



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

DATE: Thursday, October 17, 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 September 19, 2019 – Gomez
- 2. **RECEIVE** Construction Projects Report – Caltrans District 5

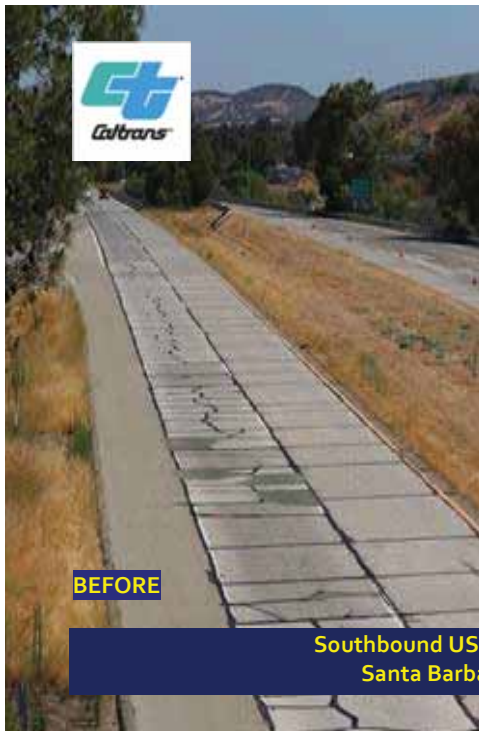
3. **ADOPT** Resolution 2019-10, Authorizing the Filing of a Claim for Allocation of Transportation Development Act Funds for Fiscal Year 2018/2019 – Postigo
4. **APPROVE** Chairperson’s Appointment of County Supervisor Jim Gillio as Representative from the County of San Benito to the Central Coast Housing Working Group and **CONFIRM SUPPORT SUPPORT** of AMBAG as the Fiscal Agent of the Local Government Planning Support Grants Program for the Central Coast – Gilbert

REGULAR AGENDA:

5. **ADOPT** Resolution 19-11 Opposing a Roundabout at the Intersection of State Route 25 and 156 in San Benito County, Supporting the Implementation of Other Safety Improvements, Requesting Caltrans Stop All Work on the Roundabout, and Requesting SHOPP Funds be Reallocated to Other Safety Improvements at the Intersection – Gilbert
6. **San Benito County Measure G – Gilbert**
 - a. **RECEIVE PRESENTATION** on Revenue Projections and Cash Flow Model
 - b. **DISCUSS** Measure G Strategic Plan

Adjourn to COG Meeting on November 21, 2019. Agenda Deadline is Tuesday, November 5, 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.



BEFORE



AFTER

Southbound US 101 in Buellton
Santa Barbara County

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

Caltrans District 5



District Director
Timothy Gubbins

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

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

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



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

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 Toward Zero Deaths 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



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



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**

September 19, 2019, 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:

Chair César E. Flores, Anthony Botelho, Marty Richman, Ignacio Velazquez, and Alternate Mark Medina
Ex Officio, Tim Gubbins, Caltrans District 5 Director

MEMBERS ABSENT:

Jim Gillio

STAFF PRESENT:

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

OTHERS PRESENT:

Brandy Rider, Caltrans District 5; 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 Botelho, and seconded by Director Medina, the Directors acknowledged the Certificate of Posting. Vote: 5/0 motion passes.

C. PUBLIC COMMENT:

Warren Budenbender

Mr. Budenbender's comments were in regard to Highway 25. He said he wanted to emphasize the mess that is out there every day. He said safety is number one. There are head on crashes tying up thousands of vehicles because somebody doesn't want to build a highway. He said that a non-stop highway all the way to HWY101 needs to be built, not a widening or an expressway. He said that it appears some people want to do other things, and he will raise the roof if we do nothing but a highway. He said he has written letters and talked to people and it's in one ear and out the other. He said he was beginning to get aggravated and repeated that a highway needs to be built.

D. EXECUTIVE DIRECTOR'S REPORT: Gilbert

Ms. Gilbert announced that staff was helping to promote Walk to School Day on October 2nd. Veronica Lezama of COG staff has been coordinating with the San Benito County Office of Education Superintendent of Schools and the Safe Kids Coalition to prepare for the event. R.O. Hardin School is the primary participating school. Staff will provide information on social media.

Ms. Gilbert reminded everyone that the Board had approved free transit days on the County Express Transit system. The first week of every month the Fixed Route is free. Staff has seen a bit of an increase in ridership, which is the goal with the project to get more people to ride the bus and hopefully continue using the service. Staff will report back to the Board once they have collected more data.

Ms. Gilbert reported that there was a Mobility Partnership meeting last week but said she would allow the Mobility Partnership representatives to report out on the meeting.

