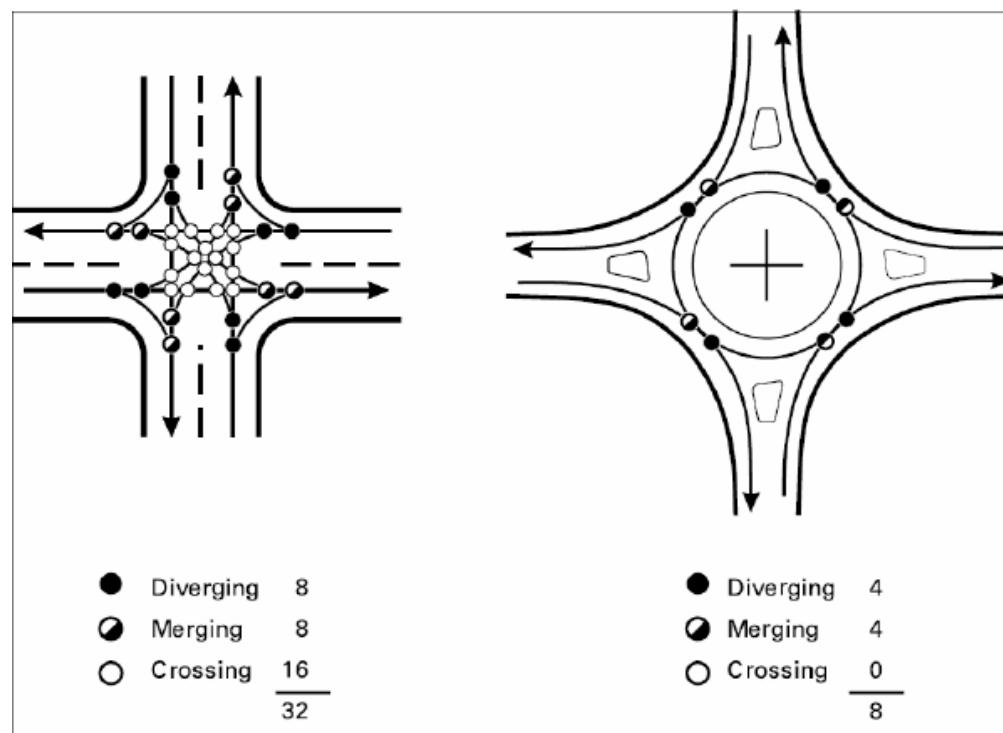
**Statewide average collision rate for similar facilities*

Summary of Intersection Control Evaluation

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

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?





Agenda Item_____

Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director Telephone: (831) 637-7665 x. 207
Date: October 3, 2019
Subject: Santa Clara/San Benito Mobility Partnership

Recommendation:

RECEIVE Update on Santa Clara/San Benito Mobility Partnership and the SR 25/101 Interchange Project

Summary:

Staff is providing an update on the latest work completed by the Santa Clara/San Benito Mobility Partnership, including the selection of a preferred alternative for the Phase 1 SR 25/101 Interchange design.

Background

In October 2015, Council of Governments entered into a Memorandum of Understanding with the Santa Clara Valley Transportation Authority to form a Mobility Partnership. The partners are working together to complete studies to identify transportation projects along the State Route 152 Corridor from US 101 to Interstate 5, and along 101 at State Route 25.

Financial Impact:

There is no financial impact to COG at this time. The Memorandum of Understanding between the agencies outlines the funding obligation of the partners. San Benito County is under no obligation to provide funding for the corridor.

The Valley Transportation Authority received Trade Corridor Enhancement Program (TCEP) funds through Senate Bill 1 to begin the design phase of the 25/101 Interchange project. The TCEP funds were matched with VTA local tax funding. COG and VTA are coordinating to maximize future state and federal funding for the project, including securing additional SB1 funding in the next funding cycle.

Staff Analysis:

The most recent Mobility Partnership meeting was on September 11, 2019. The Mobility Partnership meeting presentation materials are attached (Attachment 1).

The Mobility Partnership selected Alternative 1 as the preferred alternative for the interchange. VTA will continue to finalize the design of the interchange through the standard Caltrans PS&E process. COG, San Benito County, and Caltrans Districts 4 & 5 all participate on the project team for the interchange.

The Mobility Partnership is also reviewing potential alignments for the State Route 152 Trade Corridor, with input from San Benito County on any impacts to the future commercial development in the area.

