San Benito County LOCAL TRANSPORTATION AUTHORITY

COUNTY EXPRESS

AGENDA
REGULAR MEETING
LOCAL TRANSPORTATION AUTHORITY

DATE: Thursday, June 18, 2020
6:00 P.M.

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

DIRECTORS: Chair Ignacio Velazquez, Vice Chair Peter Hernandez
Jaime De La Cruz, Mary Vazquez Edge, and Rolan Resendiz
Alternates: San Benito County: Mark Medina;
City of San Juan Bautista: César E. Flores

Attendance at the LTA meeting is closed to the public per Executive Order N-29-30. The public may join meeting by Zoom: https://zoom.us/join per the instruction stated below:

Meeting ID: 912-5561-3392

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.***

6:00 P.M. CALL TO ORDER:

A. ACKNOWLEDGE Certificate of Posting

B. NOTICE OF TEMPORARY PROCEDURES FOR LOCAL TRANSPORTATION AUTHORITY MEETINGS

Pursuant to California Governor Gavin Newsom's Executive Order N-29-20 issued on March 17, 2020, relating to the convening of public meetings in response to the COVID-19 pandemic. Additionally, members of the Local Transportation Authority are allowed to attend the meeting via teleconference and to participate in the meeting to the same extent as if they were present. **Members of the public are encouraged to participate in Board meetings in the following ways:**

1. **Remote Viewing**
   Members of the public who wish to watch the meeting can view the meeting online through Zoom. Instructions for participating via Zoom are included below.

2. Written Comments & Email Public Comment

Members of the public may submit comments via email by 5:00 PM. on the Wednesday prior to the Board meeting to the Clerk of the Board at monica@sanbenitocog.org. Regardless of whether the matter is on the agenda. Every effort will be made to provide Board Members with your comments before the agenda item is heard.

3. Local Transportation Authority meeting - Zoom Instructions for remote Participants:

Each meeting will have a meeting ID, which is a unique number associated with an instant or scheduled meeting. Three ways to attend zoom meetings:

1. **Over the phone (Audio only):**
   - **(669) 900-6833 or (408) 638-0968.**
2. **Open the Web-browser:**
   - https://zoom.us/join
3. **Smart device Application:**
   · Apple App store: https://apps.apple.com/us/app/id546505307

   · Android App store: https://play.google.com/store/apps/detailsZid=u.s.zoom.videomeetings

Zoom Audio Only (phone)

If you are **calling in as audio-only**, please dial **(669) 900-6833 or (408) 638-0968**.

1. It will ask you to enter the **Meeting ID,** 912-5561-3392, followed by the **"#" key**, which can be found at the top page of the agenda. The meeting agenda can be found at: http://www.sanbenitocog.org/wp-content/uploads/2020/06/LTA_Packet_061820.pdf
2. It will then ask for a **Participant ID**, press the **"#" key** to continue.
3. Once you enter the zoom meeting, you will automatically be placed on mute.
4. **Public Comment:** If you are using a phone, please press the "*9" to raise your hand, zoom facilitator will unmute you when your turn arrives.

Zoom On Web-browser or Zoom app on Tablet or Smartphone

If joining through web-browser launch: https://zoom.us/join or launch the Zoom app on your Tablet or Smartphone

1. Select **"JOIN A MEETING"**
2. The participant will be prompted to enter **Meeting ID,** 912-5561-3392 and name to join the meeting. Which can be found at the top page of the agenda. The meeting agenda can be found at: http://www.sanbenitocog.org/wp-content/uploads/2020/06/LTA_Packet_061820.pdf
3. You can launch audio through your computer or set it up through the phone. Follow instructions provided by Zoom.
4. **Public Comment:** Click **"Raise hand"** icon, the zoom facilitator will unmute you when your turn arrives.

Public Comment Guidelines

- If participating on zoom Once you are selected, you will hear that you have been unmuted: State your first name, last name, and county you reside in for the record.
- The Local Transportation Authority welcomes your comments.
- Each individual speaker will be limited to a presentation total of three (3) minutes.
- Please keep your comments, brief, to the point, and do not repeat prior testimony, so that as many people as possible can be heard. Your cooperation is appreciated.

PUBLIC COMMENT

C. PUBLIC COMMENT: (Opportunity to address the Board on items of interest not appearing on the agenda. No action may be taken unless provided by Govt. Code Sec. 54954.2. **Speakers are limited to 3 minutes.**)

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** Local Transportation Authority Draft Meeting Minutes Dated May 21, 2020 – Gomez

2. **RECEIVE** Local Transportation Authority FY 2019-20 Third Quarter Budget Report – Postigo

3. **APPROVE** Use of Current FY 2019/2020 Budget as Expenditure Authority for FY 2020/2021 until the Approval of the Final 2020/2021 Budget **– Postigo**

REGULAR AGENDA:

4. **RECEIVE** presentation on FY 2020/21 Local Transportation Authority Draft Budget – Postigo

5. **APPROVE** the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study Final Report – Valentine

Adjourn to LTA Meeting on Thursday, August 20, 2020. Agenda deadline is August 4, 2020 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 Local Transportation Authority 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 Board'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.

Agenda Item : 1

San Benito County
LOCAL TRANSPORTATION AUTHORITY
REGULAR MEETING
(Zoom Platform)

May 21, 2020 3:00 P.M.

DRAFT MINUTES

MEMBERS PRESENT:
Chair, Ignacio Velazquez; Vice-Chair, Peter Hernandez; Jaime De La Cruz, Mary Vazquez Edge, and Rolan Resendiz

STAFF PRESENT:
Deputy County Counsel, Shirley Murphy; Executive Director, Mary Gilbert; Transportation Planner Regina Valentine; Secretary, Monica Gomez; Administrative Services Specialist, Kathy Postigo; Transportation Planner, Veronica Lezama; Office Assistant, Griselda Arevalo

OTHERS PRESENT:
MV Transportation, Leona Medearis-Peacher

CALL TO ORDER:
Chair Velazquez called the meeting to order at 3:39 p.m.

A. CERTIFICATE OF POSTING

A motion was made by Director De La Cruz, and seconded by Director Vazquez Edge, to acknowledge the Certificate of Posting. Vote: 5/0 motion passes.

B. Notice of Temporary procedures for Local Transportation Authority Meetings

Chair Velazquez reminded members of the public that an overview of temporary procedures (Zoom etiquette) for LTA meetings was attached to the agenda.

C. PUBLIC COMMENT: NONE

CONSENT AGENDA:

1. **Approve** Local Transportation Authority Draft Meeting Minutes Dated April 16, 2020 – Gomez
2. **Adopt** Resolution 2020-02 Authorizing the Execution of the Low Carbon Transit Operations Program (LCTOP) projects "Expansion of Intercounty Services" and LCTOP Fares Program" – Valentine

There was no public comment on the Consent agenda.

A motion was made by Director De La Cruz, and seconded by Director Vazquez Edge, to approve Items 1, 2 from the Consent Agenda. Vote 5/0 motion passes unanimously.

REGULAR AGENDA:

3. Receive Presentation of Draft Findings from the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study – Valentine

Transportation Planner Regina Valentine introduced Frederik Venter from Kimley Horn, who provided a Power-point presentation on the draft findings of the Highway 25 Transit Study.

Mr. Venter provided an overview of the project purpose, goals, and performance measures. The study includes three alternatives for transit between Hollister and Gilroy: Alternative 1 - Bus on Shoulder, Alternative 2 - Bus Beside Rail, and Alternative 3 - Passenger Rail.

Ms. Valentine noted one correction to the Power-point presentation: Pop-up event was held at Hollister Super grocery store instead of Savemart. She added that as far as next steps, staff will presenting the draft findings to the Social Services Transportation Advisory Council (SSTAC) and Technical Advisory Committee at their next meetings for feedback to be included in the finalized project report. The final study will be presented to the Board in June for approval.

Board members thanked Mr. Venter for the presentation and requested that the presentation be forwarded to them. County Counsel requested a copy as well.

There was discussion about the transit alternatives benefits and costs.

Chair Velazquez asked what the timeline for Bus on Shoulder alternative or Bus Beside Rail alternative might be.

Mr. Venter stated that it would take approximately 10 years for the Bus Beside Rail alternative and 6-8 years for Bus on Shoulder alternative.

Chair Velazquez stated that he asked the question because the two alternatives have a similar timeframe as the Highway 25 Widening Improvement project and it may be wise figure that into the design at the same time.

Mr. Venter noted that if Highway 25 is widened and it is forecasted that vehicles will be moving at 55-65 mph then you won't need the Bus on Shoulder option because the bus will be able to move as fast as the cars.

Chair Velazquez agreed stating that the estimated timeframe for the Highway 25 expressway is 8-10 years, which aligns with the Bus Beside Rail alternative timeframe.

There was no further discussion or public comment.

4. Receive Update on Local Transportation Authority's COVID-19 Response and Preliminary Impacts to Public Transportation Services – Valentine

Executive Director Mary Gilbert stated that Transportation Planner Regina Valentine would be providing this update and mentioned that Leona Medearis-Peacher with MV Transportation was also available to answer any questions from the Board.

Ms. Valentine provided an update for the Local Transportation Authority (LTA) Board related to the response from the agency and its public transportation service contractors, MV Transportation and Jovenes de Antaño, to the COVID-19 pandemic. She provided an overview of transportation service modifications that have taken place in response to the COVID-19 pandemic. LTA received shipment of personal protective equipment for front-line staff in early May through the California Association for Coordinated

Transportation (CalACT) and Governor's Office of Emergency Services and ensured that surgical masks and hand sanitizer have been distributed to front line staff.

Additionally, County Express is participating in the "Great Plates Delivered" program for San Benito County, helping deliver meals to seniors in need. Ms. Valentine expressed appreciation to MV Transportation General Manager Leona Medearis-Peacher for assisting with the delivery of meals and ensuring that the program runs smoothly.

Ms. Valentine provided a summary of preliminary impacts to LTA's County Express and Specialized Transportation services to date and went over some of the short term and longer term next steps.

Ms. Valentine stated that staff has been looking to the CDC and State public transportation COVID-19 guidelines to determine how to safely operate service as the county reopening expands. County Express is providing essential Dial-a-Ride and limited Intercounty transportation services to the community. Many regular services have been suspended.

Ms. Valentine stated that staff is also researching opportunities to use CARES Act funds to procure staff assistance to prepare a more thorough service plan as the agency transitions to the new normal post COVID-19.

Board members thanked staff for the update.

There was no public comment.

A motion was made by Director De La Cruz, and seconded by Director Edge, to adjourn the LTA meeting at 4:25 p.m. Vote:5/0 motion passes unanimously.

ADJOURN TO LTA MEETING JUNE 18, 2020.

San Benito County LOCAL TRANSPORTATION AUTHORITY

COUNTY EXPRESS

Staff Report

To:	Local Transportation Authority	
From:	Kathy Postigo, Administrative Services Specialist	**Telephone:** (831) 637-7665
Date:	June 18, 2020	
Subject:	**Third Quarter Budget Report**	

Recommendation:

RECEIVE Local Transportation Authority FY 2019-20 Third Quarter Budget Report

Summary:

The Local Transportation Authority's expenditures for the third quarter for 2019-20 were under budget. The Third Quarter Budget Report shows that expenditures were at 67.41 % and revenues were at 7.95%.

Financial Considerations:

During the Third quarter, total expenditures for LTA were $1,490,273 or 67.41% of the budget. Revenues received were at 7.95 % of the budget. No Budget Adjustment/Transfers are required for the third quarter.

Background:

Staff has prepared the attached budget report for the Board to review. After each quarter the Trial Balances are reviewed and analyzed by staff for errors or corrections. Once the Trial Balances are reviewed, a budget report is prepared and analyzed by staff for budget adjustments/transfers if needed to reflect actual revenues and expenditures

The FY 2019-20 Third Quarter Budget Report, ending March 31, 2020, summarizes the quarterly expenditures and revenues. This report has the actual revenues and expenditures for the third quarter of fiscal year 2019-20. The Local Transportation Authority as a whole was under budget.

This Budget Report also includes the Public Transportation, Modernization, Improvement and Safety Enhancement Account (PTMISEA).

The Third Quarter Report of Local Transportation Authority shows expenditures for Services and Supplies as a whole under to the 75% projection for the quarter although Insurance, Marketing, Printing and Supplies are over due to yearly allocations and one time printing and marketing cost.

Revenues are low at 7.95% due to the fact that Transportation Development Act Funds are allocated at the end of the fiscal year.

Staff Analysis:

Staff made budget adjustments as authorized in the Purchasing/Budget policy. At this time Budget Adjustment/Transfers are not required for the Local Transportation Authority.

Staff recommends that the Board receive the FY 2019/20 Third Quarter Budget Report.

Executive Director Review: MG Counsel Review: N/A

Attachments: 1. Local Transportation Authority FY 2019/20 Third Quarter Budget Report

Local Transportation Authority (627.7320)
Third Quarter Budget Report
FY 2019/20

FISCAL SUMMARY	Budgeted FY 19/20	Expenses 3/30/2020	Balance FY 19/20	Projected % 75%	Actual %
EXPENDITURES					
Salaries & Benefits	305,737	243,071	62,666	75%	79.50%
Services & Supplies	300,454	178,077	122,377	75%	59.27%
Contracts	1,604,425	1,069,125	535,300	75%	66.64%
Capital	-	-	-	75%	
Other	-	-	-	75%	
TOTAL EXPENDITURES	$2,210,616	1,490,273	$720,343	75%	67.41%
REVENUES					
Revenues	2,210,616	175,765	2,030,924	75%	7.95%
Operating Transfers	-		-	-	-
TOTAL REVENUE	$2,210,616	$175,765	$2,030,924	75%	7.95%
TOTAL FUND BALANCE	$0	($1,314,509)			
	Equip. Trf	$0			
		($1,314,509)			

Local Transportation Authority (627.7320)
Third Quarter Budget Report
FY 2019/20

REVENUE & EXPENDITURES

REVENUES Category		Budgeted FY 19/20	Revenues 3/30/2020	Balance FY 19/20	Projected % 75%	Actual %
570.001	Other Sales (Ad Space)	3,000	-	3,000	75%	0.00%
551.113	Mis (FTA 5311 Operating Assistance)	316,616	-	316,616	75%	0.00%
551.113	FTA 5310 (Out of county med.)	30,000	-	30,000	75%	0.00%
551.113	STA SB1	45,000	-	45,000	75%	0.00%
570.001	Sales of fixed assets	-	-	-	75%	
570.006	Other Sales (Ad Space)	-	319	(319)	75%	
551.113	FTA 5304 (Bus Stop Imp Plan)	-	-	-	75%	
576.012	Transfer from Trust STA&LTF	1,550,385	-	1,550,385	75%	0.00%
590.001	Unclaimed check	-	-	-	75%	
551.401	LCTOP-Inter cunty service exp	107,615	77,732	29,883	75%	72.23%
541.001	Interest		(3,927)		75%	
562.803	County Express Fares	158,000	101,641	56,359	75%	64.33%
	TOTAL	2,210,616	175,765	2,030,924	75%	7.95%

EXPENDITURES Category		Budgeted FY 19/20	Expenses 3/30/2020	Balance FY 19/20	Projected % 75%	Actual %	
Personnel			0				
610.101	Salaries	305,737	243,071	62,666	75%	79.50%	
610.101	BS IT		-				
610.101	Bus Stop Imp.	-	-				
	Total	305,737	243,071	62,666	75%	79.50%	
Services and Supplies							
619.130	Clothing and Safety	1,500	1,052	448	75%	70.16%	
619.132	Communications	3,375	3,190	185	75%	94.53%	
619.138	Computer Maintenance	3,300	3,132	168	75%	94.91%	
619.141	Computer Software	200	-	200		0.00%	
645.701	General Insurance	6,164	6,016	148	75%	97.59%	
619.152	Maintenance of Equipment	66,000	27,465	38,535	75%	41.61%	
619.154	Maintenance of Equip - Oil and Gas	200,000	130,104	69,896	75%	65.05%	
619.158	Maint of Structures and Grounds	500	482	18	75%	96.34%	
619.280	Marketing	3,400	3,302	98	75%	97.11%	
619.166	Membership Dues	620	620	-	75%	100.00%	Cal Act
619.176	Special Project Supplies	1,100	183	917	75%	16.68%	
619.174	Supplies	250	104	146	75%	41.77%	
619.172	Postage and Delivery	25	-	25	75%	0.00%	
619.210	Professional Service - Legal	4,000	663	3,338	75%	16.56%	
619.180	Public and Legal Notices	100	-	100	75%	0.00%	
619.184	Rent Equipment	-	-	-			
619.190	Small Tools	350	273	77	75%	78.03%	
619.268	Special Dept Expense -	2,000	854	1,146	75%	42.69%	
619.196	Travel Lodging	550	540	10	75%	98.25%	
619.198	Travel Meals	200	96	104	75%	48.03%	
619.194	Training	2,000	-	2,000	75%	0.00%	
619.200	Travel Transportation	150	-	150	75%	0.00%	
619.306	Utilities	4,670	-	4,670		0.00%	
	Total	300,454	178,077	122,377	75%	59.27%	
Contracts							
619.250	**Special Dept Exp (SRTP & LRTP)**	-	-	-	75%		
619.250	Special Dept Expense - Contracts	1,604,425	1,069,125	535,300	75%	66.64%	
	Total	1,604,425	1,069,125	535,300	75%	66.64%	
Capital							
650.302	Equipment other than Computer	-	-	-	75%		
650.301	Automobiles, Trucks, Vans	-	-	-	75%		
650.312	Depreciation Exp	-	-	-	0%		
	Total	-	-	-	75%		
Other							
640.320	OPEB	-	-	-			
640.513	Operating Transfers	-	-	-			
	Total	-	-	-			
	TOTAL	2,210,616	1,490,273	720,343	75%	67.41%	