Lastly, Ms. Gilbert reported that staff has been tracking the Safe Vehicle Rule with Association of Monterey Bay Area Governments (AMBAG). It is regarding the EPA Emissions standards being reduced through the Federal Government. There will most likely be a lawsuit being entered soon from California. It currently does not affect any San Benito County projects but funding for projects in Santa Clara County could be jeopardized and could potentially put some of our partnership at risk.

E. Caltrans District 5 Report: Tim Gubbins

Tim Gubbins, Caltrans District 5 Director announced that Governor Gavin Newsom had just announced the new director of Caltrans, Toks Omishakin, who is currently with Tennessee DOT, will be starting in October. The previous Director Laurie Berdham retired in June. There will also be a new Chief Director, James Davis, who is a 31-year veteran of Caltrans and acting Director of District 4.

Mr. Gubbins provided an update on the Highway 156 project. He said that they are still on schedule and should be finishing up all the contract plans by the end of the year and going out to bid. He said to expect to see the project in construction next summer.

Director Velazquez asked if all of the right of way had been purchased.

Mr. Gubbins stated that they had made offers and most of them have closed. There are still a couple outstanding, but they should be completed in time.

F. Board of Directors' Reports

Director Botelho welcomed Caltrans Director Tim Gubbins to the meeting. He said that he would like to see him develop a close working relationship with the new Resource Management Agency Director, to hopefully get the County's Bridge projects completed sooner. Regarding the Mobility Partnership meeting, Director Botelho reported that there was extensive dialogue about the Highway 25/101 Interchange. Alternative 1 was selected as the preferred alternative. He said he did express some real concern about the new interchange that they're going to build there because it is probably going to be there for the next sixty years, if not longer. He said that when talking about the realignment of 152 and bringing in that traffic we have to look at a bigger picture and if you add that amount of traffic at one point at 25/101 he's not sure how it would work.

Regarding the Mobility Partnership, Director Velazquez stated that it was a conversation that they have been having for several years about Alternative 1 and Alternative 2. The big picture of the overall project is a \$250+ million dollar project, which includes flyovers and other things to accommodate the traffic for

the eventual combining of Highway 152 and 25. He said that originally everyone voted to move forward with Alternative 2, which is a flyover, but at this point the 101 could not handle the traffic coming in to the fast lane so they had to take a step back to Alternative 1, which is to basically correct some issues with the bridge/off ramp. He said no one is happy with having to go with Alternative 1, it is not the perfect solution, but as partners they are working together to get it done. He said he was excited to report that our partners from the Valley Transportation Authority (VTA) and the elected officials from the southern part of Santa Clara County have acknowledged that our intersections at the Bolsa and 25 are a major concern and the off ramp at 25/101 shoulder is a major issue so it is now a high priority focus to address these issues. He said Caltrans District 5 has worked hard to come up with some of the solutions and VTA is also in favor and we will now be working with the county of Santa Clara. He said that the good thing is that there is a willingness to get it done now rather than later.

Director Botelho added that they have also pressed hard to include in the improvement process, not only to have the interchange work being done in the near future, but also to expand the lanes to our County line. He said it is a high priority for us to stay active and involved with our partners in Santa Clara.

Director Richman stated that he saw the proposal for Alternative 1 and said he was much more pessimistic than anybody had said so far. He said he was not a traffic engineer, but the idea of having a traffic light and left turn as a flow item is ludicrous if you want to increase flow. He said cars will need a long ramp if you're going to have a traffic light on Hwy 25, it won't work. He said the history is that things get put in and we say we're going to take it out in five years and put something else in, but that doesn't happen, recessions happen, other priorities come in. He said if you want to make Hwy 25 work you have to do something about that intersection. He said there is a lot of farmland there and we should be able to cut across that farmland and go north, anything but going across traffic.

CONSENT AGENDA:

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

There was no public comment on the Consent Agenda.

Upon a motion duly made by Director Velazquez, and seconded by Director Richman, the Directors approved Items 1-6 from the Consent agenda. Vote: 5/0 motion passes.

REGULAR AGENDA

TRANSPORTATION ITEMS:

- 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

Ms. Gilbert reported that she provided a report about this at the last meeting, that the newly adopted fiscal year 2019/2020 California Budget includes a new Local Government Planning Support Grants Program (Program). 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. 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.

Chair Flores mentioned that the City Selection Committee had already scheduled a meeting for these appointments on September 30th at 2:00 p.m.

Director Botelho questioned why the County supervisor appointment is appointed by COG and not by the San Benito County Board of Supervisors.