Staff will provide an update, answer questions, and received input from TAC at the meeting.

Executive Director Review: _____

Counsel Review: N/A

Supporting Attachment: 1. September 11, 2019 Mobility Partnership Presentation Materials

Mobility Partnership

September 11, 2019



Solutions that move you

VTA and SBCOG Staff Reports

Agenda Item 5

Estimated 2020 Trade Corridor Enhancement Program Implementation Schedule

Agenda Item 5

Program	Draft Guidelines	Adopted Guidelines	Applications Due	Staff Recommendations	Program Adoption
Trade Corridor Enhancement Program (Cycle 2)	October 2019	January 29-30, 2020	April 13, 2020	July 20, 2020	August 12-13, 2020

Northern San Benito and Southern Santa Clara Counties New Trade Corridor Challenges and Opportunities

Agenda Item 5

**Northern San Benito and Southern Santa Clara Counties
New Trade Corridor Challenges and Opportunities**

Existing Conditions – SR 152 between Gilroy (US 101) and I-5

- 12 mile stretch near Gilroy
 - Substandard Geometry
 - elevated # of traffic accidents
 - daily bottleneck
- Commute, Recreational and Commerce (Goods movement): all mix to create demand exceeding capacity

Impacts of Existing Conditions

- Poor Operations (System breakdowns, out of date facility)
- Safety Concerns (Uncontrolled access; higher than average accidents)
- Economic: (Poor access to northern San Benito County; Trade impacted by lost time when shipping product)
- Environment/Community: Increased GHG due to congestion, increasing out through traffic in lower income areas

Proposed Project (see exhibit, page 2)

1. New four(4)-lane, Trade Corridor facility to current standards – US 101 to SR 152
2. Operations and Safety improvements on SR 152 between SR 152 and I-5
3. Reconstruct I-5/152 and SR 25 interchange
4. Grade Separate new facility at UPRR (East of US 101)
5. Control driveway access to maintain operations, improve safety

Benefits

- Increased safety
- Improved travel time and reliability
- Increased mobility with new connection to Santa Teresa Boulevard
- Increased access to Northern San Benito County (support economic activity/job creation)
- Reduced GHG and cut through traffic
- Improved access to future High Speed Rail station

Next Steps/Needs

US 101/SR 25 interchange improvements – Phase 1

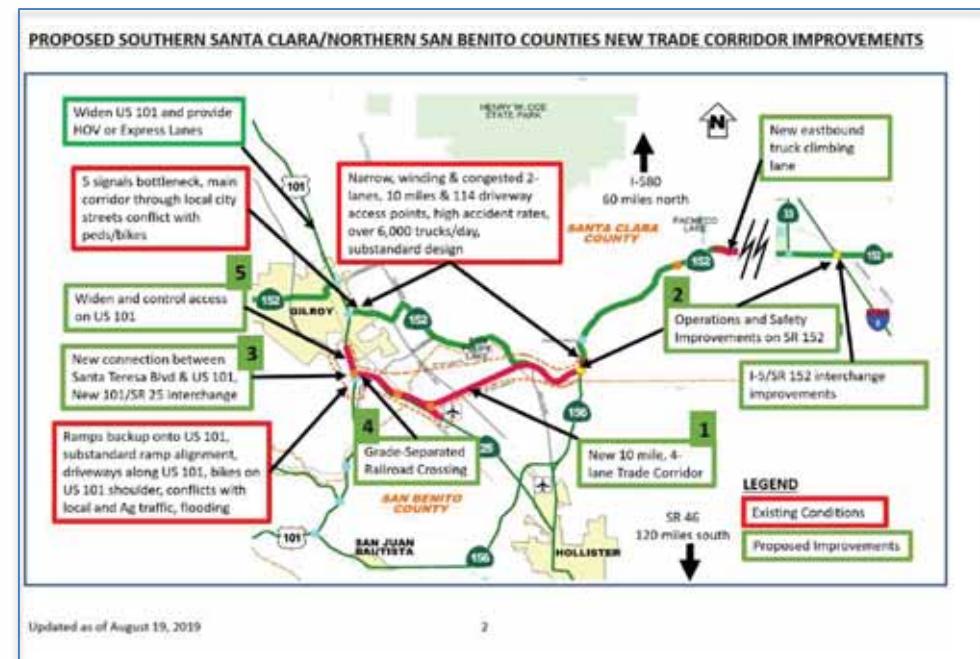
- Design funded by SB 1 and VTA
- Construction unfunded - \$100 million

Complete US 101/SR 25 interchange improvements:

- Design/Environmental unfunded - \$35 million
- Construction unfunded - \$160 million

Trade Corridor (US 101 to SR 152)

- Design/Environmental unfunded - \$70 million
- Construction unfunded - \$350 million



US 101/SR 25 Interchange

Agenda Item 6

Executive Summary

6/12 Mobility Partnership recommended to proceed with US 101/SR 25 Interchange Improvements Alternative 2 as the preferred alternative.