JE #	BUDGET ADJUSTMENTS	
19-20-01	619.250 Contracts	$45,000
	551.113 STA 1B	($45,000)
19-20-04	619.132 Communications	$2,350
	619.138 Computer Main	$2,300
	619.166 Membership Dues	$ 30
	619.190 Small Tools	$ 100
	619.196 Travel-Lodging	$ 50
	619.280 Marketing	$2,500
	619.306 Utilities	($7,330)

PTMISEA and OES (628.7400)
Third Quarter Budget Report
FY 2019/20

FISCAL SUMMARY	Budgeted FY 19/20	Expenses 3/30/2020	Balance FY 19/20	Projected % 75%	Actual %
EXPENDITURES					
Salaries & Benefits	-	-	-		
Services & Supplies	1,585,000	65,077	1,519,923	100%	0.00%
Contracts	-	-	-		
Capital		-		75%	0.00%
Other	-	-	-	75%	
TOTAL EXPENDITURES	$1,585,000	$65,077	$1,519,923	75%	4.11%
REVENUES					
Revenues	1,787,661	1,760,129	27,532	75%	98%
Operating Transfers	-		-		
TOTAL REVENUE	$1,787,661	$1,760,129	$27,532	75%	98%
TOTAL FUND BALANCE	$202,661	$1,695,052			

PTMISEA and OES (628.7400)
Third Quarter Budget Report
FY 2019/20

REVENUE & EXPENDITURES

REVENUES Category		Budgeted FY 19/20	Revenues 3/30/2020	Balance FY 19/20	Projected % 75%	Actual %
541.001	Interest Revenue	-	22,499	(22,499)	75%	0.00%
551.401	PTMISEA (Current Yr)	-	-	-	75%	
551.401	OES (State) (Current Yr)	-	-	-	75%	
570.011	PTMISEA (Prior Yr)	1,703,580	1,653,549	50,031	75%	0%
570.011	OES (State) (Prior Yr)	84,081	84,081	-	75%	0%
		-	-	-	75%	0%
	TOTAL	1,787,661	1,760,129	27,532	75%	98%

EXPENDITURES Category		Budgeted FY 19/20	Expenses 3/30/2020	Balance FY 19/20	Projected % 75%	Actual %
Personnel						
610.101	Salaries			-		
	Total		-	-	75%	0.00%
Services and Supplies						
619.126	Magazines and Subscriptions			-		
619.132	Communications	-	-	-		
619.138	Computer Maintenance	-	-	-		
619.140	Computer Supplies	-	-	-		
645.701	General Insurance	-	-	-		
619.152	Maintenance of Equipment	-		-		
619.154	Maintenance of Equip- Oil and Gas	-	-	-		
619.158	Maintenance of Structures & Grounds	-	-	-		
619.280	Marketing	-	-	-		
619.166	Membership Dues	-	-	-		
619.168	Office Furniture under $700	-	-	-		
619.170	Office Equipment under $300	-	-	-		
619.176	Special Project Supplies - Printing	-	-	-		
619.174	Supplies	-	-	-		0.00%
619.172	Postage and Delivery	-	-	-		
619.210	Legal	-	-	-		
619.222	Other Consultants	-	-	-		
619.180	Public and Legal Notices	-	-	-		
619.184	Rent Equipment	-	-	-		
619.186	Rent Structures	-	-	-		
619.188	Rent Space	-	-	-		
619.190	Small Tools	-	-	-		
619.268	Special Dept Expense - PTMISEA	1,500,000	33,821	1,466,179	75%	2.25%
619.268	Special Dept Expense - OES	85,000	31,256	53,744	75%	36.77%
619.198	Travel Meals	-		-	75%	
619.194	Training	-		-		
619.200	Travel Transportation	-	-	-		
619.306	Utilities	-	-	-		
	Total	1,585,000	65,077	1,519,923	75%	
Contracts						
623601	Special Dept Expense - Contracts	-		-		
	Total	-	-	-		
Capital			-	-		
650.304	Furniture & Fixtures(Bus Stop Shelters)	-	-	-	75%	
650.302	Equipment other than Computer	-	-	-	75%	
650.303	Computer Hardware	-	-	-	75%	
650.301	Automobiles, Trucks, Vans	-	-	-		
	Total	-	-	-		
Other						
670.000	Trf Out Other Funds			-		
670.000	Interfund Trf	-	-	-	75%	
		-	-	-	75%	
	TOTAL	1,585,000	65,077	1,519,923	75%	4.11%

San Benito County LOCAL TRANSPORTATION AUTHORITY

COUNTY EXPRESS

Staff Report

To: Local Transportation Authority
From: Kathy Postigo, Administrative Services Specialist **Telephone:** (831) 637-7665
Date: June 18, 2020
Subject: **Approve Current Budget 2019/2020 as Expenditure Authority for FY 2020/2021 Until Approval of Final 2020/2021 Budget**

Recommendation:

APPROVE use of Current FY 2019/2020 Budget as Expenditure Authority for FY 2020/2021 until the Approval of the Final 2020/2021 Budget.

Summary:

The Board to use expenditure authority as adopted in the FY 2019/2020 Budget for FY 2020/2021 until final FY 2020/2021 Budget is approved in August.

Financial Considerations:

There are no financial considerations with this recommendation.

Background:

Due to the Covid 19 pandemic, the budget process was delayed. The draft budget is being presented to the Board at the June 18th meeting and the final budget will be presented to the Board at the August 20th meeting for adoption.

Staff Analysis:

Staff is recommending the COG Board use expenditure authority of the current year budget FY 2019/2020 for expenditures in FY 2020/2021 until the approval of the final 2020/2021 budget and to continue spending of expenditure under the parameters of FY 2019/2020.

Executive Director Review: MG Counsel Review: N/A

330 Tres Pinos Road, Suite C7, Hollister, CA 95023
Ph: (831) 637-7665 Fax: (831) 636-4160 www.SanBenitoCountyExpress.org

Staff Report

To:	Local Transportation Authority
From:	Kathy Postigo, Administrative Services Specialist **Telephone:** (831) 637-7665
Date:	June 18, 2020
Subject:	**Local Transportation Authority Draft Budget FY 2020/21**

Staff Recommendation:

RECEIVE presentation on FY 2020/21 Local Transportation Authority Draft Budget.

Summary:

The Local Transportation Authority Draft Budget – FY 2020/21 has been prepared using funding assumptions that are consistent with information provided through State and Federal programs. Expenditures match anticipated funding. A second fiscal year is included to the draft Budget for financial planning purposes.

Financial Considerations:

The Local Transportation Authority's total Draft Budget – FY 2020/21 is $3.94 million. This Draft Budget includes contracts for transit operations including County Express and Jovenes de Antano. The Draft Budget includes personnel and services to support transit operations. The Draft Budget also includes an account for Public Transportation Modernization, Improvement and Service Enhancement (PTMISE) funding.

Overall, the Draft Budget is $1,734,531 or (78%) above the FY 2019/2020 Budget. This increase is mainly attributed to the Special Projects line item. This is due to the purchase of buses with the Public Transportation Modernization, Improvement and Service Enhancement (PTMISE) funding in 2020/21 and expenses related to Covid 19 and CARES Act funding.

Background:

The San Benito County Local Transportation Authority (LTA) administers and operates public transportation services in the County. County Express provides local Fixed Route service, General Public Dial-a-Ride, ADA Paratransit, and commuter services to the residents of San Benito County. Jovenes de Antano provides transportation for the Senior Lunch Program, Medical & Shopping Assistance Program and Out of County Medical Transportation.

The most important component of the Draft Budget focuses on aligning spending with anticipated funding and financing transit operations. The Local Transportation Authority is funded through the Transportation Development Act, Federal Transit Act and various local grants.

Pending grant applications will be amended into the Budget at a future date if the funds become available.

Staff Analysis:

The Local Transportation Authority limits personnel costs to 12.9 percent and directs agency funds to Services and Supplies, Operations, and Capital.

Services and Supplies represents 24.8 percent of the budget. This category includes large expenditures in maintenance and fuel. The fuel estimate is the largest unknown in the Authority's Draft Budget. Fluctuations at the gas pump are difficult to predict. It also includes expenses related to Covid 19 and the CARES Act funding.

Contracts represent 62.3 percent of expenditures. This category includes contracts with MV Transportation for County Express and Jovenes de Antaño for Specialized Transportation. Also $45,000 to rebuild the County Express website.

The Local Transportation Authority set up a separate account for the Public Transportation Moderation, Improvements and Service Enhancements Account (PTMISEA), and the Office of Emergency Services funding (OES). The Draft Budget for this account is $1,384,250. This funding is available for various transit capital needs, purchase of buses and customer services enhancements, transit maintenance and operational enhancements.

The Draft Budget is balanced with revenues matching expenditures.

In summary, the Local Transportation Authority meets the goals and objectives of the agency and matches anticipated funding with expenses.

Executive Director Review: MG Counsel Review: N/A

Attachment: LTA Draft Budget – FY 2020/21

LOCAL TRANSPORTATION AUTHORITY
DRAFT BUDGET - FY 2020/21
EXPENDITURES

EXPENDITURE DESCRIPTION			Adopted Budget FY 19/20	Estimated Actual to June 30, 2020	Proposed Budget FY 20/21	Budget Estimate for FY 21/22	Variance FY 19/20 FY 20/21
Personnel							
610.101	Salaries		305,737	305,737	332,206	300,000	26,469
610.101	Salaries		-	-	-	-	-
610.101	Salaries (5304 Bus Stop IT)		-	-	-	-	-
		Total	**305,737**	**305,737**	**332,206**	**300,000**	**26,469**
Services and Supplies							
619.126	Magazines and Subscriptions		-	-	-	-	-
619.130	Clothing and Safety		1,500	1,500	1,500	1,500	-
619.132	Communications		3,375	3,375	1,200	1,200	(2,175)
619.138	Computer Maintenance		3,300	3,100	3,200	600	(100)
619.140	Computer Supplies		-	-	-	-	-
619.142	Computer Software		200	-	200	200	-
645.701	General Insurance		6,164	4,600	7,942	5,500	1,778
619.152	Maintenance of Equipment		66,000	38,579	50,000	66,500	(16,000)
619.154	Maintenance of Equipment - Oil and Gas		200,000	170,000	200,000	200,000	-
619.158	Maintenance of Structures and Grounds		500	500	500	500	-
619.280	Marketing		3,400	3,400	3,400	900	-
619.166	Membership Dues		620	620	620	600	-
619.176	Special Project Supplies - Supplies		1,100	500	600	700	(500)
619.174	Supplies		250	150	250	350	-
619.172	Postage and Delivery		25	-	25	25	-
619.210	Professional Service - Legal		4,000	2,500	4,000	4,500	-
619.180	Public and Legal Notices		100	100	100	150	-
619.184	Rent Equipment		-	-	-	-	-
619.186	Rent Structures		-	-	-	-	-
619.190	Small Tools		350	383	400	250	50
619.268	Special Dept. Expense - Other (CARES)		2,000	900	351,680	2,000	349,680
619.196	Travel Lodging		550	550	800	500	250
619.198	Travel Meals		200	100	250	200	50
619.194	Training		2,000	-	2,000	2,000	-
619.200	Travel Transportation		150	-	150	150	-
619.306	Utilities		4,670	-	4,670	12,000	-
		Total	**300,454**	**230,857**	**633,487**	**300,325**	**333,033**
Contracts							
619.250	Special Dept. Expense - Contracts		1,604,425	1,465,352	1,595,204	1,580,543	(9,221)
		Total	**1,604,425**	**1,465,352**	**1,595,204**	**1,580,543**	**(9,221)**
Capital							
650.302	Equipment other than Computer		-	-	-	-	-
650.303	Computer Hardware		-	-	-	-	-
650.301	Automobiles, Trucks, Vans		-	-	-	-	-
		Total	**0**	**0**	**-**	**-**	**0**
Other							
649.320	OPEB		-	-	-	-	-
		Total	**-**	**-**	**-**	**-**	**-**
	TOTAL PROPOSED BUDGET		**2,210,616**	**2,001,946**	**2,560,897**	**2,180,868**	**350,281**

LOCAL TRANSPORTATION AUTHORITY
DRAFT BUDGET - FY 2020/21
REVENUES AND EXPENDITURES VS REVENUES

REVENUE DESCRIPTION		Adopted Budget FY 19/20	Estimated Actual to June 30, 2020`	Proposed Budget FY 20/21	Budget Estimate for FY 21/22	Variance FY 19/20 FY 20/21
570.003	Advertisement revenue Sale of Fixed Assets	3,000	500	3,000	3,000	-
551.113	Misc. (FTA 5311 Operating Assistance)	316,616	316,616	316,616	322,950	-
551.113	FTA 5310 (Out of County Medical)	30,000	40,700	37,000	27,500	7,000
551.113	Low Carbon Transit Operations Program	107,615	107,615	116,122	-	8,507
551.113	CARES	-	-	350,680	-	350,680
576.012	STA/LTF transfer	1,550,385	1,557,965	1,587,479	1,954,060	37,094
562.803	County Express Fares	158,000	105,000	150,000	155,000	(8,000)
	TOTAL REVENUE	**2,165,616**	**2,128,396**	**2,560,897**	**2,462,510**	**395,281**

EXPENDITURES VS REVENUES LTA & PTMISEA		Adopted Budget FY 19/20	Estimated Actual to June 30, 2020`	Proposed Budget FY 20/21	Budget Estimate for FY 21/22	Variance FY 19/20 FY 20/21
EXPENDITURES						
Personnel		305,737	305,737	332,206	300,000	26,469
Services & Supplies		300,454	230,857	2,017,737	300,325	1,717,283
Contracts		1,604,425	1,465,352	1,595,204	1,580,543	(9,221)
Capital		0	0	-	-	-
Other		-	-	-	-	-
	TOTAL EXPENDITURES	**2,210,616**	**2,001,946**	**3,945,147**	**2,180,868**	**1,734,531**
REVENUES						
Revenues		2,402,892	2,333,661	2,357,668	508,450	(45,224)
Operating Transfers (in)		1,550,385	1,557,965	1,587,479	1,954,060	37,094
	TOTAL REVENUE	**3,953,277**	**3,891,626**	**3,945,147**	**2,462,510**	**(8,130)**
	TOTAL PROPOSED BUDGET	**2,210,616**	**2,001,946**	**3,945,147**	**2,180,868**	**1,734,531**

FUND BALANCE	**(0)**	**PTMISA FB**
DESIGNATED FUND BALANCE	-	
UNDESIGNATED FUND BALANCE	(0)	

LTA & PTMISEA
BUDGET NOTES

		Proposed Budget FY 20/21
Personnel		
Personnel includes salaries, administrative support, and professional services. These costs include regular staff salaries, executive director services and temporary help.		
	Total	**332,206**
Services and Supplies		
Services and Supplies include normal budget items to support transit operations and PTMISEA. The largest expenses include general insurance, maintenance, and fuel. Includes expenses releated to Covid 19 and CARES funding.		
	Total	**2,017,737**
Contracts		
Contracts includes transit operations for fixed route, intercounty route, dial-a-ride, (County Express $1,240,201) out of county medical and senior lunch program (Jovenes de Antano $310,002) and $45,000 to rebuild website.		
	Total	**1,595,204**
Capital		
No Capital expenditures are proposed in this Budget.		
	Total	**-**
Other		
	Total	**-**
	TOTAL PROPOSED BUDGET	**3,945,147**