Ms. Gilbert stated that the COG is designated by AB108 because we do the Regional Housing Needs Allocation. A COG is different than a County Board of Supervisors in this capacity for the Housing requirements and is probably why we are required to make the appointment.

Director Velazquez asked if it was possible for the County representatives to go back to their Board to discuss at their level and then come back to the COG with their recommended selection.

Ms. Gilbert said that it would be acceptable since there is a deadline of November 30th to form the group. She said it would be helpful to have it done by the end of October so that they are able to coordinate schedules.

There was no public comment.

Upon a motion duly by made by Director Medina, and seconded by Director Botelho, the Directors unanimously continued Item 7 to the October COG meeting. Vote: 5/0 motion passes.

- 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

Mary Gilbert stated that the item was continued from last month in part because Caltrans District 5 Director, Tim Gubbins would be attending the September meeting. She provided a Power-point presentation which included some background information on the project, as well as information on the State Highway Operation and Protection Program (SHOPP) funds. She stated that Caltrans District 5 Director, Tim Gubbins would provide an update on the project purpose, schedule, and scope alternatives and address some of the concerns that have been identified by COG.

Mr. Gubbins stated that the project purpose and need is to reduce the severity of collisions at the Intersection of SR 25 and SR 156. He said the collision rate at the intersection is more than double that of the statewide average for similar facilities. He said the majority of the collisions are serious and include severe injuries. He went over some of the improvements that Caltrans has completed at the intersection since 2017 which

included: adjusting the signal timing, adding “signal ahead” markings on the pavement and “signal ahead” signs, repainting the center lines with wider reflective stripes that can also be seen at night, left turn lanes have stripes and dots to ensure cars stay in their lane as they make the turns, refreshed and replaced limit lines/arrows and larger traffic signal heads. Most recently they upgraded the “signal ahead” warnings to make sure that each direction has a double headed flashing beacon to alert drivers that there is a change. He said that the issue at the intersection is not from drivers who are not familiar with the area, but more with daily commuters who are aware that there is a signal ahead but don’t want to be stuck in the queue. He said that had completed nearly all possible modifications for a typical signalized intersection. He mentioned that he recently met with the County’s new RMA Director and will be reviewing some ideas that were discussed at that meeting.

Mr. Gubbins spoke about Senate Bill 1 and SHOPP funds and explained that the funds are not allocated on a regional basis and regions do not have programming authority over the funds. He clarified that one of the suggestions that Caltrans has heard multiple times is to not do this roundabout project and have the funds reallocated to another project in the County, but that cannot be done. The competitive funding that was received is to construct a roundabout to improve the safety of the intersection at Route 25/156 by reducing the number and severity of collisions. He said that the roundabout reduces the number of vehicle to vehicle conflict points from 32 to 8 and reduces the speed approaching the intersection. Although there may still be collisions, the number of accidents is reduced, and they are not as severe. He stated that because San Benito County jurisdictions have been planning for using roundabouts, with some being installed in the City and another one being constructed at SR 156, Caltrans thought it would also be appropriate at this intersection. He said that based on the feedback they are getting from the community; they now know that a roundabout is not desired. He said that ultimately the intention is the same for everyone, the Board, County, Cities, and Caltrans all want safe travel for everybody.

Mr. Gubbins said that he was reminded of the partnership that was shared around a decade ago when they had some issues on Highway 25. Although, they were going to be widening Highway 25 soon, they needed to get a median barrier installed to protect drivers from head on collisions. Even though it was a temporary 4-5-year fix, they spent \$10 million dollars to install the median barrier. He said we are in a very similar situation now. He said he could not move the funds and he could not wait as long as it will take to build a new interchange. He said he has met with the County RMA Director and they have started working on some things for Highway 25. He said he would commit to continue working with him in the future. He said that Caltrans schedule is to continue working on the design and finish contract plans in about year and then go to construction. He said that it was not imminent, so the Board does not have to worry about getting something done today. He said that Caltrans will continue to work together and if there is something that they can find that preempts this and can get an improvement there they will continue to work together and will continue to brief the Board, but he is compelled to do something to protect the travelers.

There was discussion from Board members expressing 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

Mr. Gubbins stated that everyone would agree that an overpass/interchange a grade separation is a better solution. He said he would continue to work with COG staff as well as County staff to see what that would like; however, he was skeptical about the amount of time it would take to get it done. He reiterated that the SHOPP funds cannot be moved to that project and walking away from \$10 million in SHOPP funds for a project that they can do and that will solve the safety issues, was not an easy thing for the Department to do. He said he did not take any of it lightly, but they can’t wait 5-8 years to get something done at the intersection. He repeated that he would commit to continuing to listen and work with staff to look at possible alternative solutions, if they are able to figure something out everyone will be better off,

but at this time he has not seen a path to get there.