Additional evaluation performed on Alternative 2:

- Caltrans Highway Design policy
- Project Cost
- Traffic impact on US 101
- Future plans on US 101
- Timeline relative to SB 1 funding

US 101/SR 25 Interchange

Work completed since June 12, 2019:

- Geometric meeting with Caltrans Design - July 9
- Performed new studies/project development
- Additional traffic analysis work
- Refined cost estimates
- PDT Meetings (SBCOG, VTA, Caltrans) - July 24, Aug 28
- Alternative 2 decision meeting with Caltrans - September 4

US 101/SR 25 Interchange

7/9 meeting with Caltrans identified key items to assess for Alternative 2 approval:

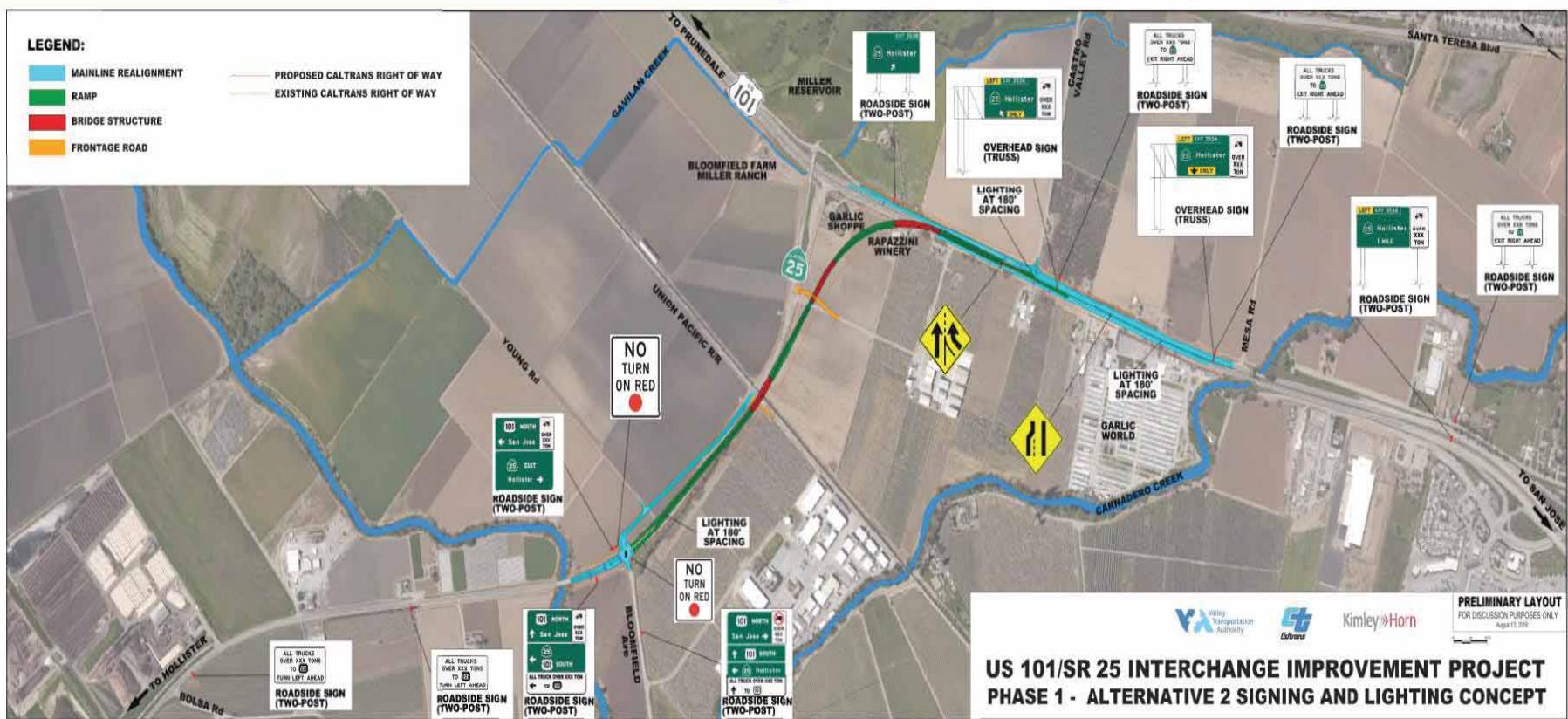
- Explain benefits more clearly/completely
- Define advanced signing (especially SB) for left exit/entrance on US 101
- Shoulder widths on Direct Connector bridge – achieve standard?
- Consider lighting the merge/diverge areas
- Maximize Auxiliary lane; merge/diverge zones
- Assess accident rates/potentials (Prepare predictive collision analysis)
- Provide fast response system when incidents on Direct Connector
- Trucks use Direct Connector or divert all?
- Highlight benefits of Grade Separating SR 25 from UPRR