LOCAL TRANSPORTATION AUTHORITY - PTMISEA, ARRA, AND OES
DRAFT BUDGET - FY 2020/21
EXPENDITURES

EXPENDITURE DESCRIPTION		Adopted Budget FY 19/20	Estimated Actual to June 30, 2020	Proposed Budget FY 20/21	Budget Estimate for FY 21/22	Variance FY 19/20 FY 20/21
Personnel						
610.101	Salaries	-	-	-	-	-
623.510	Administrative Support	-	-	-	-	-
		-	-	-	-	-
	Total	-	-	-	-	-
Services and Supplies						
619.126	Magazines and Subscriptions	-	-	-	-	-
619.130	Clothing and Safety	-	-	-	-	-
619.132	Communications	-	-	-	-	-
619.138	Computer Maintenance	-	-	-	-	-
619.140	Computer Supplies	-	-	-	-	-
645.701	General Insurance	-	-	-	-	-
619.152	Maintenance of Equipment	-	-	-	-	-
619.154	Maintenance of Equipment - Oil and Gas	-	-	-	-	-
619.158	Maintenance of Structures and Grounds	-	-	-	-	-
619.280	Marketing	-	-	-	-	-
619.166	Membership Dues	-	-	-	-	-
619.176	Special Project Supplies - Supplies	-	-	-	-	-
619.174	Supplies	-	-	-	-	-
619.172	Postage and Delivery	-	-	-	-	-
619.210	Professional Service - Legal	-	-	-	-	-
619.180	Public and Legal Notices	-	-	-	-	-
619.184	Rent Equipment	-	-	-	-	-
619.186	Rent Structures	-	-	-	-	-
619.190	Small Tools	-	-	-	-	-
619.268	Special Dept. Expense - Other	1,585,000	378,975	1,384,250	-	(200,750)
619.196	Travel Lodging	-	-	-	-	-
619.198	Travel Meals	-	-	-	-	-
619.194	Training	-	-	-	-	-
619.200	Travel Transportation	-	-	-	-	-
619.306	Utilities	-	-	-	-	-
	Total	1,585,000	378,975	1,384,250	-	(200,750)
Contracts						
619.250	Special Dept. Expense - Contracts	-	-	-	-	-
	Total	-	-	-		-
Capital						
650.302	Equip other than Computer	-	-	-	-	-
650.303	Computer Hardware	-	-	-	-	-
650.301	Automobiles, Trucks, Vans	-	-	-	-	-
	Total	-	-	-	-	-
Other						
649.320	Operating Transfers	-	-	-	-	-
	Total	-	-	-	-	-
	TOTAL PROPOSED BUDGET	**1,585,000**	**378,975**	1,384,250	-	**(200,750)**

LOCAL TRANSPORTATION AUTHORITY - PTMISEA, ARRA, AND OES
DRAFT BUDGET - FY 2020/21
REVENUES AND EXPENDITURES VS REVENUES

REVENUE DECRIPTION		Adopted Budget FY 19/20	Estimated Actual to June 30, 2020`	Proposed Budget FY 20/21	Budget Estimate for FY 21/22	Variance FY 19/20 FY 20/21
551.401	OES (State)	-	-	-	-	-
551.401	PTMISEA (Proposition B) (carryover PY)	1,703,580	1,492,504	1,144,780	-	(558,800)
551.401	OES (Carryover-Prop 1B Grants)	84,081	152,852	121,596	-	37,515
	Fund Balance (carryover previous years)	-	92,274	117,874	-	117,874
541.001	Interest	-	25,600	-	-	-
		-	-	-	-	-
	TOTAL REVENUE	**1,787,661**	**1,763,230**	**1,384,250**	-	**(403,411)**

EXPENDITURES VS REVENUES	Adopted Budget FY 19/20	Estimated Actual to June 30, 2020`	Proposed Budget FY 20/21	Budget Estimate for FY 21/22	Variance FY 19/20 FY 20/21
EXPENDITURES					
Personnel	-	-	-	-	-
Services & Supplies	1,585,000	378,975	1,384,250	-	(200,750)
Contracts	-	-	-	-	-
Capital	-	-	-	-	-
Other	-	-	-	-	-
TOTAL EXPENDITURES	**1,585,000**	**378,975**	**1,384,250**	-	(200,750)
REVENUES					
Revenues	1,787,661	1,763,230	1,384,250	-	1,384,250
TOTAL REVENUES	**1,787,661**	**1,763,230**	**1,384,250**	-	**1,384,250**
TOTAL PROPOSED BUDGET	**1,585,000**	**378,975**	**1,384,250**	-	**(200,750)**

FUND BALANCE	**0**
DESIGNATED FUND BALANCE	-
UNDESIGNATED FUND BALANCE	**0**

BUDGET NOTES		Proposed Budget FY 20/21
Personnel		
No Personnel expenditures are proposed in this Budget.		
	Total	-
Services and Supplies		
Special projects includes purchase of buses to increase service.		
Customer services enhancements, transit maintenance and operational enhancements.		
Purchased of buses will be capitalize in LTA.	**Total**	**1,384,250**
Contracts		
No Contract expenditures are proposed in this Budget.		
	Total	-
Capital		
No Capital expenditures are proposed in this Budget.		
	Total	-
Other		
No Other expenditures are proposed in this Budget.		
	Total	-
	TOTAL PROPOSED BUDGET	**1,384,250**

PTMISEA: Public Transportation Modernization, Improvement and Service Enhancement Program
ARRA: American Recovery and Reinvestment Act
OES: Office of Emergency Services

Staff Report

To: Local Transportation Authority
From: Regina Valentine, Transportation Planner Telephone: (831) 637-7665 x 205
Date: June 18, 2020
Subject: Public Transit for Congestion Relief of Hwy 25 Corridor Study Final Report

Recommendation:

APPROVE the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study Final Report.

Summary:

The Council of San Benito County Governments (COG), on behalf of the Local Transportation Authority (LTA), was awarded a Caltrans Sustainable Transportation Planning Grant Program Competitive Grant for the completion of a study of public transit projects to reduce congestion on Highway 25, called the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study.

In March 2019, LTA contracted with Kimley-Horn and Associates, Inc. to prepare the study. The project team completed background research in the Summer and community engagement in the Fall 2019. Three public transit projects were evaluated: Bus-on-Shoulder, Bus-Beside-Rail, and Passenger Rail. The final report is due to Caltrans June 2020.

Financial Considerations:

The grant award is $150,000 with an 11.47% local in-kind or cash match. Time spent on the project by staff is considered by Caltrans as a cash match.

Background:

Census information indicates that 48.9% of employed San Benito County residents commute outside of the county for employment. As the population of the county continues to increase at a rate higher than the employment opportunities, current congestion issues for personal automobiles will continue to increase, including along Highway 25.

During the August 2016 meeting, the LTA Board requested that staff conduct preliminary research on the possibility of creating a County Express commuter rail service to Gilroy to relieve congestion. Staff provided a related report to the Board in October 2016 regarding possible County Express commuter services to the Silicon Valley, and further reported the information to the Technical Advisory Committee (TAC).

Upon further direction by the Board, staff incorporated comments received by the TAC on a draft Scope of Work for a Caltrans Sustainable Transportation Planning Grant. After, staff requested authorization from the Board at the September 2017 meeting to submit for the application for an Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study. In January 2018, Caltrans awarded COG, on behalf of LTA, $150,000, with an 11.47% local in-kind or cash match, for the completion of the project. In March 2019, at the Board's direction LTA contracted Kimley-Horn and Associates, Inc. to prepare the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study.

Staff Analysis:

The project kick-off meeting with LTA and Kimley-Horn and Associates, Inc. staff was held April 22, 2019 with overall project objectives of:

- Encouraging stakeholder participation
- Determining the feasibility of proposed projects
- Preparing high-level implementation strategies for each of the feasible projects
- Calculating project costs estimates, and
- Identifying funding strategies and sources for project implementation

During Summer 2019, the firm conducted background research and developed the list of feasible public transit projects to be evaluated: Bus-on-Shoulder, Bus-Beside-Rail, and Passenger Rail. To incorporate community input, the project team hosted targeted stakeholder meetings with local business interests and agencies. The team prepared and conducted on-board passenger surveys on San Benito County Express buses. In addition, pop-up events were held at Target and the Hollister Super grocery store, where team members held one-on-one conversations with shoppers to get their feedback. The LTA also hosted a public workshop in December 2019.

Below is a summary of the benefits and costs calculations of the projects completed for the study:

Transit Projects Benefits and Costs

Project:		Bus-on-Shoulder	Bus-Beside-Rail	Passenger Rail
Description:		Hollister and SR 25 Corridor BOS Improvements	Hollister and BBR Corridor Improvements	Track Improvement and Station Development
Benefits	2040 Annual Ridership	87,362	107,619	142,980
	Travel Time Savings	$1.9 M	$4.0 M	$8.7 M
	Crash Cost Savings	$0.4 M	$0.8 M	$2.4 M
	CO2 Emissions Saved	4,247 T	8,651 T	20,652 T
Costs	Construction Cost	$32,270,000	$29,810,000	$74,120,000
	Soft Cost	$8,370,000	$10,440,000	$25,950,000
	Total Capital Costs	**$40,640,000**	**$40,250,000**	**$100,070,000**
	Annual Operations & Maintenance Cost	*$1,219,000*	*$1,126,000*	*$3,206,000*

**All values in 2019 dollars*

Implementation of improvements is expected to take from 7-10 years. Staff will develop strategies to implement feasible alternatives for transit on the rail corridor as part of the LTA and COG planning program, including Regional Transportation Plan development and Highway 25 Widening project development.

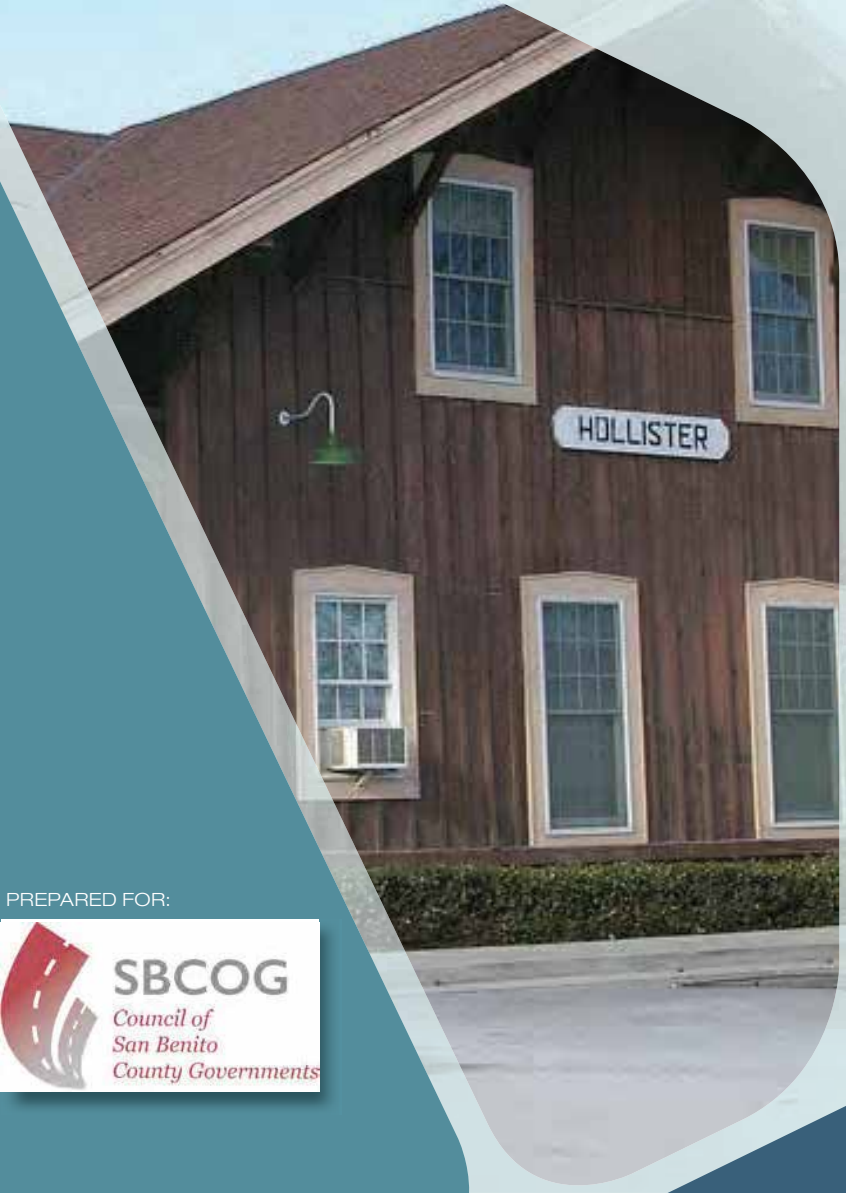
Staff will submit the final report to Caltrans as required by the grant award.

Executive Director Review: MG Counsel Review: N/A

Attachment: Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study Final Report

Public Transit Network Expansion Projects for Congestion Relief of the Highway 25

June, 2020



PREPARED FOR:

SBCOG
Council of San Benito County Governments

PREPARED BY:

Kimley»Horn
Expect More. Experience Better.

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Executive Summary

This study evaluated three scenarios to improve transit options for those traveling between Hollister and areas to the north including Gilroy and the Bay Area using the Highway-25/rail corridor. The scenarios were:

- Bus-On-Shoulder
- Bus-Beside-Rail
- Passenger Rail

Bus-On-Shoulder would improve Highway-25 to enhance the shoulders to accommodate buses, allowing them to by-pass traffic congestion, making the service more convenient for commuters looking for a faster, less stressful trip. Bus-Beside-Rail would provide a new facility exclusive for buses beside the rail corridor. Passenger rail service would include a new rail station in the City of Hollister with train service to the Gilroy station, directly connecting with Caltrain.

The study evaluated a number of benefits and the costs of each scenario to determine which investment would provide the most cost-effective opportunities. **Table 1** summarizes the benefit / cost for each scenario.

Table 1 - Transit Scenarios Benefits and Costs

Scenario:		Bus-on-Shoulder (BOS)	Bus-Beside-Rail (BBR)	Passenger Rail
Description:		Hollister and Highway-25 Corridor BOS Improvements	Hollister and BBR Corridor Improvements	Track Improvement and Station Development
Benefits	2040 Annual Ridership	87,362	107,619	142,980
	Travel Time Savings	$1.9 M	$4.0 M	$8.7 M
	Crash Cost Savings	$0.4 M	$0.8 M	$2.4 M
	CO2 Emissions Saved	4,247 T	8,651 T	20,652 T
Costs	Construction Cost	$32,270,000	$29,810,000	$74,120,000
	Soft Cost	$8,370,000	$10,440,000	$25,950,000
	Total Capital Costs	**$40,640,000**	**$40,250,000**	**$100,070,000**
	Annual Operations & Maintenance Cost	*$1,219,000*	*$1,126,000*	*$3,206,000*

**All values in 2019 dollars*


Background

Highway-25 is the most direct access route between the City of Hollister and the Bay Area, to where the majority of Hollister residents commute daily. Highway-25 is located in San Benito and Santa Clara Counties, terminating near Gilroy in Santa Clara County. The roadway is a two-lane divided rural highway that is prone to significant peak period congestion. Transit service between Hollister and the Gilroy area does not currently have a way to bypass the congested parts of the corridor, which prevents it from gaining any travel time advantages over driving, and therefore depresses ridership.

The Highway (SR) 25 Corridor Transit Study is evaluating transportation improvements based on the following approach.

- Define the project study area.
- Develop the goals of the transportation corridor and the performance measures that will be used to assess if goals are being advanced (**Table 2**).
- Evaluate goals and performance measures with proposed improvements.
- Determine potential grant funding opportunities.

Goals and Performance Measures

This performance-based planning and scenario analysis approach is consistent with federal and state guidance/policy for evaluating future investment decisions of state/federal transportation discretionary funds. Caltrans' Smart Mobility Framework was used as a template to build the project's goals and performance measures. The project study corridor is shown in **Figure 1** and includes Highway-25 between Fairview Road and US 101. The study also includes connections between the Highway-25 corridor, Gilroy Caltrain Station and Gavilan College. Goals for the study include improving safety, more efficient mobility, better environment and health, investment equity, and economic vitality of the region. The performance measures serve to evaluate how well an scenario supports these goals is provided in **Table 2**.

Application of the performance measures provides an objective, transparent, data-driven framework for making investment priority decisions. The performance measures were selected based on availability of data that is required for the analysis and their general consistency with the priorities established in the 2035 San Benito County General Plan and the 2040 Regional Transportation Plan(**Table 3**). Participation from diverse sets of transportation interests including members of the public, community organizations, stakeholders, and partner agencies was solicited to supplement the performance analysis and to gauge local public interest in alternative solutions.