Ms. Gilbert mentioned that she has been working with Caltrans to get additional funding for the interchange from the next ITIP cycle as well as funding from Senate Bill 1 which has trade corridor funding which is eligible for Highway 156, however those funding sources are at least 4 years away before they could be programmed to the project.

Mr. Gubbins stated that COG's Executive Director has been a very good advocate on COG's behalf, on ensuring that all the funding available for the Highway 156/25 Interchange is included in the planning stages.

Public Comment:

**Rick Ambid
(no speaker card)**

Mr. Ambid said he lived very close to the Highway 25 intersection. He asked why they have to use the intersection as passing lane. He asked if they could designate the turn-lanes as turn-lanes only with maybe some barriers. He said that people play chicken and run each other off the road. He said that the intersection was skewed, not square so people can't see out of their peripheral vision. He said that some intersections have signs that say 'lights changing' 1000 ft. away, there's no buffer zone at this intersection. He asked if there were stats on which direction of traffic most accidents are coming from. He said it must be coming from the San Juan/Salinas direction hitting people going northbound because southbound doesn't have much people coming home. He said that they should take the turn lanes and make it, so the traffic must turn. He said that the traffic should be slowed down from 55mph when coming into residential area and the intersection. He said they should start buffering the speed limit for traffic as it's approaching the intersection and keep it at a lower speed limit when approaching town.

Harry Mavrogenes, San Benito County RMA Director

Mr. Mavrogenes said that he spoke about his concerns on the Roundabout at the last COG meeting. He said he wanted to reiterate some of his comments. He said there was another roundabout that Caltrans showed located in Tracy, which is the same one he had mentioned in his comments. He said that roundabout which has a lot less traffic, had 114 accidents in a 4-year period. He said it got to the point where the County reduced the lanes from two to one to slow down traffic and reduce accidents. He said that it was not a viable option for us because of the volume of traffic we have. He said he was very concerned about the safety because we have trucks versus cars. They need to be separated, and the overcrossing is really the solution. He said he talked to Caltrans about doing a partial, taking the 2-lanes we now have on 156 and making a 2-lane overcrossing for now to build a second bridge later which would be a lot less expensive. They talked about acceleration lanes, extending them about a mile in each direction so people don't scramble. He said that he would like to continue discussions with Tim Gubbins of Caltrans to work towards alternatives to this roundabout. He said he understands we are limited to this intersection because of the funding and that is why he brought up the auxiliary lanes as an option. He said that he hopes that they can develop something that works for everyone and that is safer for the community.

Chairperson Flores called for Board action or direction per the staff report.

A motion was made by Director Medina, and seconded by Director Botelho to Direct Staff:

- *To prepare a resolution in opposition against this Roundabout proposed by Caltrans at the Intersection of 25/156.*
- *Secondly, immediately meet with San Benito County Resource Management Agency Director and agree upon safety alternatives that can be presented by staff and the RMA Director and COG*

along with suggestions for potential funding that may in part be available from SHOPP funding or other funding sources.

- *Staff shall not engage in any activity to move or process a Roundabout, or any alternatives forward without the agreement of the RMA Director and COG.*

Director Richman asked for the motion to have a certain time period.

Director Medina said yes, the action should be completed by the end of the year.

Director Velazquez stated, that he agreed with Director Medina's direction to oppose the project but that the processing of the roundabout would be done by Caltrans, not COG, and that the Board would keep in contact with Caltrans to look for another solution.

Director Medina said that has not been happening.

Discussion followed.

Director Velazquez indicated agreement with a resolution not supporting the roundabout but that we need to continue the conversations with Caltrans.

Director Medina said that Caltrans should be in direct contact with the County's RMA director, indicating that Mr. Mavrogenes has a lot of education on this versus himself, or Director Botelho, or Director Velazquez not understanding everything. He said the County's RMA director does that day in and day out and has a great resume from that.

Director Velazquez noted this is a COG Board and the RMA Director is from the County. He asked for a change in the motion for clarification.

Director Botelho stated it was important to have staff bring back the resolution and for the Board to have a further discussion as far as the wording of the resolution.

Chairperson Flores called for the question.

The motion passed 5/0.

Deputy County Counsel Shirley Murphy stated for the sake of the minutes, to have a restatement of what exactly the direction was and if it had been changed after the discussion.

Director Medina stated that he moved to direct staff to:

1. *Prepare a Resolution in opposition against the Roundabout proposed at 25/156*
2. *Immediately meet with San Benito Co. RMA Director & agree upon safety alternatives that can be presented by staff and the RMA Director to COG in lieu of the Roundabout along with suggestions for potential funding that we can use the SHOPP funding for different alternatives*
3. *Complete and bring back to the Board no later than the last COG meeting in December*

There was no further discussion.