Elements Developed Since June 12, 2019

- Alternative 2 signing and lighting display
- Alternative 2 auxiliary lane display
- Predictive crash analysis comparison
- New travel time displays

US 101/SR 25 Interchange – Alternative 2 Signing and Lighting Display

Agenda Item 6



US 101/SR 25 Interchange – Alternative 2 Auxiliary Lane Display

Agenda Item 6



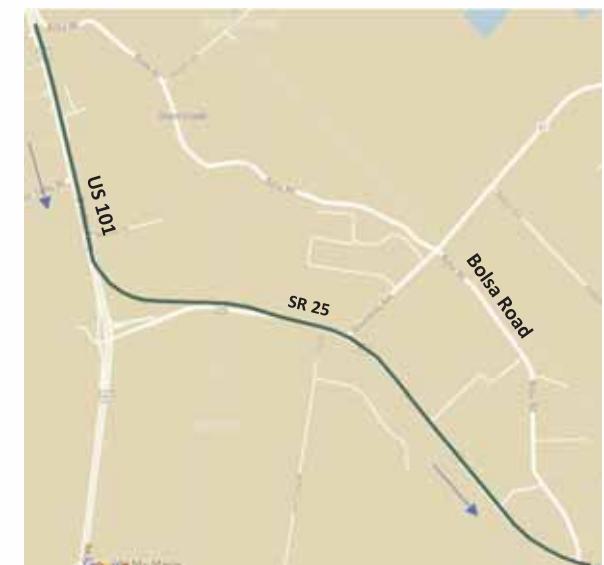
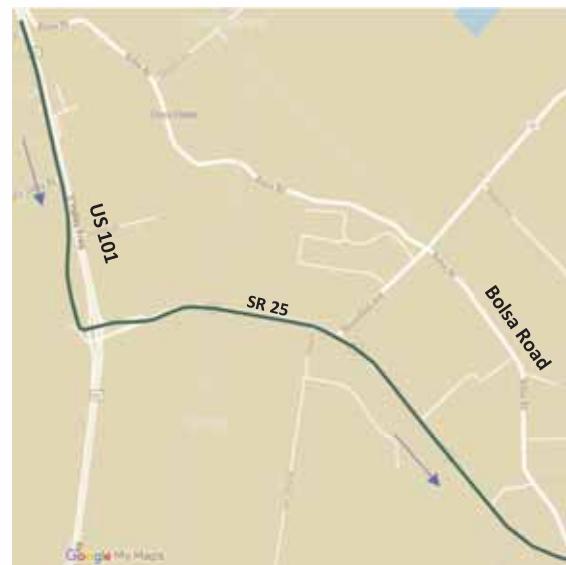
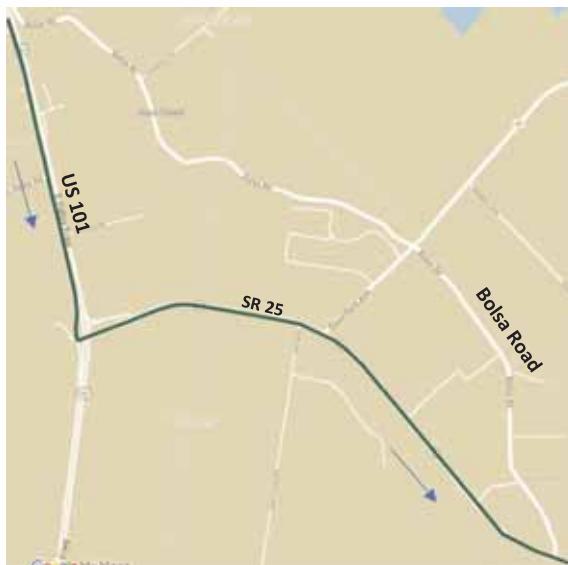
Predictive Crash Analysis Comparison