Figure 1 - Highway-25 Corridor Transit Study Location

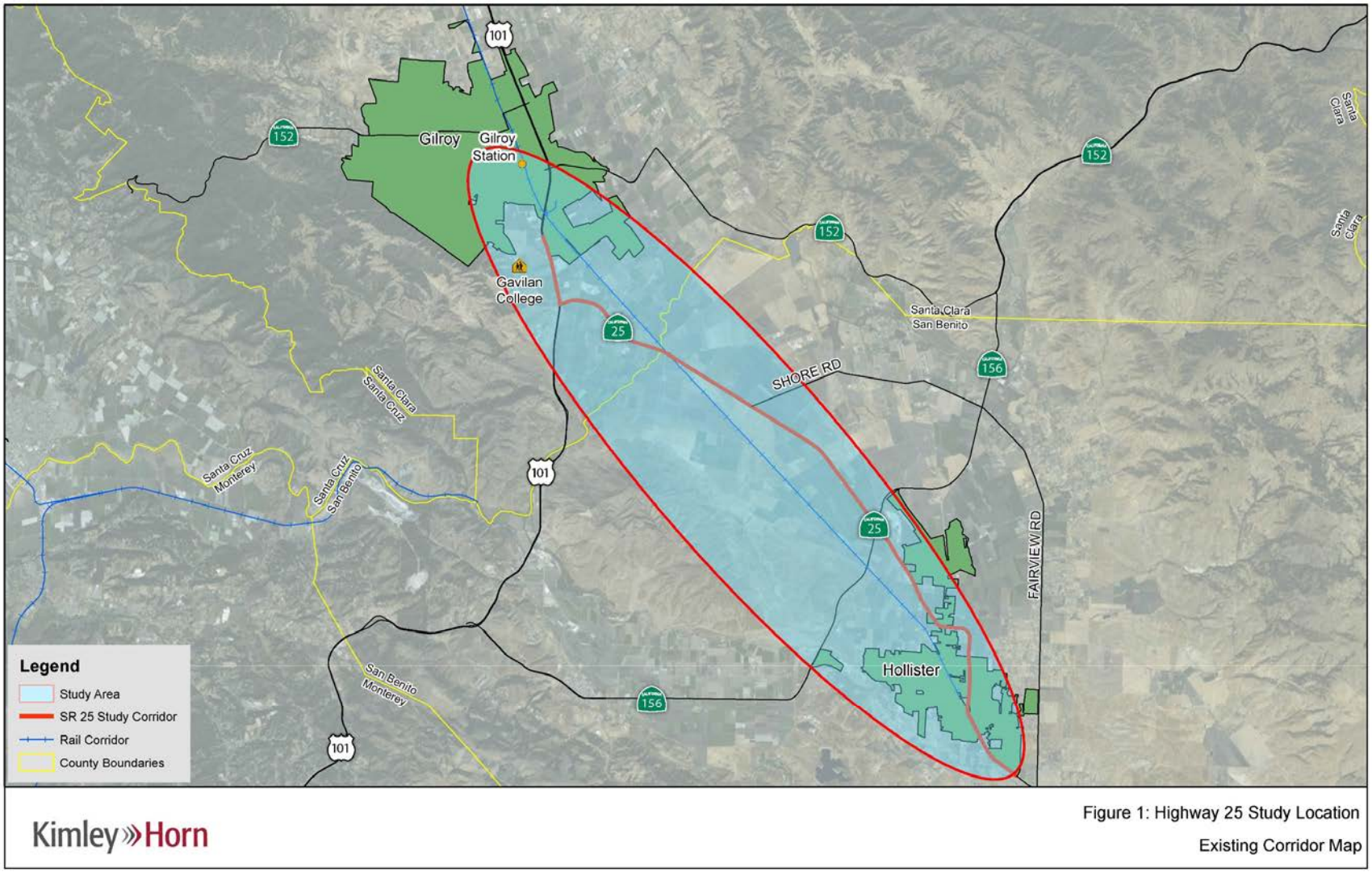


Table 2 lists the project goals and the respective performance measures that inform each.

Table 2 - Highway-25 Corridor Transit Study Goals and Performance Measures

Goals	*Performance Measures*
Optimize ridership with easy access to Intercounty transit stops	Number of jobs within a 1/2 mile of Intercounty transit stops
	Number of households within a 1/2 mile of Intercounty transit stops
	Park and Ride capacity at Intercounty transit stops
Improve corridor travel time reliability	Peak period travel time on Highway-25 for autos and transit
	Travel time impact of congestion on transit service
Improve corridor safety	Projected crashes with and without project
Reduce GHG and particulate emissions	Projected emissions reduction due to transit mode shift
	Projected emissions reduction due to more efficient operations
Ensure equitable mobility and system investment	Proportion of investment dollars benefiting environmental justice communities
	Proportion of project impacts borne by environmental justice communities
	Proportion of environmental justice households within 1/2 mile of Intercounty transit stops with and without project
Invest public transit money wisely to maximize benefit	Estimated daily ridership
	Project scenario benefit/cost

Table 3 - Highway-25 Corridor Transit Study Performance Measures and Data Source

Performance Measure	*Baseline Data Source*	*2040 Forecasting Tools*
Number of jobs within a 1/2 mile of Intercounty transit stops	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
Number of households within a 1/2 mile of Intercounty transit stops	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
Park and Ride capacity at Intercounty transit stops	Field Visit	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
	Google Maps	
Peak period automobile travel time	NPMRDS Auto and Truck Speed Data (Highway-25)	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
		HCM 6th Edition

Performance Measure	*Baseline Data Source*	*2040 Forecasting Tools*
Peak period mean transit travel time	San Benito County Express Intercounty Schedules	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
		Off-Model Adjustments
Travel time impact of congestion on transit service	NPMRDS Speed Data (Highway-25)	Qualitative forecast based on project increases/decreases in congestion
	Federal National Performance Measurement Rule Guidance	
Projected crashes with and without project	Caltrans TASAS	Federal Highway Administrations CMF Clearinghouse
	TIMS	Local Roadway Safety Manual
Reduce GHG emissions	VMT from Highway Performance Monitoring System (HPMS)	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
	CA Air Resource Board 2017EMFAC model	CA Air Resources Board 2017EMFAC model
Proportion of investment dollars benefiting environmental justice communities	NA	California Health Disadvantage Index
		2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
Proportion of project impacts borne by environmental justice communities	NA	ArcGIS
Proportion of environmental justice households within 1/2 mile of Intercounty transit stops with and without project	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
	ArcGIS	ArcGIS
Estimated daily ridership	San Benito County Express	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
		Bus Rapid Transit Practitioners Guide
Project scenario benefit/cost	NA	Caltrans Economic Factors
		Caltrans Cost Template

Glossary

NPMRDS - National Performance Management Research Data Set

HCM - Highway Capacity Manual

SWITRS - Statewide Integrated Traffic Records System

CHP - California Highway Patrol

NCHRP - National Cooperative Highway Research Program

AAA - Automobile Association of America

TASAS - Traffic Accident Surveillance and Analysis System

CMF - Collision Modification Factor

Baseline Conditions

Establishing an accurate baseline allows a determination of how much benefit each project and/or scenario would provide relative to existing conditions. Baseline conditions were established for each performance measure listed in **Table 2**. A description of each performance measure's baseline derivation is provided in the subsequent sections.

Optimize Ridership

A transportation system that meets the needs of its users provides easy access to/from home or work. The goal of optimizing ridership will be measured by assessing Park and Ride operations as well as discussing the number of jobs and households near Intercounty transit stops.

Number of Jobs Within ½ Mile of San Benito County Express Intercounty Transit Stops

To determine the number of jobs within a half-mile from Intercounty transit stops, Transportation Analysis Zones (TAZs) from the 2040 Association of Monterey Bay Area (AMBAG) Model were analyzed. ArcMap was utilized complete this analysis. The base year from the AMBAG model is 2015 and each TAZ includes employment information by number of jobs. From the information provided by the TAZs, it was determined that the City of Hollister has approximately 13,700 jobs.

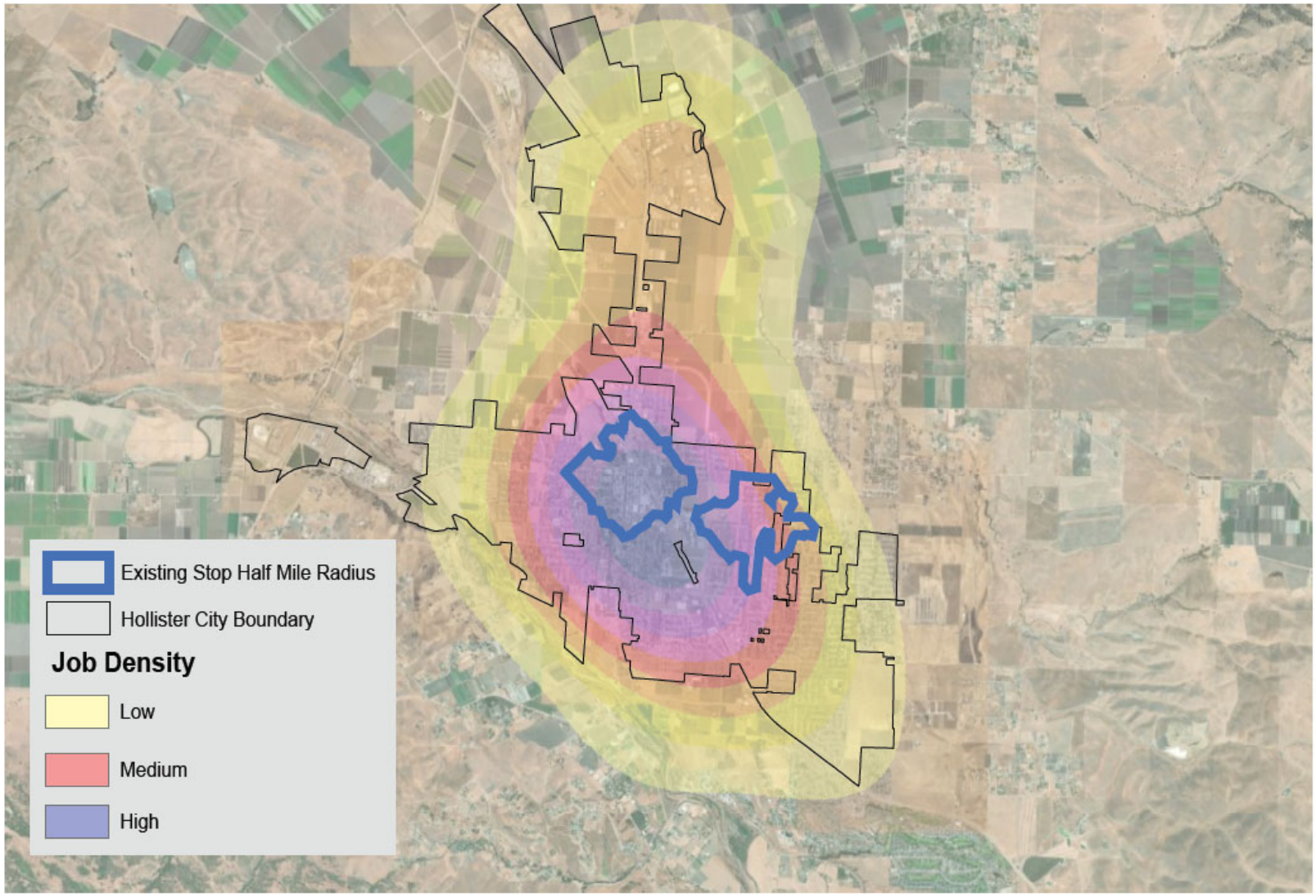
Figure 2 shows the number of employees per acre along with all existing Intercounty bus stops in the City of Hollister. Most of the City of Hollister's employment exists near the northern city limit and in the city center**.** Intercounty bus stops appear to exist within proximity to existing TAZs with employment.

Once the data was mapped, half-mile buffers were drawn around each of the Intercounty bus stop to determine the number of jobs around existing stops. From this analysis, **Table 4** shows that out of the 13,700 jobs, approximately 2,037 jobs (15 percent) are within a half-mile of a Intercounty transit stop.

Table 4 - Number of Jobs Within ½ Mile of San Benito County Express Intercounty Transit Stops

Number of Jobs Within the City of Hollister	Jobs Within 1/2 Mile Buffer	%
13,700	2,037	15%

Figure 2 - Jobs Within Half-Mile of San Benito County Express Intercounty Transit Stops



Number of Households Within ½ Mile of San Benito County Express Intercounty Transit Stops

To determine the number of households within a half-mile from Intercounty transit stops, Transportation Analysis Zones (TAZs) from the 2040 AMBAG Model were analyzed. ArcMap was utilized complete this analysis. The base year from the AMBAG model is 2015 and each TAZ includes household information by the number of homes. From the information provided by the TAZs, it was determined that the City of Hollister has approximately 10,019 homes. **Figure 3** shows the number of households per acre along with all existing Intercounty bus stops in the City of Hollister. Most of the City's homes exist throughout the city and from **Figure 3**, Intercounty transit stops do not exist near homes around the southern city limits.

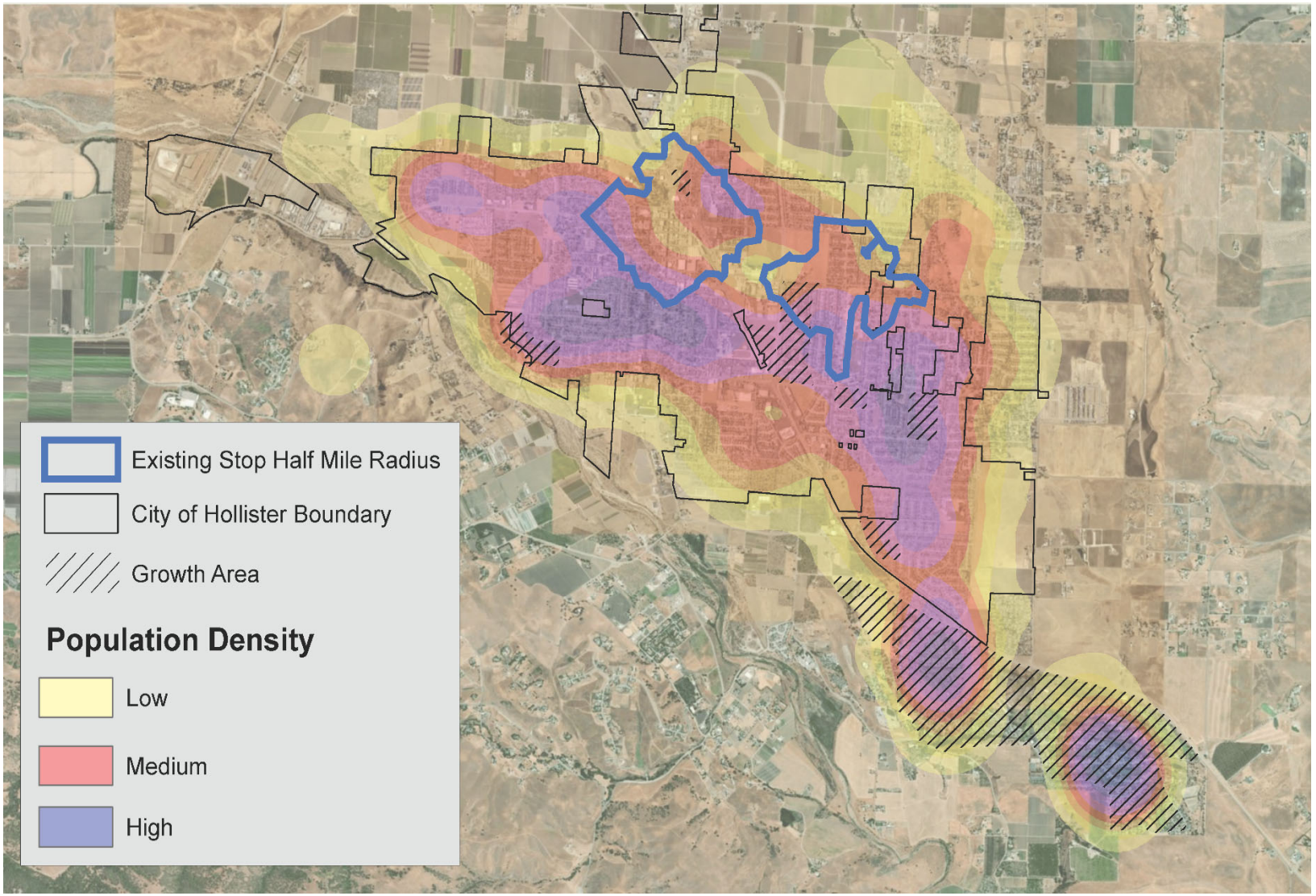
Once the data was mapped, half-mile buffers were drawn around each of the Intercounty bus stop to determine the number of jobs around existing stops. This analysis, showed that out of the 10,019 households, approximately 8,702 households (87 percent) are within a half-mile of a transit stop. As shown in **Table 5**, 13% of those households are also within ½ mile of a stop serving intercounty routes.

Table 5 - Number of Households Within ½ Mile of a San Benito County Express Intercounty Transit Stop

Number of Households Within the City of Hollister	Homes Within 1/2 Mile Buffer	%
10,019	1,280	13%

Currently, some of the highest residential densities and highest forecast population growth are in the areas to the south of Hollister. Commuter bus service does not yet extend to that part of the community. Additionally, Gavilan College is proposing a new campus site at Highway-25 and Fairview Road that could host a potential Park and Ride that could anchor a southward extension of service.