9. DISCUSS Measure G Strategic Plan Objectives and Provide Direction to Staff – Gilbert

Ms. Gilbert provided an update on the Measure G Work Plan and Strategic Plan. She provided a Powerpoint presentation and answered questions from the Board.

Regarding Impact Fees, Director Medina asked what the amount that is received per house is.

Ms. Gilbert stated that \$180 million over the whole Traffic Impact Fee Program is identified for Hwy 25, which is for all units, including houses, industrial, and commercial. It is based on a Traffic Model and the growth rate for each jurisdiction and over 30 years.

Director Medina asked if SB277 had anything to do with our one-time money, and if they will try to take that from us.

Ms. Gilbert said it did not.

Director Richman also inquired about the one-time \$5 million through the Local Partnership Program. He asked if there were any significant restrictions.

Ms. Gilbert stated that it is a one-to-one local match so we would have to match it 100% with our local funds.

Director Richman thanked Ms. Gilbert for sending him all the Measure G outlined requirements. He said he forwarded it the City Manager, to ensure that they hit all the markers. He mentioned that he is championing a short-term loan for the City to get started on Measure G projects. He said it was important for him to zero in on a number that they would get within the first year, hopefully something that is within a 95% probability. He would probably recommend a one-year loan because he wouldn't want to take five years in advance and end up in trouble.

Ms. Gilbert noted that the first year is probably the toughest least reliable year because it is usually when errors are made in the tax collection which must get corrected by the Department of Tax and Fee Administration. However, it is important to get these projects going.

Director Velazquez stated that he didn't like the concept of borrowing here and there. He said he preferred waiting the first year to really have a plan in place and avoid any errors. He said it was important for the public to understand that the estimated dollars for the first several years is about \$8 million, half of which is mostly dedicated to Hwy 25, or they can frontload it with repairs locally, it has not been decided. He stated however, that they may also decide that the focus is the overpass at Hwy 25, so there are ways that they can make sure that they can fund these projects as they see as a priority. Again, they may decide they want to go back and fix the local roads as they get the better plan together.

Director Medina and Director Velazquez discussed the level of jurisdictional staff involved in Measure G project development.

Ms. Gilbert reminded the Board of COG's Technical Advisory Committee's (TAC), (which has representation from each of the local jurisdictions) involvement in the Measure G project development. She noted that staff will be doing a procurement for project and financial management assistance. Also, regarding Highway 25, staff is engaging the project engineer that worked on both the Highway 25 Safety project and the Highway 25 Design Alternatives Analysis to be an on-call engineer specific to Highway 25. She noted that the engineer worked with Caltrans and went through the process of designing the Highway 25 Safety project to Caltrans' standards.

Director Botelho stated that the Board would like to continue discussions with Caltrans to try to identify improvements to the intersection that could be more feasible in the short-term.

Tim Gubbins, Caltrans District 5 Director recommended working together using Caltrans' Value Engineering process, which is a systematic team approach used to analyze and improve value in a project. They would convene a 5-day working panel of experts; Caltrans engineers, COG Executive Director, RMA Director, City Engineer, and the Highway 25 Safety project Engineer to advise and come up with solutions/alternatives to get some phasing built into the project. It will help get us as close as we can with the money we have, looking at a proper alignment and minimizing access points to allow more free flow. He said he had mentioned this approach to the COG Executive Director and RMA Director, and they would work on getting the process going so they can come up with something that would help the community and report back to the Board.

The COG Board agreed with moving forward with a Value Engineering process.

There was no public comment.

Upon a motion duly made by Director Velazquez, and seconded by Director Botelho, the Directors Unanimously adjourned the COG meeting. The meeting was adjourned at 4:43 p.m. Vote: 5/0 motion passes.

ADJOURN TO COG MEETING OCTOBER 17, 2019 AT 3:00 P.M.



PROJECT UPDATE – SAN BENITO COUNTY

PREPARED FOR THE OCTOBER 17, 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/Tres 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 Paicines (PM 29.9-32.0.5)	Drainage project to repair and replace 2 culverts	Summer 2019 - Fall 2019	\$120K	Highway Maintenance SB1	Kelly McClain (TBD)	Conley General Engineering	Construction is estimated to be completed by the end of October 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 OCTOBER 17, 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 SBtCOG to develop a workplan for PA&ED and develop a cooperative agreement to initiate work on Phase 1.
6. Highway 25/156 Roundabout (1J480_)	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

To: Council of San Benito County Governments
From: Kathy Postigo, Administrative Services Specialist Telephone: (831)637-7665
Date: October 17, 2019
Subject: **Allocation of Transportation Development Act Funds for Fiscal Year 2018/2019**

Recommendation:

ADOPT Resolution 2019-10 Authorizing the Filing of a Claim for Allocation of Transportation Development Act Funds for Fiscal Year 2018/2019.