- Empirical methods utilized
- Both Alternative 1 and Alternative 2 reflect reductions in anticipated accidents
- Separating UPRR further reduces anticipated accidents
- Differential non-determinative in decision process

2025 Southbound US 101 to Southbound SR 25 Travel Time

PM Travel Time (min:sec, rounded to nearest 30 seconds)

- No Build
 - Base: 28:00
 - Bolsa RIRO: 15:30
- Alternative 1
 - Base: 29:00
 - Bolsa RIRO: 7:00
- Alternative 2
 - Base: 24:00
 - Bolsa RIRO: 7:00



Note : RIRO – Right In/ Right Out at Bolsa Road

2025 Gavilan College to Southbound SR 25 Travel Time

PM Travel Time (min:sec, rounded to nearest 30 seconds)

- No Build
 - Base: 26:30
 - Bolsa RIRO: 15:00
- Alternative 1
 - Base: 31:00
 - Bolsa RIRO: 9:00
- Alternative 2
 - Base: 42:00
 - Bolsa RIRO: 7:30



2025 Northbound US 101 to Southbound SR 25 Travel Time

PM Travel Time (min:sec, rounded to nearest 30 seconds)

- No Build
 - Base: 16:30
 - Bolsa RIRO: 5:30
- Alternative 1
 - Base: 19:00
 - Bolsa RIRO: 4:00
- Alternative 2
 - Base: 31:00
 - Bolsa RIRO: 5:00



Note : RIRO – Right In/ Right Out at Bolsa Road

2025 Southbound US 101 Travel Time

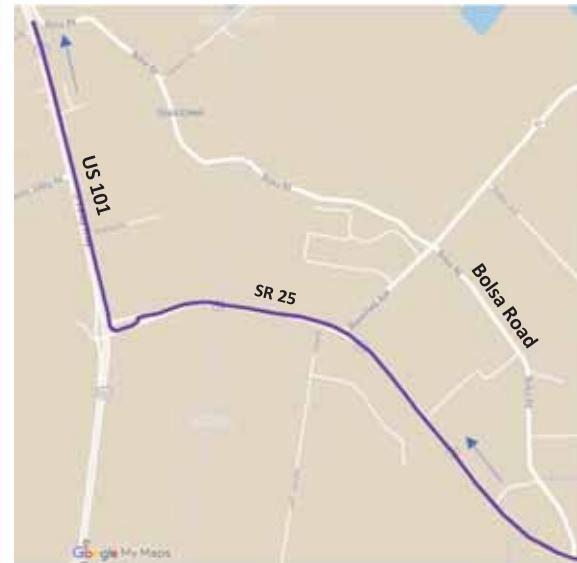
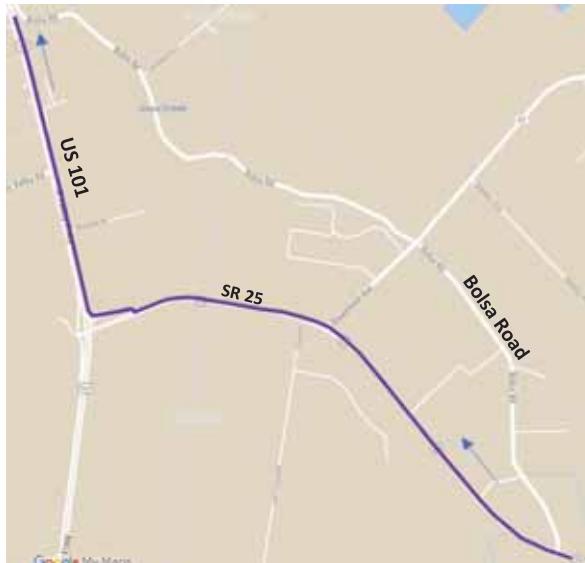
PM Travel Time (min:sec, rounded to nearest 30 seconds)