Figure 3 - Households Within Half-Mile of San Benito County Express Intercounty Transit Stops



Mobility Hubs

A Mobility Hub is a location that serves multiple forms of transportation (e.g. transit, automobile, bicycle, scooter/bike share, etc.), allowing for integration across modes. Mobility Hubs in Hollister center around Park and Ride locations. The City of Hollister has one operational Park and Ride at Veterans Park with 19 spaces available for transit riders. Memorial Drive is not currently equipped with bicycle lanes, but it does have 18-foot curb lanes that can serve bicycles or provide additional vehicle parking. A bicycle post is provided at the bus stop, but additional bicycle storage could be included in the park and ride area to further enhance bicycle accessibility. The parking lot opposite Briggs Road west of Highway-25 also serves as an informal Park and Ride and has an additional 25 spaces. An additional Park and Ride for Gavilan College students and staff is in Hollister at 4th Street and San Benito Street. The Park and Ride capacity in the Hollister area meets current demand but may need to be increased to meet future demand due to population growth and service enhancements. Park and Ride locations are shown in

Figure 4.

According to the Longitudinal Employment-Housing Dynamic (LEHD), approximately 5,000 people commute from Hollister to destinations along the SR 25 / US 101 / Caltrain / BART corridors. The top 25 locations where Hollister workers are employed include:

- Hollister – 3,182
- **Gilroy – 1,072**
- **San Jose – 794**
- Salinas – 704
- **Morgan Hill – 527**
- Watsonville – 381
- **San Francisco – 175**
- Monterey – 169
- Santa Cruz – 141
- Prunedale – 120
- **Santa Clara – 120**
- Fresno – 105
- San Juan Bautista – 97
- Ridgemark – 93
- **Fremont – 88**
- Sacramento – 85
- Soledad – 74
- **Oakland – 72**
- **San Martin – 66**
- Seaside – 66
- Stockton – 66
- Live Oak – 62
- **Sunnyvale – 61**
- **Milpitas – 58**

Locations accessible via transit service along Highway-25 and connecting services are shown in bold.

Reliability and Efficiency

A transportation system that meets the needs of its users provides options to travel in a timely and reliable manner. The goal of "Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods" will be measured by assessing the peak period mean auto and transit travel time and travel time reliability.

Figure 4 - Existing and Proposed Mobility Hub Locations

Peak Period Mean Auto Travel Time

For Highway-25 traffic speed, estimates were acquired using the National Performance Measurement Research Data Set (NPMRDS) from the Federal Highway Administration covering the period of January 2019 through May 2019. A secondary speed data set for Highway-25 is the Performance Measurement System (PeMS) maintained by Caltrans.Figure 5 and

Figure 6 show the AM and PM congestion and bottleneck patterns. Travel times and speeds for Highway-25 are shown in **APPENDIX A-** ADDITIONAL TABLES

Table 11 in Appendix A. Highway-25 peak traffic periods, as defined by the NPMRDS, are 6:00 to 9:00 AM in the morning and 4:00 PM to 7:00 PM in the afternoon. The travel time index (TTI) is a ratio of the peak period travel time to the free flow travel time and can be used to compare the performance of the various roadway segments. The TTI was calculated for both the AM and PM peak periods.

Highway-25 has mostly directional traffic congestion during the peak periods. The AM peak experiences slow speeds in the northbound direction between SR 156 and Bolsa Road. Congestion in the PM peak occurs primarily in the southbound direction between Bolsa Road and SR 156.

Peak Period Mean Transit Travel Time

A mean transit travel time performance measure provides a mechanism for assessing whether transit travel times will improve with project implementation. Due to lack of data on real-time transit travel times, the mean transit travel time was evaluated by reviewing 2019 published transit schedules. Transit schedules are based on the time that is typically needed for the bus to reach the various locations and thus is representative of baseline conditions. Transit routes serving the Highway-25 corridor were segmented per their published schedule time points.

Travel times were analyzed for San Benito County Express Intercounty routes Gavilan College, Caltrain, and Greyhound. The comparative transit travel time was analyzed using scheduled stop arrival times published by San Benito County Express. For Intercounty service, multiple routes exist for the same route and are changed based on the time of day. For this analysis, the peak AM and PM hours are for routes that only use Highway-25 to avoid unrelated travel times for routes that go via San Juan Bautista. **Table 6** shows the scheduled AM peak period travel time, scheduled PM peak period travel time, first mile, last mile, and wait time.

Table 6 - Peak Period Transit Travel Time for Highway-25

Peak Period Scheduled Mean Transit Travel Times (Minutes)									
Route	Location	Direction	AM Travel Time	PM Travel Time	AM Round Trip Time	PM Round Trip Time	First Mile[2]	Last Mile[2]	Wait Time[1]
Gavilan College	Veterans Park and Gavilan College	NB	30	45	50	100	5	5	5
		SB	20	55			5	5	5
Caltrain	Veterans Park and Caltrain Station	NB	30	35	50	65	5	5	5
		SB	20	30			5	5	5
Greyhound	Veterans Park and Greyhound Station	NB	40	50	85	95	5	5	5
		SB	45	45			5	5	5

[1]Wait time calculated as the square root of peak headway
[2]Assumes average of ¼ mile walk between bus stop and origin destination and walking speed of 4.5 feet per second


The PM peak-hour travel times are longer for all segments, attributable to higher levels of congestion during this time of day. Buses traveling along Highway-25 between Hollister and Gilroy are delayed the most by peak period directional congestion.

An overall transit travel time performance measure can best be summarized by a transit trip's ability to compete with trips by car. The actual person trip travel time comparison is described in the travel time by origin-destination pair measure.

Travel Time Reliability

An important transportation performance metric advocated at both the federal and state levels is travel time reliability which is a measure of the variability of the travel time from day to day during the same time. How predictable travel time is can be critical for commuters, goods movement, and transit provision. The larger the variability in travel time, the more unreliable the trip time becomes. The primary causes of unreliable travel times are collisions and an imbalance between demand and capacity that causes congestion. Although when congestion is recurring, a congested system can often become "more reliable" as the travel time is more predictably longer than free flow conditions. The federal National Highway System Performance Measure Rule specifically mandates State's and Metropolitan Planning Organizations to measure travel time reliability on the National Highway System.

Given that Highway-25 within the study area is federally designated as part of the National Highway System (NHS), travel time reliability was assessed using the Federal Highway Administration's NPMRDS data and use guidance described in the National Performance Measurement Rule. The travel time data that was used for Highway-25 was from January 1st, 2019 to May 30th, 2019. The time from 6:00 to 9:00 AM is considered the AM peak period and 4:00 to 7:00 PM was considered the PM peak period. Travel time reliability was reported as the difference (buffer time) and ratio (buffer time index) of the median 50th percentile travel time to the 80th percentile travel time. The 80th percentile travel time is defined as the time when 80 percent of the trips are shorter than this time.

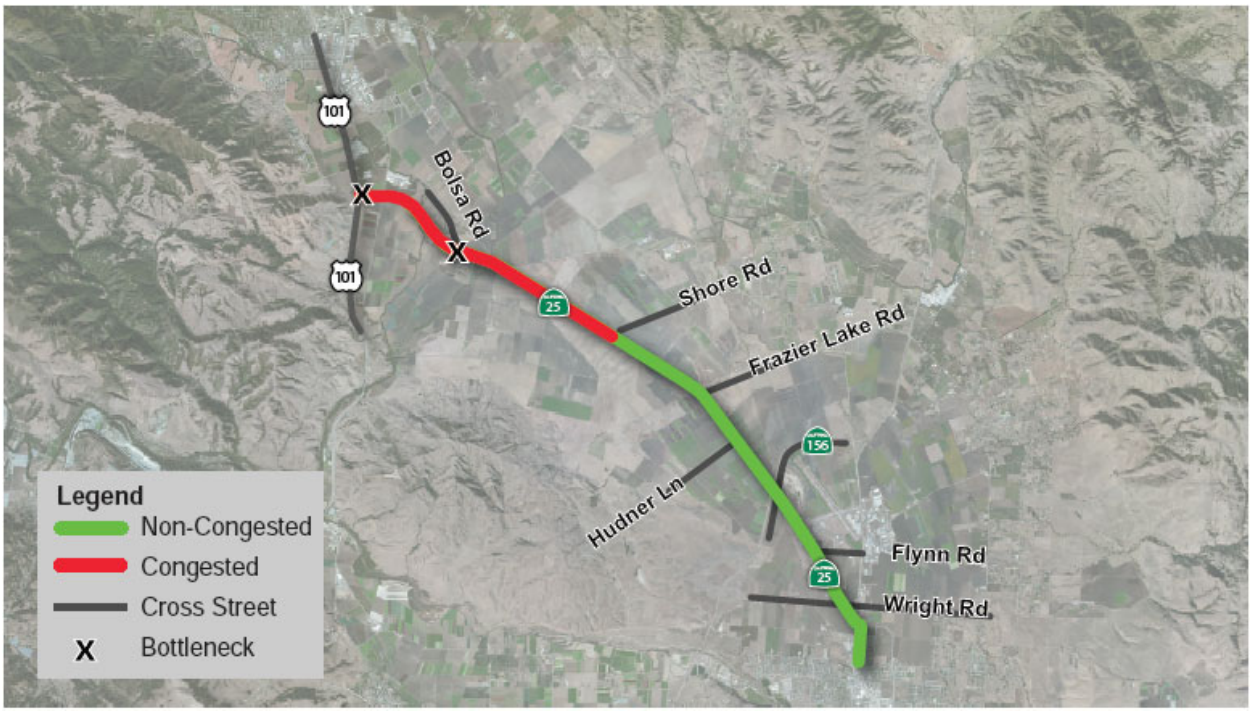
Reliability was measured for each roadway segment that was analyzed for travel time in both the AM and PM. The results for Highway-25 are shown in **Table 11** in **Appendix A**. According to the Federal Highway Administration, a Buffer Time Index less than 0.25 (meaning that a user must plan for an additional 25% of travel time to ensure arriving on time) is considered reliable, a buffer time index between 0.25 and 0.5 is moderately reliable, and a buffer time index greater than 0.5 is considered unreliable as users must plan for over 50% additional travel time to ensure on time arrival. In **Table 122** in **Appendix A**, the Buffer Time Index is shown as a percentage of the average travel time and is labeled as 'Additional Buffer Time'. The green denotes reliable conditions, yellow denotes moderately reliable conditions, and red denotes unreliable conditions.

Along Highway-25, there is not much variability between the 80th percentile and the mean travel times. This results in consistent and reliable northbound and southbound operations of the AM and PM peak hour. However, the intersection of Highway-25 and CA-156 is moderately reliable with an AM Buffer Time Index of 0.32.

Figure 5 - AM Congestion and Bottlenecks for Highway-25


101
101
Bolsa Rd
25
Shore Rd
Frazier Lake Rd
156
Hudner Ln
25
Flynn Rd
Wright Rd
Legend
Non-Congested
Congested
Cross Street
X
Bottleneck

Figure 6 - PM Congestion and Bottlenecks for Highway-25

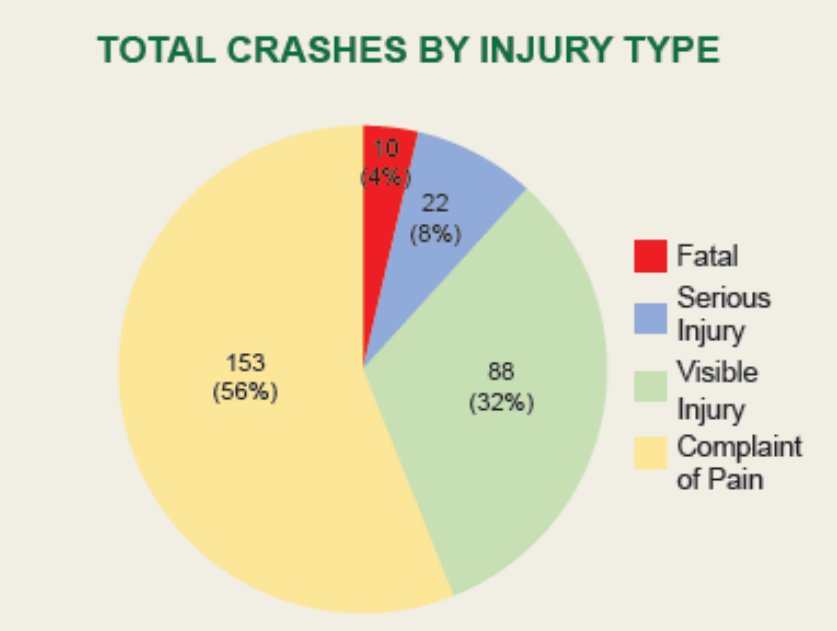


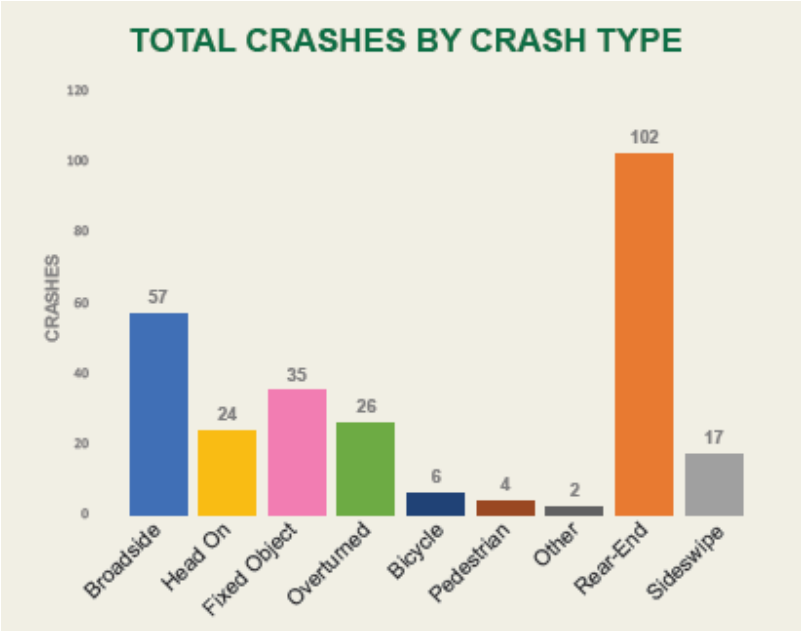
Safety

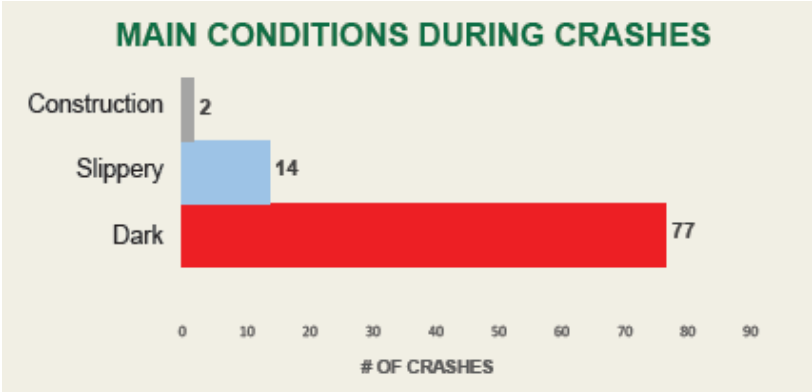
Safety is a critical measure for community well-being, quality of life, and particularly in the case of active transportation facilities, accessibility. The goal of "Safer Transportation for All Modes" will be measured by assessing the number of fatal and injury collisions by mode. Baseline data for the study area was acquired using SafeTrec's Traffic Injury Mapping System (TIMS) and Caltrans' Traffic Accident Surveillance and Reporting System (TASAS) for calendar years 2014 through 2018. More recent collision data is considered "provisional" and therefore was not used in this analysis. Each of these datasets provide unique information that serves to inform a safety evaluation. TIMS collision records are precisely geo-located and can therefore be reliably mapped to roadways. TASAS is an aggregated set of collision information available only for state highways. TASAS data provides collision rates (number of collisions/vehicle miles traveled) for roadway corridor segments which can be compared against other similar corridors within California.

Table 133 in **Appendix A** provides a breakdown of the collisions in the San Benito and Santa Clara County area by roadway segment. **Figure 7** shows the major collision trends. Fatal and Serious Injury collisions made up four (4) percent and eight (8) percent of all collisions. Rear-end collisions were the most common collision type, almost doubling that of the next most common collision type, broadside collisions. Over 80 percent of collisions occurred when it was dark, and the main factor resulting in collision was speeding/aggressive driving. **Figure 8** maps this data in the study area.