Summary:

Each year the COG Board is required by the Transportation Development Act to allocate Local Transportation Funds to eligible claimants. The Council of Governments adopts a resolution in order to claim these funds for administrative purposes.

Financial Considerations:

The Local Transportation Fund in the amount \$221,505 will be allocated to the Council of Governments for planning and administration purposes.

Background:

The Local Transportation Fund has been in existence since 1972 and is derived from a ¼ cent of the general sales tax collected statewide and returned to COG as Local Transportation Funds as defined under the Transportation Development Act.

Local Transportation Funds are to be used for statutory purposes in San Benito County and include (in priority order):

- TDA administration costs
- General public transit operations and capital
- Contract payments for transit services

- Transit-related research and development projects
- Administration of transit contracts
- Elderly and disabled transit
- Bicycle and pedestrian projects
- Local streets and roads (Cities & County based on population)

Resolution 2019-10 is required under the Transportation Development Act pursuant to Public Utilities Code Article 4 and Article 4.5 which are a part of the claims process. Listed below are the requirements of the claimants for the Local Transportation Funds.

1. The Council of Governments' expenditures are in conformity with the Regional Transportation Plan.
2. The sum of the County of San Benito allocations from the Local Transportation Fund does not exceed the amount the claimant is eligible to receive during the fiscal year.

Staff Analysis:

Staff reviewed the request from the Council of Governments and found it to be in compliance with the Transportation Development Act requirements. The attached Resolution 2019-10 approves the request for this claimant.

Executive Director Review: _____

Counsel Review: Yes

Attachment: 1. Resolution 2019-10
2. Claim Form



BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE COUNCIL OF)	
SAN BENITO COUNTY GOVERNMENTS)	Resolution No. COG 19-10
AUTHORIZING THE FILING OF A CLAIM)	
WITH THE COUNCIL OF SAN BENITO)	
COUNTY GOVERNMENTS, ACTING AS THE)	
REGIONAL TRANSPORTATION PLANNING)	
AGENCY, FOR ALLOCATION OF)	
TRANSPORTATION DEVELOPMENT ACT)	
FUNDS FOR FISCAL YEAR 2018/19)	
_____)	

WHEREAS, the Transportation Development Act (TDA), as amended (California Public Utilities Code commencing with Section 99200 et seq.) provides for the allocation of funds from the Local Transportation Fund by Regional Transportation Planning Agencies, for the use by eligible claimants for various transportation purposes; and

WHEREAS, the Council of San Benito County Governments is the Regional Transportation Planning Agency in and for the County of San Benito; and

WHEREAS, pursuant to the provisions of the TDA, as amended and pursuant to the applicable rules and regulations thereunder (Title 21, Division 3, Chapter 2 (commencing with section 6600) of the California Code of Regulations) a prospective claimant wishing to receive an allocation from the Local Transportation Fund shall file its claim with the Council of San Benito County Governments.

NOW, THEREFORE, BE IT RESOLVED that the Council San Benito County Governments is authorized to execute and file an appropriate claim pursuant to the terms of the Transportation Development Act, as amended and pursuant to applicable rules and regulations promulgated thereunder, together with all necessary supporting documents, with the Council of San Benito County Governments for an allocation of TDA funds in Fiscal Year 2018/2019.

BE IT FURTHER RESOLVED that the authorized claim includes \$221,505 for transportation planning and administration purposes.

BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to the Council of San Benito County Governments in conjunction with the filings of the claims.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS THIS 17TH DAY OF OCTOBER 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: Oct. 11, 2019

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

ATTEST:

Mary Gilbert, Executive Director

Dated: _____

By: _____

CLAIM FOR LOCAL TRANSPORTATION FUNDS

TO: COUNCIL OF SAN BENITO COUNTY GOVERNMENTS
330 TRES PINOS RD., SUITE C7, HOLLISTER, CA 95023

FROM: CLAIMANT: COG as the Regional Transportation Planning Authority
ADDRESS: 330 Tres Pinos Rd., Suite C7
Hollister, CA 95023

CONTACT PERSON: Kathy Postigo
Phone: (831) 637-7665 Email: kpostigo@sanbenitocog.org

The San Benito Co. Regional Transportation Planning Authority hereby request, in accordance with the State of California Public Utilities Code, commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved in the amount of \$ 221,505 for Fiscal Year 2018/2019, to be drawn from the Local Transportation Fund deposited with San Benito County Treasurer.