- No Build
 - Base: 3:30
 - Bolsa RIRO: 3:00
 - Alternative 1
 - Base: 4:00
 - Bolsa RIRO: 3:30
 - Alternative 2
 - Base: 4:00
 - Bolsa RIRO: 3:00
- 

2025 Northbound SR 25 to Northbound US 101 Travel Time

AM Travel Time (min:sec, rounded to nearest 30 seconds)

- No Build
 - Base: 7:30
- Alternative 1
 - Base: 6:30
 - Bolsa RIRO: 6:30
- Alternative 2
 - Base: 4:00
 - Bolsa RIRO: 4:00

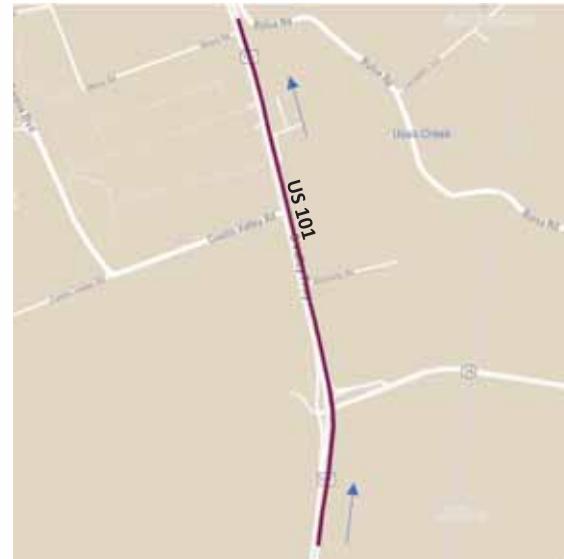


Note : RIRO – Right In/ Right Out at Bolsa Road

2025 Northbound US 101 Travel Time

AM Travel Time (min:sec, rounded to nearest 30 seconds)

- No Build
 - Base: 4:00
- Alternative 1
 - Base: 3:30
 - Bolsa RIRO: 3:30
- Alternative 2
 - Base: 2:00
 - Bolsa RIRO: 2:00



Agenda Item 6

US 101/SR 25 Interchange – Cost Estimate *

PHASE	COST ESTIMATE			
	Alternative 1 Original (2019)	Alternative 1 Current (2023)	Alternative 2 Original (2019)	Alternative 2 Current (2023)
Design	\$6M	\$6M	\$4M	\$9M
Construction - Roadway	\$32M	\$42M		\$48M
Construction - Structure	\$14M	\$30M	\$39M	\$58M
Construction - Administration	\$6M	\$10M		\$15M
Right-of-Way/Utilities	\$7M	\$12M	\$7M	\$20M
Totals	~ \$65M	~ \$100M	~ \$50M	~ \$150M

* Revised August 30, 2019

Alternative 2 Technical Constraints

With additional data development/data, following concerns remain unresolved:

- A. Driver Expectations
- B. Safety
- C. Policy
- D. Others

Alternative 2 Technical Constraints

Criteria	Reasons
A. Driver Expectations	<ul style="list-style-type: none">A.1 Drivers conditioned to exit/enter right.A.2 Potential driver confusion with two exits (left and right).A.3 Alternative 1 is more conventional, matching drivers' expectations.A.4 Left side direct connectors are more suited for urban environment.
B. Safety	<ul style="list-style-type: none">B.1 Backup incident on connector would backup traffic to fast lane on SB US 101<ul style="list-style-type: none">B.1.1 Drivers would not expect backup on fast lane.B.1.2 Unconventional maneuver to right to avoid slower lane.B.2 Operational/safety concerns for trucks merging into fast lane.

Alternative 2 Technical Constraints

Criteria	Reasons
C. Policy	<ul style="list-style-type: none"> C.1 Examples of other left side connectors not acceptable justification. C.2 Other left side connectors intended to be HOV/EL only majority of time 5am-8pm. C.3 Justification not sufficient to support request of this important design exception. C.4 Alternative 1 accomplishes same project purpose without this exception.
D. Other	<ul style="list-style-type: none"> D.1 With fix at SR 25/Bolsa Rd, Alternative 2 doesn't offer significant travel time savings over Alternative 1. D.2 HOV/EL direct connector would not align with ultimate US 101 median, therefore temporary advantage not extrapolated to ultimate project. D.3 Signal at SR 25/Bloomfield Rd reduces advantage of direct connector. D.4 Alternative 2 design and construction more expensive, with more additional phasing costs. D.5 Alternative 2 will need time and coordination for UPRR crossing and major utility relocations, potential delays. D.6 Alternative 1 provides connection point needed for Santa Teresa Boulevard Extension, which would provide connectivity and improved bicycle accommodation for the area.