Figure 7 - Major Collision Trends for Highway-25 (2013-2017)







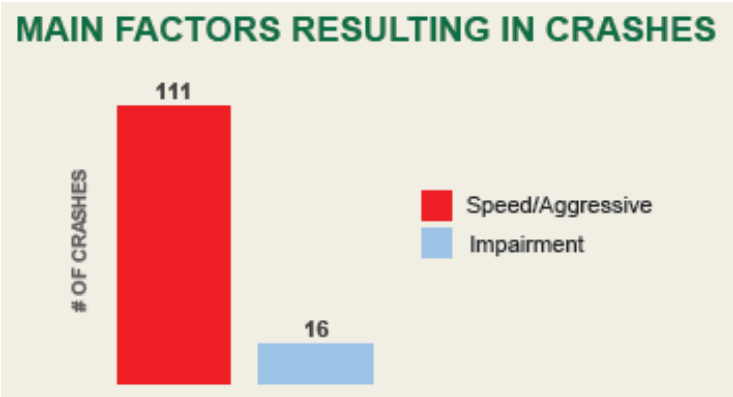
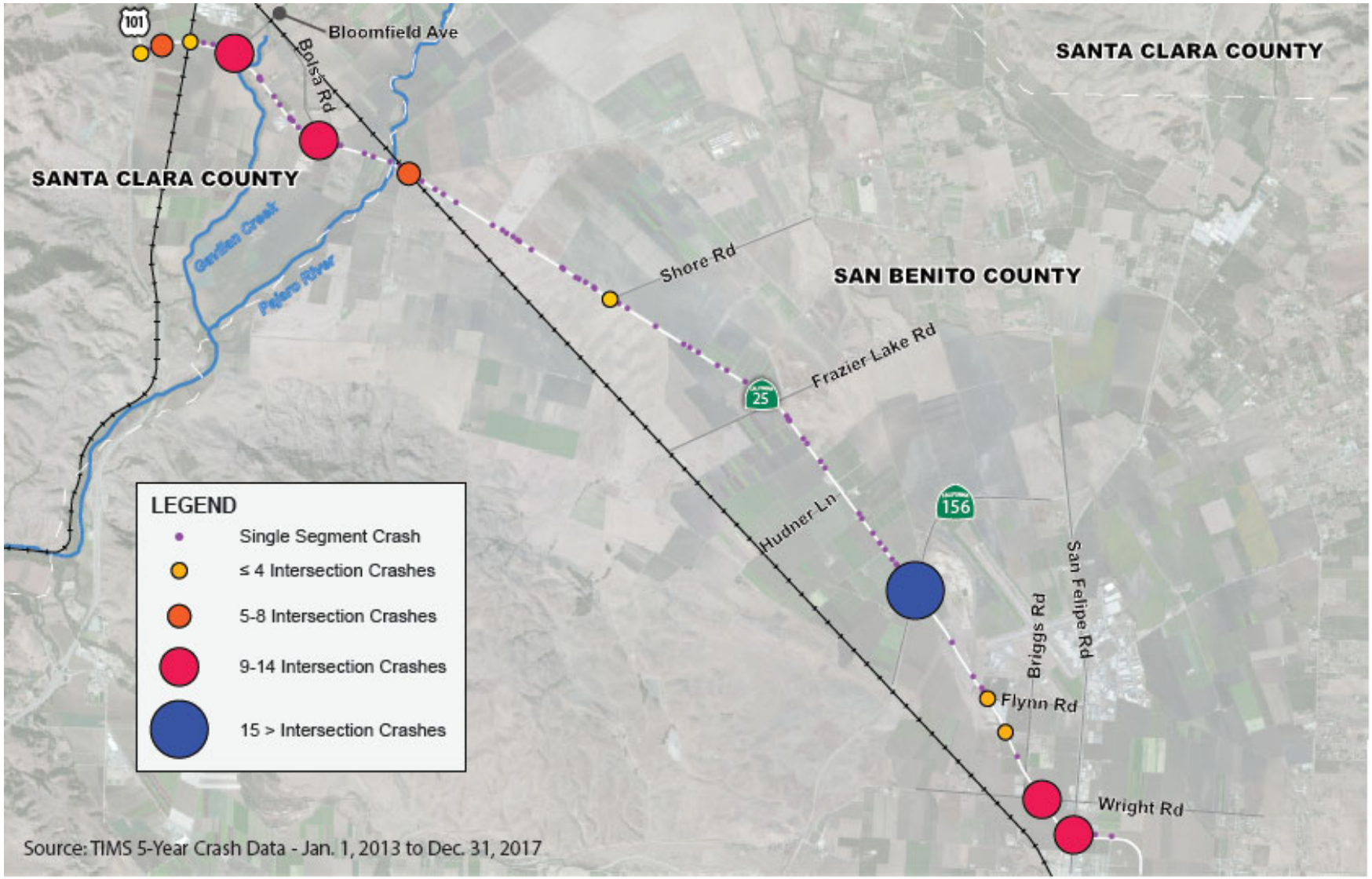


Figure 8 - Injury and Fatal Crashes on Highway-25 (2013-2017)



Reduce GHG and Criteria Pollutants

Emissions from vehicles are a major source of greenhouse gases and criteria pollutants that can harm human health. The scenarios under consideration for this study will likely reduce total VMT as some roadway users shift to available transit opportunities that allow them to bypass congestion on Highway-25 and US 101. VMT that is currently generated by these trips is not confined to the study corridor and will have impacts to local roadways as well. Estimated changes to VMT for each scenario were used to estimate countywide changes in emissions.

Existing baseline estimates of GHG and criteria pollutants are shown in **Table 7.**

Table 7 - Highway-25 Corridor Transit Study Baseline GHG and Criteria Pollutant Estimates

Criteria Pollutants	Tons per Year	Greenhouse Gases	Tons per Year
Hydrocarbons (HC)	0.57	Carbon Dioxide (CO_2)	450,854
Carbon Monoxide (CO)	4.15	Methane (CH_4)	17
Nitrogen Oxide (NO_X)	2.56	Fuel	44,380
Sulphur Oxides (SO_X)	0.01	Nitrous Oxide (N_2O)	41
Particulate Matter (PM)	0.18		
Total Organic Gases (TOG)	0.64		
Reactive Organic Gases (ROG)	0.58		
Particulate Matter < 10 µm (PM_{10})	0.18		
Particulate Matter < 2.5 µm ($PM_{2.5}$)	0.09		

Equitable Mobility and System Investment

Benefits and Impacts to Transportation Disadvantaged Communities

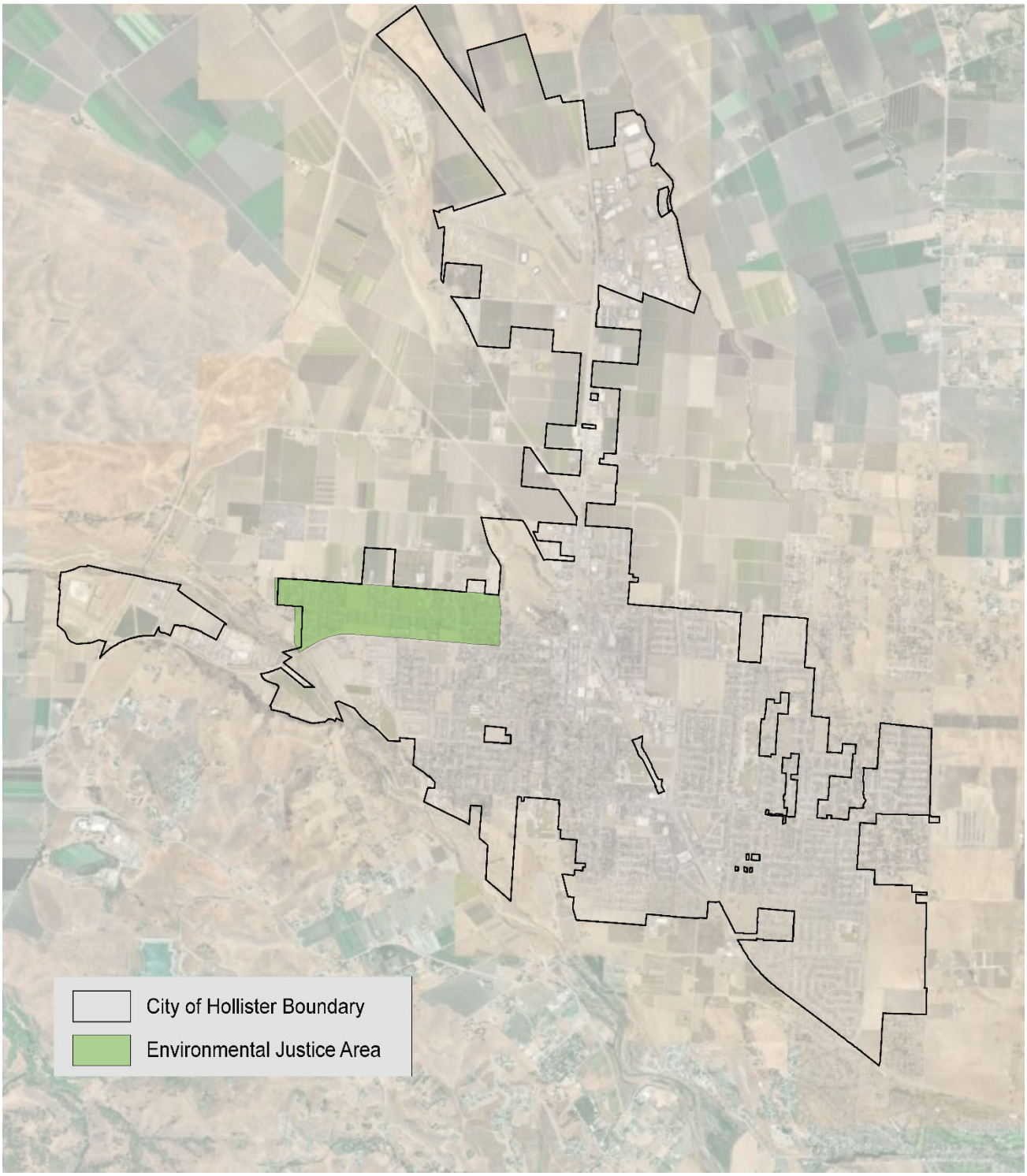
Transportation disadvantaged communities (TDC) have been identified by the California Health Disadvantage Index[1] in the City of Hollister. This study includes analysis of poverty, low income and minority communities to ensure that they receive a proportionate share of project benefits and do not shoulder a disproportionate share of project impacts which typically involve construction and short and long-term reduced accessibility.

Figure 9 shows areas Environmental Justice Areas in the city of Hollister. Minority areas are defined as census tracts where greater than 65 percent of the total population is non-white; low income areas are defined as census tracts where greater than 65 percent of households are low income or where incomes are at or below the low income threshold designated by the California Department of Housing and Community Development's 2016 income limits under AB1550; and poverty areas are defined as census tracts where greater than 20 percent of households are categorized as poverty.

Project scenarios were evaluated by assessing the proportion of investment that directly benefits residents of TDCs to ensure that those benefits are equitably distributed through the community. Similarly, community impacts that would alter existing services or construction activities that could have short or long-term disruptions were assessed to determine whether those impacts are unfairly borne by TDCs.

[1] https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30

Figure 9 - Highway-25 Corridor Transit Study Environmental Justice Areas



Economic Vitality

The goal of "Develop a well-integrated transportation system that supports economic vitality" was measured by assessing the level of public investments for projects (project costs minus state and/or federal grants), visitor tax revenues, and costs associated with injuries and fatalities.

Existing Daily Ridership

San Benito County Express is experiencing a decline in annual ridership consistent with trends across the country. The combination of lower unemployment, lower fuel prices, and increased use of Transportation Network Companies (TNC) has created an environment that incentives use of a private automobile over community services such as buses. **Figure 10** shows the existing San Benito County Express Intercounty line, Intercounty bus stops, and Mobility Hubs.

National data show that premium transit services such as rail and bus where transit vehicles can bypass congestion, provide comfortable trips that allow riders to be productive, and run frequently are still attracting riders even as the local bus systems are losing them. **Table 8** shows the annual ridership for the San Benito County Express. **Table 9** shows the average daily ridership for Caltrain to and from the Gilroy Caltrain Station for each fiscal year.

Table 8 - San Benito County Express Annual Ridership

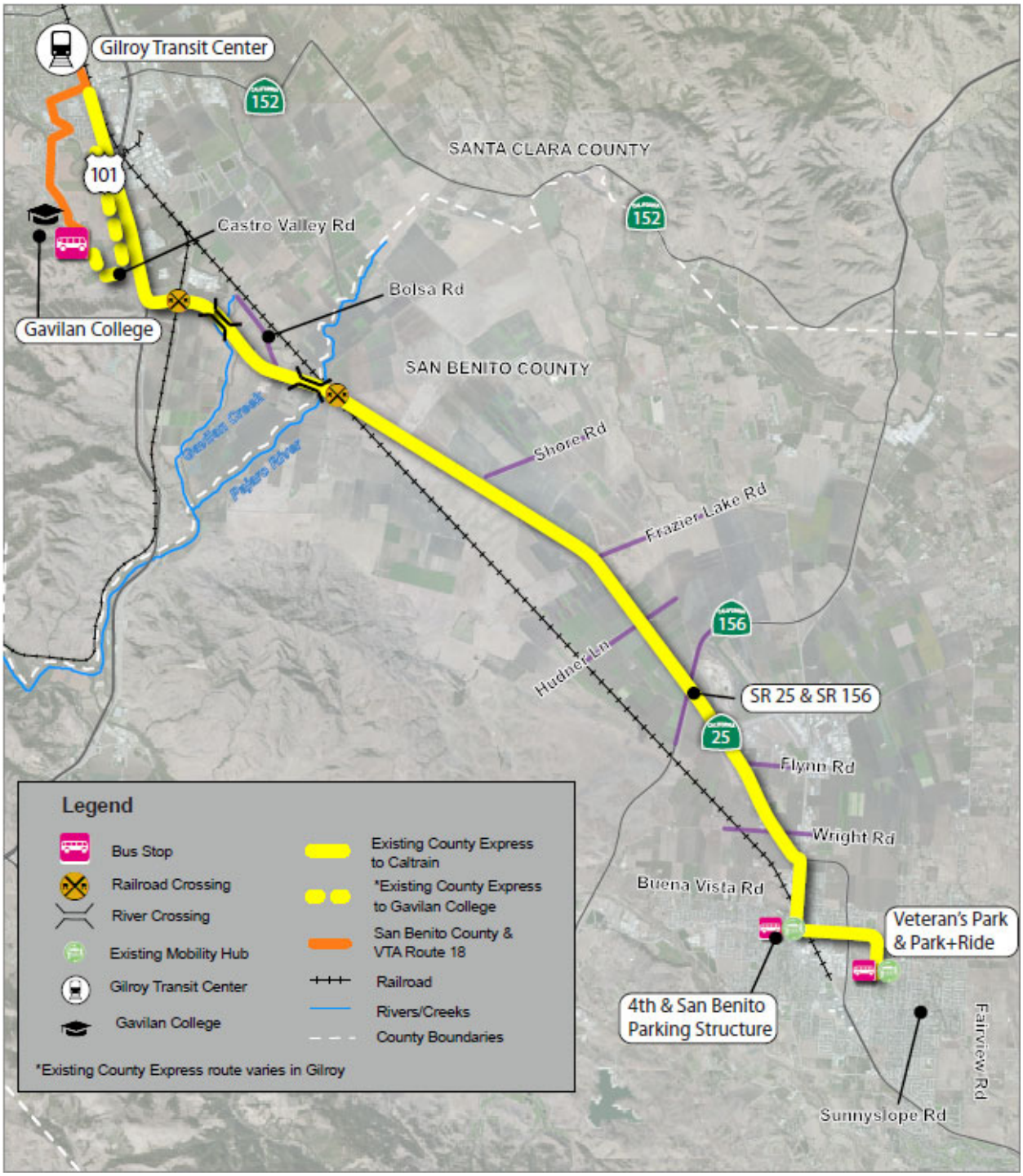
	2015-2016	2016-2017	2017-2018
Fixed Route (Local)	26,986	28,111	28,023
Intercounty (Commuter)	42,182	43,359	39,204
Demand Response	59,644	59,590	56,225
Total	128,812	131,060	123,452

Table 9 - Caltrain Average Daily Ridership to and from Gilroy Station

		2017-2018	2018-2019
Caltrain	NB	252	187
	SB	234	184

The San Benito County Express ridership loss in FY 2017-2018 was largely skewed to the Intercounty commuter bus routes that share congested lanes with regular traffic and have the largest share of riders that can afford to own and operate a personal automobile. Various factors contributed to the decrease in Caltrain ridership from FY 2017-2018 and FY 2018-2019, including improved economy and lowered gas prices. These data reflect pre-COVID-19 conditions.

Figure 10 - Existing San Benito County Express Intercounty Route Along Highway-25



Project Scenarios

This section describes the scenarios developed for the Highway-25 Corridor Transit Study based on the goals and objectives of the project. These scenarios were evaluated based on their ability to achieve project goals using the performance measures that correspond to each goal.

Four scenarios were included in the evaluation process including:

- No Project
- Bus-on-Shoulder
- Bus-Beside-Rail Corridor
- Passenger Rail between Hollister and Gilroy

Multi-Agency Coordination

The public transit service between Hollister and Gilroy traverses San Benito County, the City of Hollister, Caltrans, Santa Clara County, and the City of Gilroy's jurisdictions. The improvements recommended to enhance the public transit service will require extensive multi-agency coordination. As part of the outreach process for this project, liaison occurred with all these agencies. Union Pacific Rail Road (UPRR) is another key stakeholder with which outreach efforts are ongoing and will continue through implementation. The traveling public should have a seamless experience after implementation of improvements. It is thus imperative that not only portions of the improvements occur, but that they be seen as a total package in between the commuter's origin in Hollister and destination in Gilroy, whether in transit or final.