When approved, this claim will be transmitted to the San Benito County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

APPROVED:

SAN BENITO COUNTY COUNCIL
OF GOVERNMENTS BOARD OF
DIRECTORS

APPLICANT

BY: _____
(signature)

BY: Kathy Postigo
(signature)

TITLE: _____

TITLE: Administration Services Specialist

DATE: _____

DATE: 10/8/19

TDA ANNUAL PROJECT AND FINANCIAL PLAN

This form will show the planned expenditures of all TDA funds claimed for the fiscal year. Briefly describe all projects which will be funded by current year TDA funds, provide the total cost of the project, and provide all sources of funding associated with the project. The project, costs, and funding should be consistent with the budget developed in the TDA Claim Worksheet completed for the submittal of this claim. The total project cost and total funding source(s) should balance for each project.

Claimant: San Benito County Regional Transportation Planning Authority
 Fiscal Year: 2018/2019

<u>Brief Project Description</u>	<u>Project Cost</u>	<u>Source of Funding & Amount</u>
Planning and Administrative Activities	\$223,786	TDA (LTF) \$221,505 Misc \$ 2,281

Staff Report

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director **Telephone:** (831) 637-7665 x. 207
Date: October 17, 2019
Subject: Local Government Planning Support Grants Program Working Group

Recommendation:

APPROVE Chairperson's Appointment of Jim Gillio 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 6th 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 6th 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 San Benito County Board of Supervisors recommended Jim Gillio to be appointed a San Benito County supervisor representative from COG on the Central Coast Housing Working Group. The City Selection Committee appointed City representatives at a meeting in early October. Ignacio Velazquez was appointed as the City of Hollister representative and John Freeman as the San Juan Bautista representative.

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 6th 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 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

To: Council of San Benito County Governments
From: Mary Gilbert, Executive Director **Telephone:** (831) 637-7665 x. 207
Date: October 17, 2019
Subject: State Route 156/State Route 25 Roundabout Project

Recommendation:

ADOPT resolution 19-11 opposing a roundabout at the intersection of state Routes 25 and 156 in San Benito County, supporting the implementation of other safety improvements, requesting Caltrans stop all work on the roundabout, and requesting SHOPP funds be reallocated to other safety improvements at the intersection.

Summary:

At its September meeting, the Board expressed opposition to the State Route 156/State Route 25 roundabout project and directed staff to prepare a resolution opposing the 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.

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.

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

Meeting Notes – SR 25/256 Roundabout

September 25, 2019

Attendees:

Mary Gilbert, COG

Veronica Lezama, COG

Harry Mavrogenes, San Benito County

1. Roundabout Project: Identify Agreed-Upon Alternatives & Discuss Funding

Harry identified two alternatives to the roundabout which the group discussed:

- A. Extend merge lanes on all lanes of the 25/156 intersection by 1 mi. each (Estimated Construction Cost \$5 million)

Notes:

- Extended lanes are contemplated in the Highway 25 Design Alternatives Analysis (2016); proposal was 1,500ft. Mary to confirm with Tim Lee, PE, WMH & Associates, if any issues were identified at the time.

- B. Construct a 2-lane overcrossing for Highway 156 EB and WB Traffic.

Notes:

- Cost Estimate (per RMA) – \$10-\$11 Million
- Harry to seek County engineering staff to provide detailed cost estimate/design sketch

- C. Funding Opportunities to match SHOPP:

- a. ITIP/TCEP for Interchange
- b. BUILD Grant (previously TIGER grant)

NEXT STEPS:

- Discuss with COG's Technical Advisory Committee, October Meeting
- Follow up meeting with Caltrans (Tim Gubbins), COG, RMA, to discuss alternatives to a roundabout and funding
- Coordination with California Transportation Commission staff

Cost estimates included in COG's [2016 Design Alternatives Analysis Report](#):

Alternative	Description	Cost (000s)
Safety and Operational Enhancements		
SR 25 / SR 156 Intersection Improvements	Extend 2-lane approach and departure length at each leg of the intersection by 1,500'. Install other safety improvements.	\$4,800 M
SR 25 Passing Lanes	Widen SR 25 to 4 lanes between Hudner Ln and Shore Rd	\$35,000 M
New SR 25 / SR 156 Interchange	Construct new spread diamond interchange to replace SR 25 / SR 156 signal intersection	\$45,900 M

BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE COUNCIL OF SAN BENITO)
COUNTY GOVERNMENTS OPPOSING A)
ROUNDBOUT AT THE INTERSECTION OF STATE)
ROUTES 25 AND 156 IN SAN BENITO COUNTY,)
SUPPORTING THE IMPLEMENTATION OF OTHER)
SAFETY IMPROVEMENTS, REQUESTING)
CALTRANS STOP ALL WORK ON THE)
ROUNDBOUT, AND REQUESTING SHOPP FUNDS)
BE REALLOCATED TO OTHER SAFETY)
IMPROVEMENTS AT THE INTERSECTION)

Resolution No. 19-11

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

WHEREAS, COG’s mission is to improve the mobility of San Benito County travelers by planning for and investing in a multi-modal transportation system that is safe, economically viable, and environmentally friendly; and

WHEREAS, the intersection of State Routes 25/156 in San Benito County has reached the level of accidents and fatalities that require Caltrans District 5 to provide mitigation for improving public safety; and

WHEREAS, Caltrans District 5 has proposed the safety improvement of a multi-lane roundabout for this highway intersection and the California Transportation Commission has approved funding for the project through the 2018 State Highway Operations and Protection Program (SHOPP); and

WHEREAS, COG has made significant investments in safety improvements on the State Route 25 Corridor and the State Route 156 corridor; and

WHEREAS, COG recognizes the need for safety improvements at this intersection and has identified concerns with the proposed roundabout as the preferred solution for the intersection; and

WHEREAS, COG supports the implementation of context-sensitive roundabouts in California; and

WHEREAS, a roundabout at the intersection of two highly-traveled highway corridors with a mix of interregional truck and commute traffic have not been commonly implemented in the San Benito region or in the State of California; and

WHEREAS the Board of Supervisors for the County of San Benito adopted Resolution 2019-85, in opposition to the proposed roundabout; and

WHEREAS the City Council for the City of Hollister adopted Resolution 2019-194, in opposition to the proposed roundabout; and

WHEREAS, COG does not support the use of SHOPP funding for a project with a 10-year short-term useful life; and

WHEREAS, COG, in collaboration with the San Benito County Resource Management Agency, has identified and supports other safety improvements in lieu of the roundabout such as; additional signal modifications and rumble strips, widening the merge lanes at the intersection by one-mile in all directions, constructing a two-lane overcrossing to separate State Route 156 and State Route 25 traffic; and

WHEREAS, in November 2018, San Benito County became a self-help county with voter-approval of Measure G, establishing a 30-year 1% sales tax for local, county-wide transportation improvements, including participation in funding the widening of State Route 25 and an interchange at the intersection of State Routes 25 and 156.

NOW, THEREFORE BE IT RESOLVED that the Council of San Benito County Governments hereby opposes a roundabout and supports the implementation of the other eligible safety improvements proposed herein.

BE IT FURTHER RESOLVED that the Council of San Benito County Governments hereby requests that Caltrans District 5 halt all work on the roundabout at the intersection of State Routes 25 and 156, while other alternative improvements are planned and considered, and additional funding is identified.

BE IT FURTHER RESOLVED that the Council of San Benito County Governments hereby requests that the Department of Transportation and California Transportation Commission redirect SHOPP funding to new alternative intersection improvements at the intersection of State Routes 25 and 156 identified herein, to be matched with local Measure G funding and other state funding sources.

PASSED AND ADOPTED BY THE SAN BENITO COUNCIL OF GOVERNMENTS THIS 17th DAY OF OCTOBER 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: Oct. 11, 2019

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

ATTEST:
Mary Gilbert, Executive Director

Dated: _____

By: _____



Staff Report

To: Council of San Benito County
From: Mary Gilbert, Executive Director Phone Number: (831) 637-7665 x.207
Date: October 17, 2019
Subject: San Benito County Measure G

Recommendation:

- a. **RECEIVE PRESENTATION** on Revenue Projections and Cash Flow Model
- b. **DISCUSS** Measure G Strategic Plan

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 \$2.25 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

The Measure G 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 the projections have been updated to reflect a lower base year income scenario. Representatives from KNN will provide a summary presentation of revenue projections and funding scenarios at the October meeting.

Tier 1: Highway 25 4-Lane Expressway

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. In September, COG requested review of the proposed project design.

Caltrans has committed to complete a Value Analysis of the project 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 alternatives. 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.

The Value Analysis effort is tentatively scheduled for January 2020.

Measure G - Next Steps - 2019

- Finalize Local Agency Funding/Tax Sharing Agreements for FY 19/20
- Consider engaging with a public outreach firm per direction from Oversight Committee
- Submit request for programming Local Partnership Program Bonus/Incentive funds to the California Transportation Commission
- Hold Required Annual Public Hearing- December
- Finalize Strategic Plan (December)

Executive Director Review: _____

Counsel Review: _____ N/A _____