Staff Recommendation

- Proceed with Alternative 1 to be ready for next phase SB 1 funding
- Pursue funding for US 101/SR 25 Interchange Improvements Phase 1 construction.
- Define and pursue SR 25/Bolsa Rd intersection improvements (Caltrans District 4/Santa Clara County led project)

Agenda Item 6

US 101/SR 25 Interchange Improvement Phase 1 Schedule

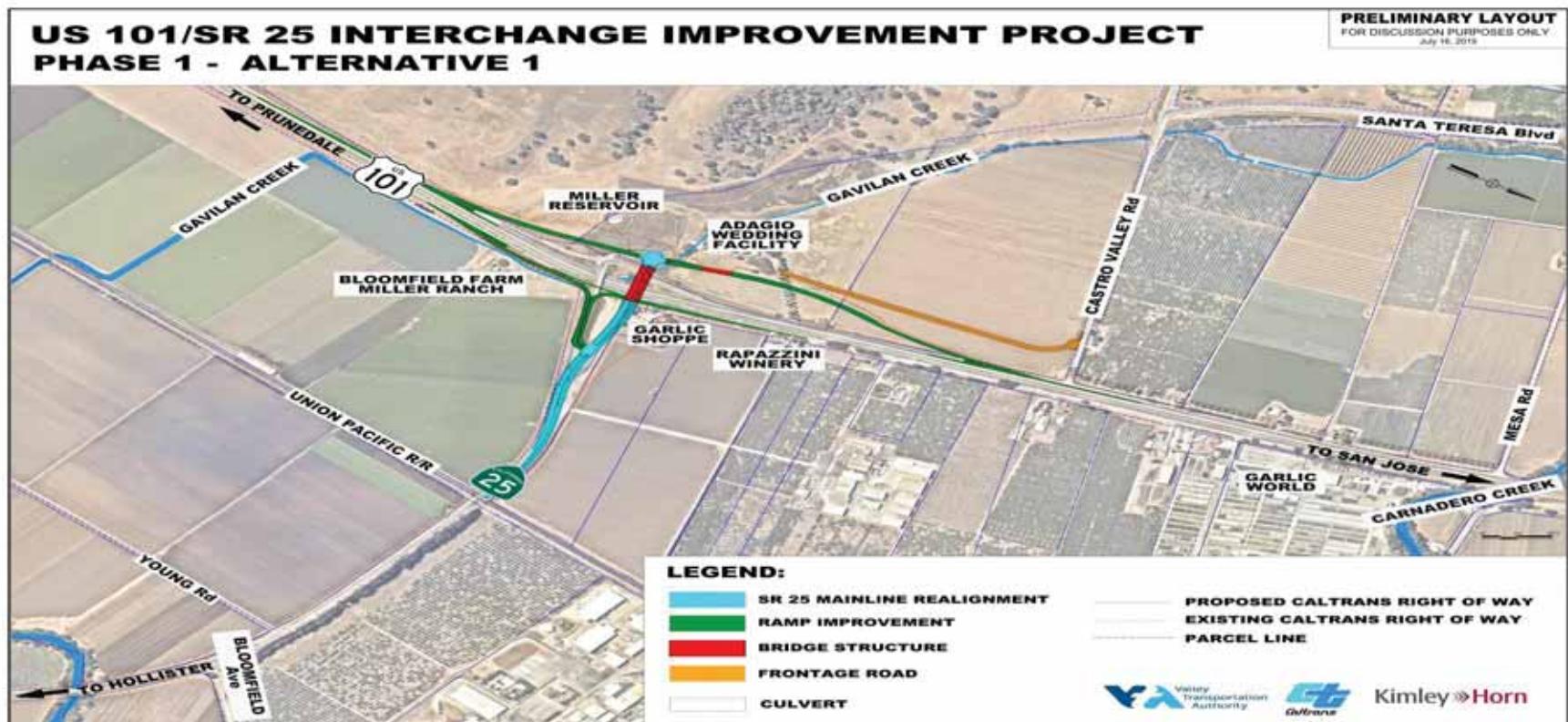
TASK	SCHEDULE
Select Preferred Alternative/Begin design refinement	09/11/2019
Submit 35% PS&E	12/20/2019
SB1 TCEP Application due to CTC	04/13/2020
Begin Right-of-Way Appraisal	06/2020
Submit Final PS&E	05/2021
Complete Right-of-Way acquisition	07/2021
Begin Construction *	10/2021