No Project

The No Project scenario assumes that existing San Benito County Express Intercounty services will be maintained and evolve with new land use and trip distribution patterns but will not be given special priority on Highway-25. Operating conditions will remain like those in effect today.

Ridership Forecasting

The relative location of the Highway-25 corridor provides several challenges in terms of preparing ridership forecasts for the study area, principle amongst those is that the analysis corridor is located on the outer limits of the AMBAG region. As is typical with Metropolitan Planning Organizations travel demand models, the AMBAG Travel Demand Model (AMBAG TDM) is limited in terms of its ability to properly account for land use interactions and ridership considerations in adjacent Santa Clara County, which is not one of AMBAG's member jurisdictions. In addition to the difficulty of Highway-25 being located on the edge of the AMBAG TDM's coverage area, the AMBAG TDM lacks a robust rail modeling forecast tool. In response to these considerations, a forecasting approach to analyze the identified project scenarios was undertaken that relied on a combination of direct ridership forecasting techniques supplemented by AMBAG TDM forecasts.

The direct ridership forecasting approach primarily relied on adjustment factors provided in the *Bus Rapid Transit Practitioners' Guide*[2] (BRT Practitioners' Guide) and a Geographical Information System (GIS) based analysis of existing and future land use information in the proximity of both existing and

[2] National Academies of Sciences, Engineering and Medicine 2007. *Bus Rapid Transit Practitioners Guide*. Washington, DC: The National Academies Press.

proposed Intercounty transit stops. The adjustment factors provided within the BRT Practitioners' Guide are based on real world data and facilitate the forecasting of transit improvements impacts to ridership, travel time, and other transit performance metrics. This guide is commonly used by practitioners throughout the United State to understand the impacts of potential transit improvements alternatives. Factors related to the following transit improvements were applied and evaluated as part of the analysis:

- Effect of providing Bus-on-Shoulder service
- Effect of providing Bus-Beside-Rail service
- Effect of providing Passenger Rail service

Additionally, GIS overlays of forecasted land use growth were completed for both residential and job growth over the planning horizon. This information was used to evaluate the relative changes in attractiveness of existing Intercounty bus stops over time as well as to estimate the increase in ridership based on the addition of new Intercounty transit stops. The GIS analysis considered reasonable walksheds at Intercounty transit stops, as well as the addition of potential Park and Ride locations.

The most recent AMBAG TDM developed for the 2040 San Benito Regional Transportation Plan and released in 2018 was used as the basis for the travel demand modeling completed to supplement direct ridership forecasting efforts. As part of this effort, Bus-on-Shoulder and Bus-Beside-Rail scenarios were developed and evaluated for the purpose of validating the use of the BRT Practitioners' Guide as the basis of this analysis. This required the development of limited land use data within the Gilroy area including that for Gavilan Community College, which is not included in the AMBAG TDM. Other enhancements required to be made to the AMBAG TDM in order to properly evaluate the effect of proposed project scenarios included extending and developing transit routes within the AMBAG model. Based on the findings of this analysis, it was determined that the factors provided for in the BRT Practitioners' Guide are a reasonable basis for establishing the relative attractiveness of transit improvements in terms of ridership potential.

In general, it is perceived that the ridership estimates provided within this study may not fully recognize the potential ridership gains that would result if significant transit improvements to transit service are provided regionally or in adjacent jurisdictions. Specifically, ridership adjustments will be required to fully reflect potential improvements within the *California State Rail Plan* approved in May 2018. As the details and timing of rail improvements that will directly link to this corridor are more fully developed their impact to potential ridership should be evaluated.

Bus-on-Shoulder

The Bus-on-Shoulder[3] scenario is shown in **Figure 11**. This scenario would provide direct bus service between Hollister and Gilroy using the existing Highway-25 corridor, but with buses operating on the shoulder where possible, allowing them to bypass congested traffic, shortening travel time and making the bus a more attractive alternative to driving. Bus-on-shoulder is typically implemented in freeway environments where there are no conflicts with intersections and congested travel speeds are low. The conventional highway environment of Highway-25 would be a new type of implementation.

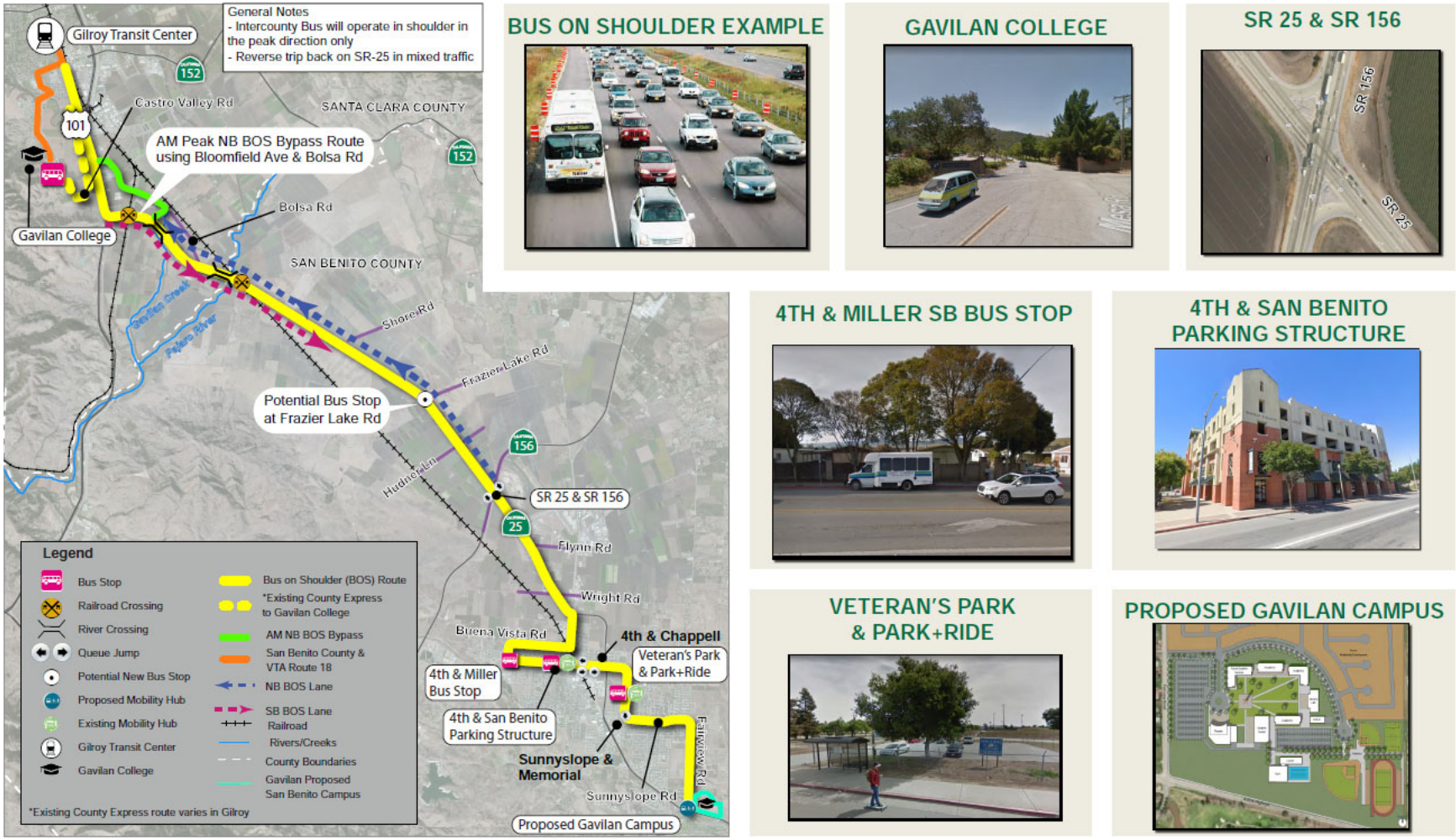
[3] Bus-on-Shoulder can also be referred to as a Part-Time Lane

Route

The Bus-on-Shoulder scenario would begin south of Hollister near the intersection of Highway-25 and Fairview Road and would be anchored by a Park and Ride near the new Gavilan College Campus location that is to be constructed in the area. The route would follow Fairview Road to the north, Sunnyslope Road to the west, Memorial Drive to the north with a stop at the existing Mobility Hub at Veterans Park, Meridian Street/4th Street to the west with a stop at 4th and San Benito Streets. The route continues along 4th Street to the west with a stop at Miller Road, Miller Road to the north, the newly extended Buena Vista Road to the east back to San Benito Street and north to Highway-25.

The northbound Bus-on-Shoulder route would stay in the mixed-flow conditions until approximately SR 156 where the bus will travel along the shoulder. Until the Highway-25/US 101 interchange project is complete, the northbound Bus-on-Shoulder route would exit Highway-25 at Bolsa Road and would continue along Bolsa Road/Monterey Street to the Gilroy Caltrain Station. Southbound buses would use Monterey Street to US 101, then east along Highway-25 to avoid having to make left-turns without the protection of stop or signal control on the cross-street. The southbound Bus-on-Shoulder route would begin at the US 101/Highway-25 junction and continue until Shore Road. The Bus-on -Shoulder will require widening of the existing shoulders on Highway-25 and would include the existing rumble strip, an 11-foot wide bus lane, and a gravel shoulder.

Figure 11 - Bus-on-Shoulder Map Along Highway-25



Kimley»Horn

SBCOG Council of San Benito County Governments

Infrastructure

The Bus-on-Shoulder scenario would involve construction of a new Mobility Hub facility near the Fairview Road/Highway-25 intersection at the proposed Gavilan College Hollister Campus. The College has indicated that they support the provision of a Mobility Hub on their campus. Park and Ride capacity needs will be estimated as part of the scenario analysis. Required shoulder upgrades along Highway-25 include:

- City of Hollister Bus-on-Shoulder Improvements
    a. Sunnyslope Road and Memorial Drive Intersection (Signalized)
    b. Meridian Street and Chappell Road Intersection (Signalized)
- Highway-25 Bus-on-Shoulder Improvements
    a. Junction SR 156 (Signalized)
    b. Hudner Lane Intersection (Unsignalized)
    c. Frazier Lake Road Intersection (Unsignalized)
    d. Farm Access Road Intersection (North of Tri-Cal)
    e. UPRR Grade Crossing
    f. Pajaro River Crossing
    g. Bolsa Road Intersection (Unsignalized)
    h. Carnadero Creek Crossing
    i. Bloomfield Road Intersection (Unsignalized)
    j. UPRR Grade Crossing
- US 101 Bus-on-Shoulder Improvements
    a. US 101 Northbound Ramps
    b. US 101 Southbound Ramps

Figures 13 – 20 show the proposed Bus-on-Shoulder schematics and cross sections.

City of Hollister Bus Route Improvements

Several locations within the City of Hollister have been identified for providing bus bypass lanes and bus preemption. It is also recommended that any new intersections or widening of roads or installations of signals be designed to promote fast bus service through preemption and bus bypass lanes. **Figure 13** indicates a restriping modification at the intersection of Sunnyslope Road and Memorial Drive to include a southbound left turn queue jump lane and bus preemption. **Figure 14** indicates the addition of a westbound bus queue jump lane with preemption at the intersection of Meridian Street and Chappell Road.

Highway-25 and SR 156 Intersection

The analysis shows that the northbound Bus-on-Shoulder should commence at this intersection. Caltrans is currently planning to install a roundabout as an alternative control at the intersection. Buses would remain in the mixed-flow travel lanes through the roundabout, and then use the shoulder for travel towards Gilroy. However, if the roundabout is not constructed, a bus queue jump lane would be constructed in the northbound direction. The bus-only lane will start in the northbound direction before the SR 156 crossing. The signal would change to green for the bus with preemption and thus improve

bus travel time on the corridor. **Figure 15** indicates the proposed Caltrans roundabout layout. **Figure 16** includes the layout for bus preemption at Highway-25/SR 156.

Unsignalized Intersections

Figure 17 at Shore Road indicates the typical bus lane/Bus-on-Shoulder treatment at an unsignalized intersections along Highway-25 under the Bus-on-Shoulder scenario. The following unsignalized intersections would have this treatment: Hudner Lane, Frazier Lake Road, Bolsa Road, and Bloomfield Road.

UPRR Railroad Grade Crossing

The gate arms at the railroad crossing would have to be relocated to accommodate a wider roadway. The bus lane would continue through the rail tracks and if the gate arms are triggered by the presence of a train, the bus would stop with other vehicles alongside mixed-flow traffic on Highway-25 and wait for the crossing to clear. **Figure 12** shows a freight train traversing the at-grade crossing on Highway-25.

Figure 12 - UPRR Train Crossing on Highway-25

River Crossings

The Pajaro River Crossing and the Carnadero Creek Crossing would have to be widened to accommodate the Bus-on-Shoulder in the northbound and southbound directions, as shown in **Figure 20**.

US 101

Santa Clara County Valley Transportation Authority (VTA) is currently working with Caltrans to design/implement a new interchange at Highway-25/US 101. The Bus-on-Shoulder in the northbound direction would terminate before the interchange on/off ramps. In the southbound direction, the Bus-on-Shoulder is anticipated to commence immediately on the south side of the interchange.

Other Impacted Services

San Benito County Express Fixed Route local services should be scheduled to ensure smooth connections with the Intercounty commuter services. Headways for Fixed Route connecting with the Intercounty buses should be synchronized during peak periods to maximize accessibility, particularly for the Blue and Green routes which serve the transportation disadvantaged areas of the City.

Caltrans currently permits bicycle trips on the shoulder of all state highways. The Bus on Shoulder Scenario would introduce a new conflict for bicycle trips. The Regional Transportation Plan includes a Class I bicycle facility along the rail corridor as shown on the Bus-Beside-Rail scenario. Alternatively, additional room along Highway-25 could be added to accommodate bicycles.

Figure 13 - Bus-on-Shoulder Queue Jump Left Turn Treatment

Figure 14 - Bus-on-Shoulder Queue Jump Thru Treatment

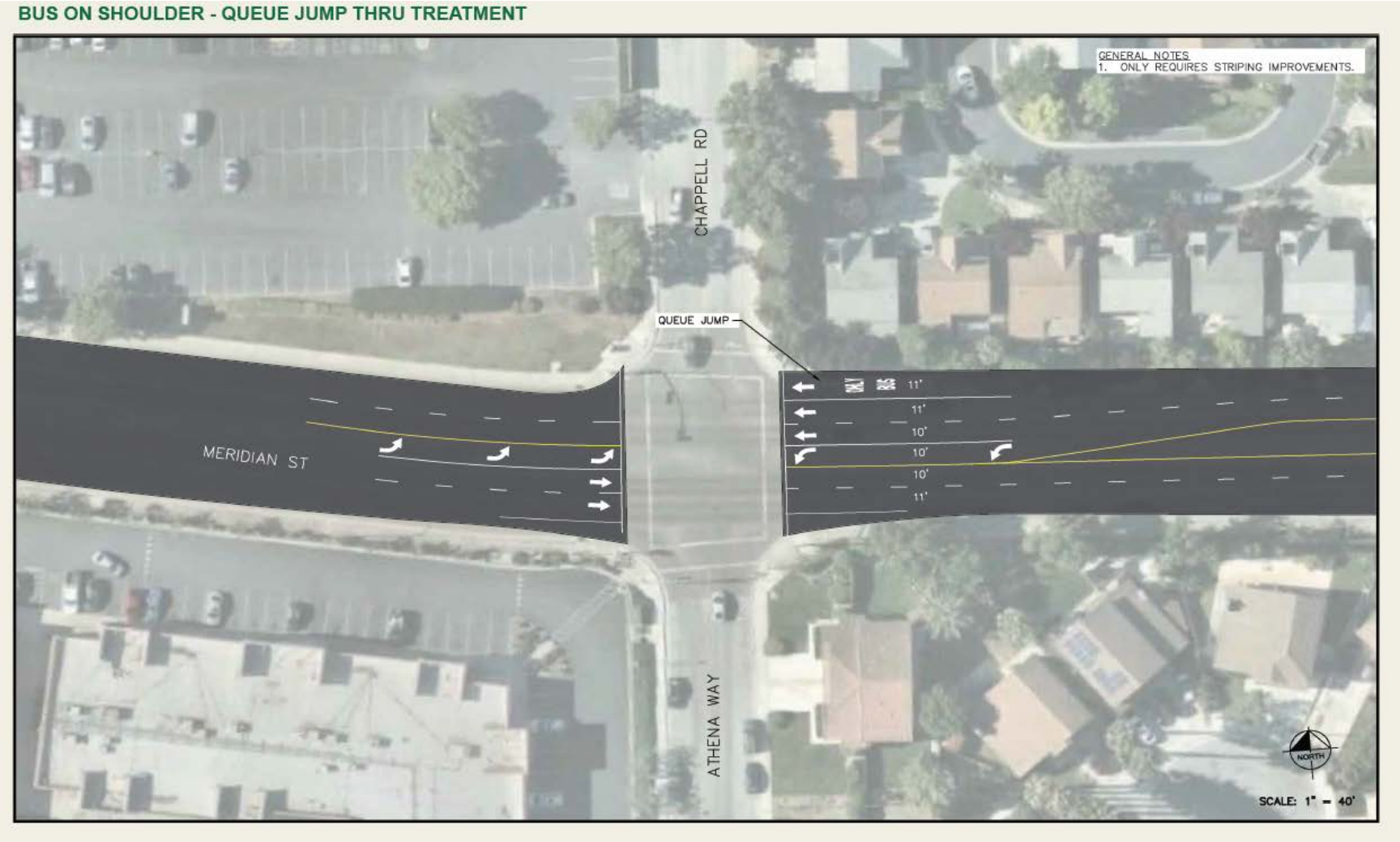


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Figure 15 - Proposed Roundabout at Highway-25/SR 156