*Assumptions:

- 24-36 months for US 101/SR 25 construction
- Construction funding available
- SR 25/Bolsa Rd improvements already constructed

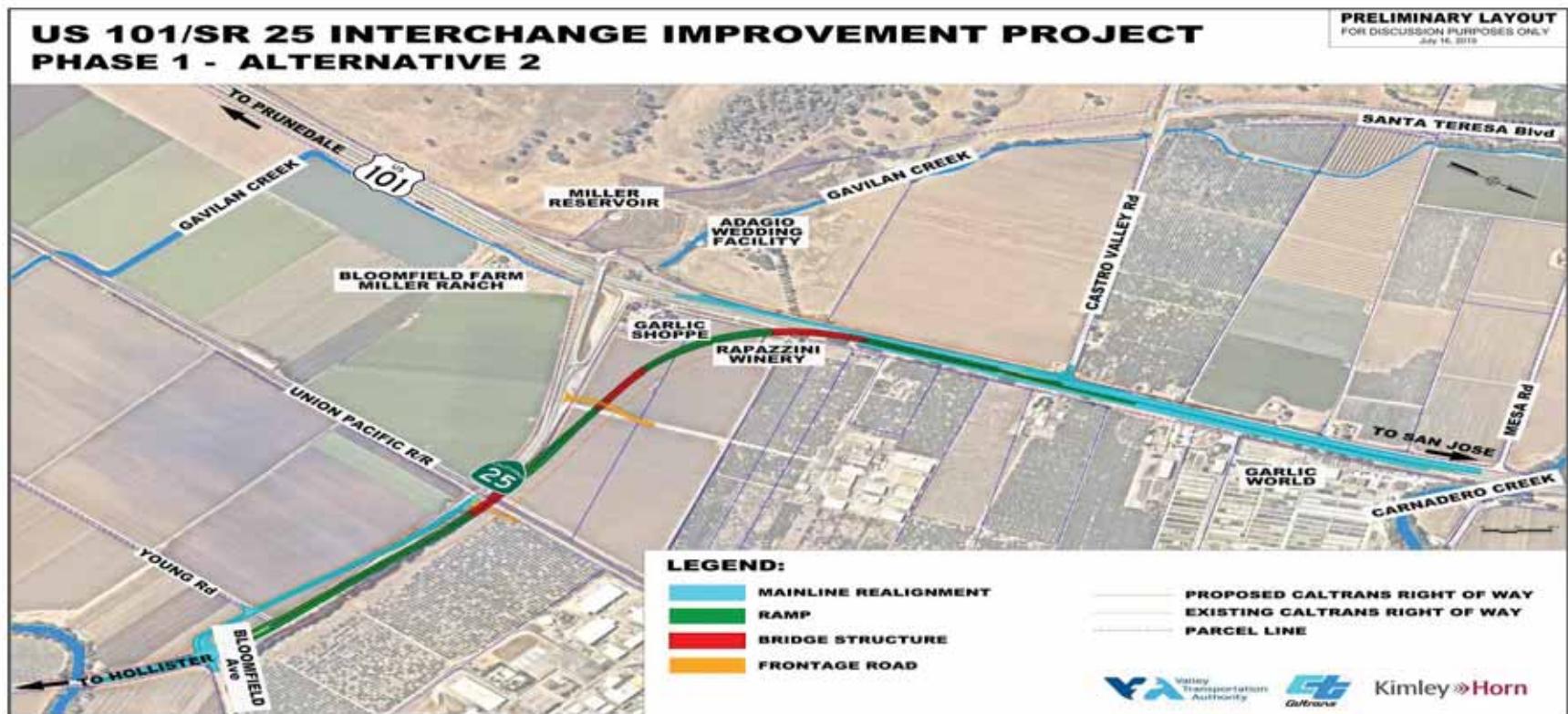
Agenda Item 6

US 101/SR 25 Interchange – Alternative 1



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US 101/SR 25 Interchange – Alternative 2



Agenda Item 6

Ultimate US 101/SR 25 Interchange