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County Governments

Figure 16 - Bus-on-Shoulder Optional Improvement at Highway-25/SR 156

Figure 17 - Bus-on-Shoulder Typical Unsignalized Intersection

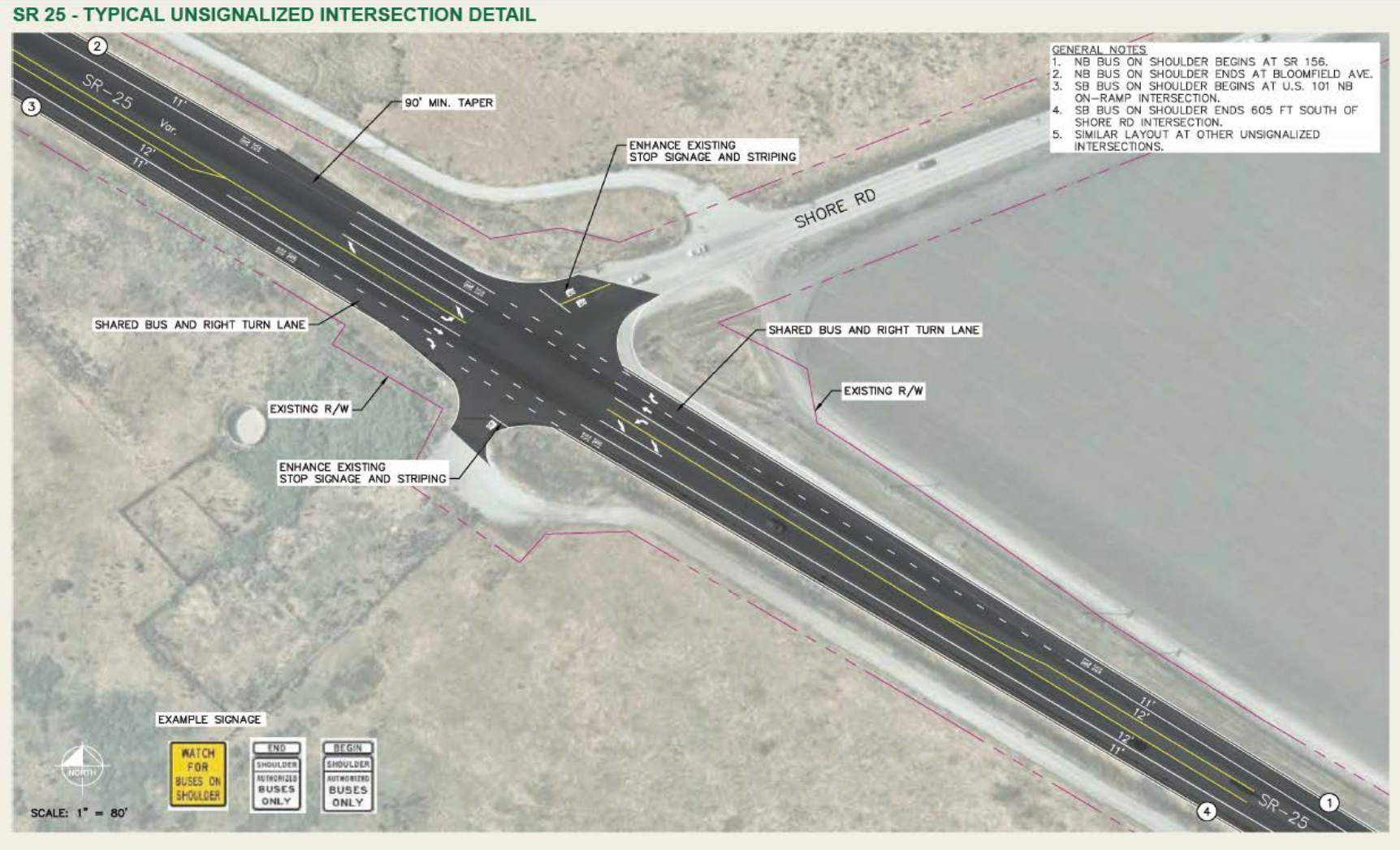

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Figure 18 - Bus-on-Shoulder Bridge Layout

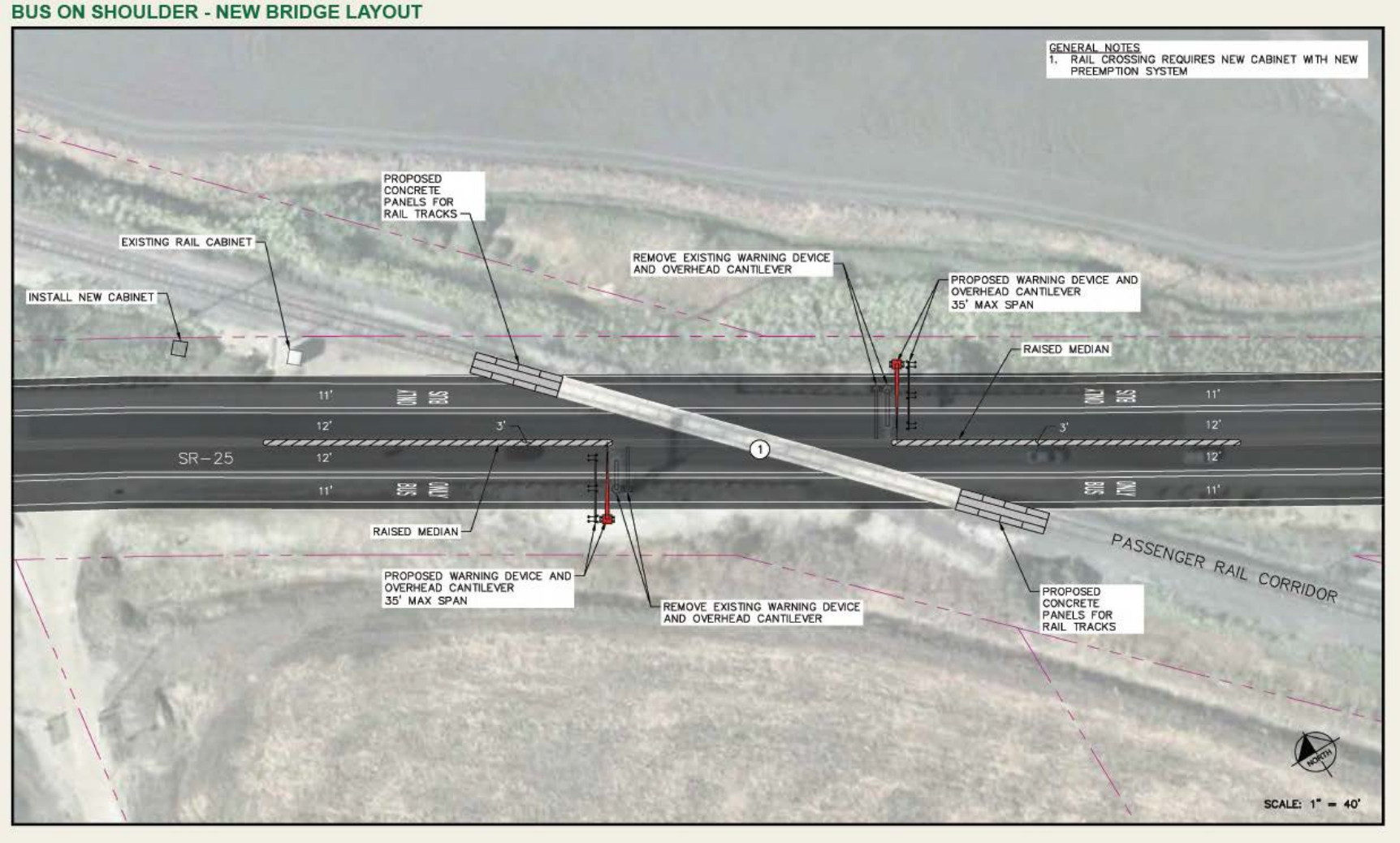


Figure 19 - Bus-on-Shoulder Typical Cross Section

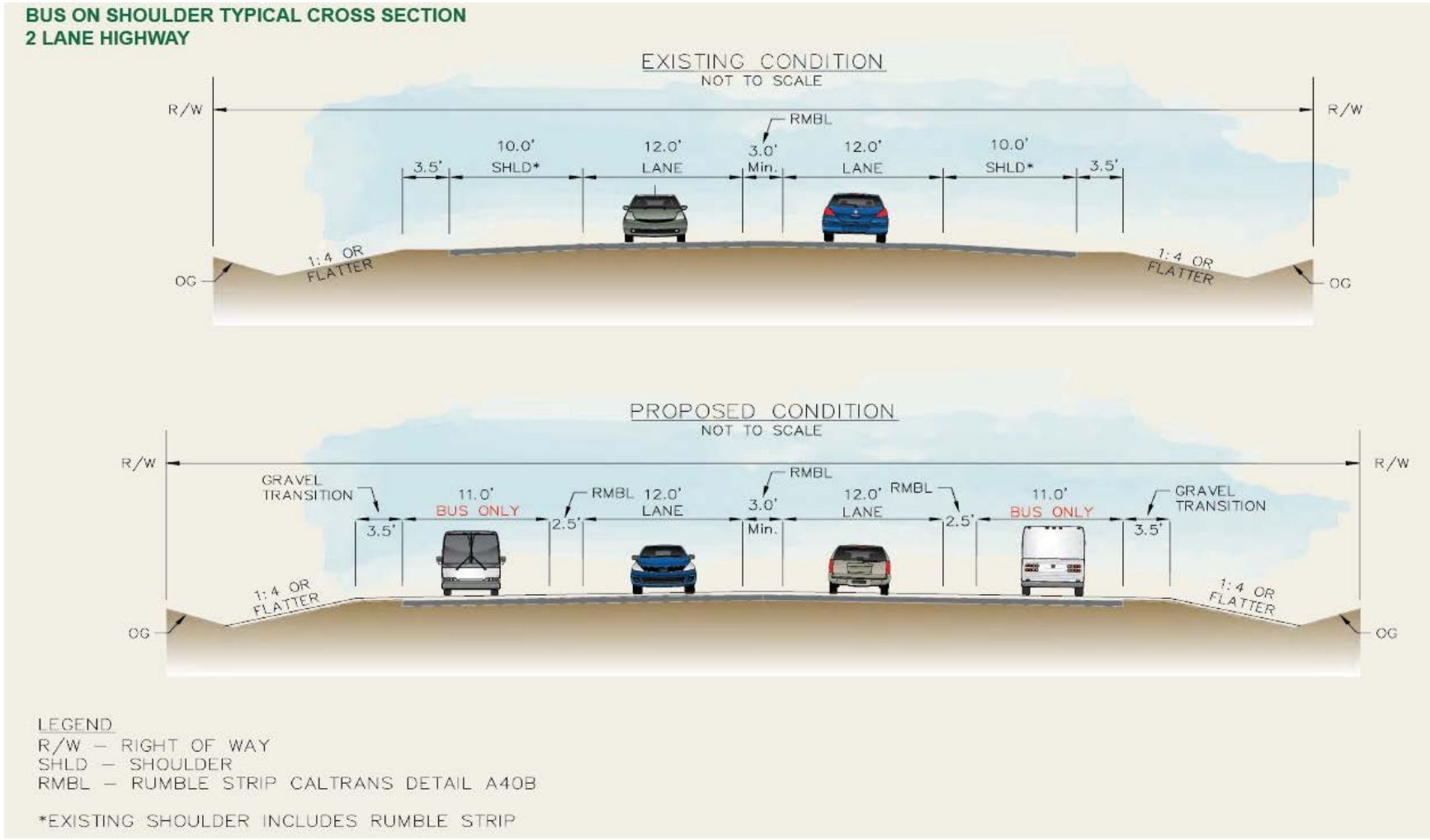
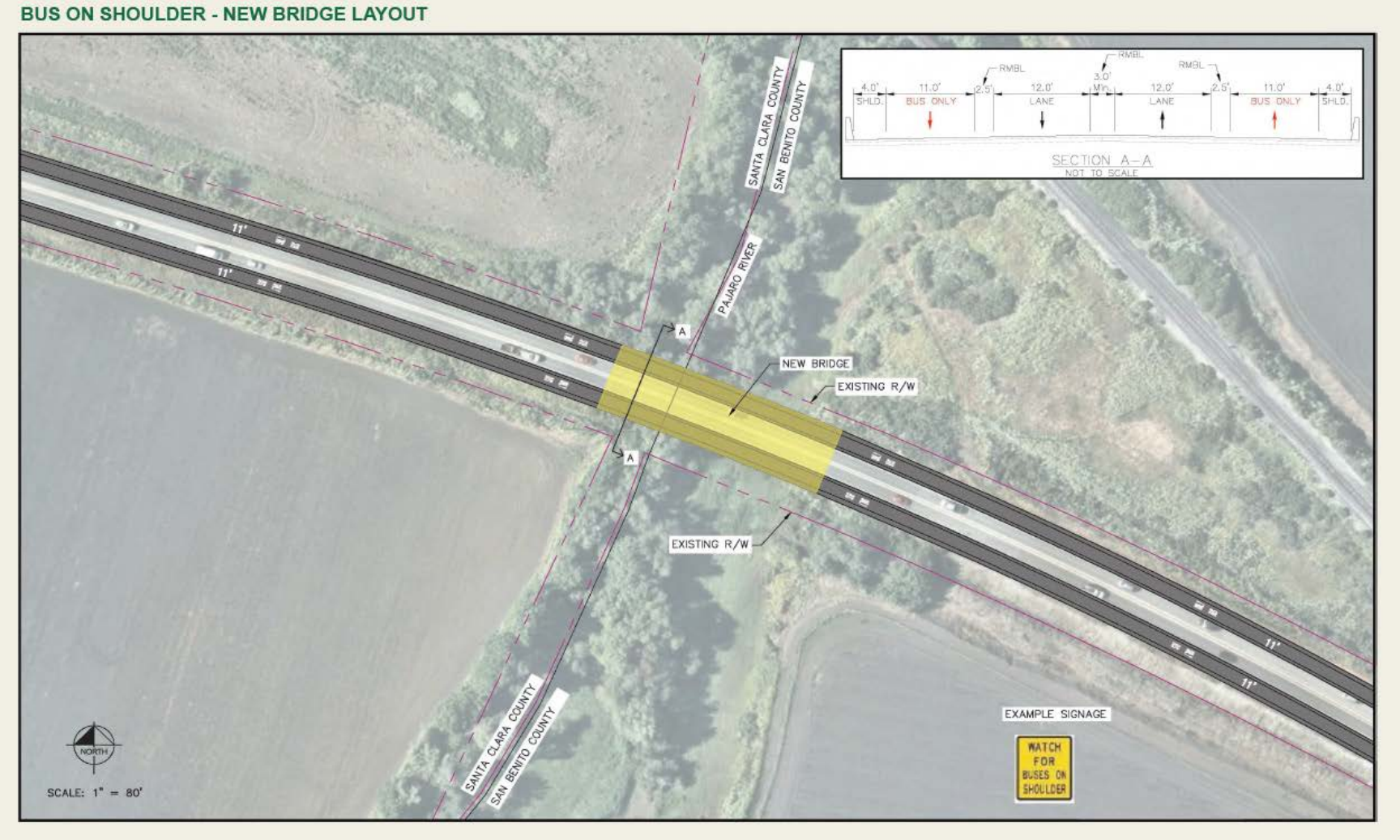


Figure 20 - Bus-on-Shoulder Bridge Layout



Bus-Beside-Rail

The Bus-Beside-Rail scenario is shown in **Figure 21**. This scenario would provide direct bus service between Hollister and Gilroy using dedicated roadway for peak direction buses completely separated from other traffic along the rail right-of-way potentially further reducing bus travel times.

Route

The Bus-Beside-Rail scenario would begin south of Hollister near the intersection of Highway-25 and Fairview Road and will be anchored by a Park and Ride near the new Gavilan College Campus location that is to be constructed in the area. The route would follow Fairview Road to the north, Sunnyslope Road to the west, Memorial Drive to the north with a stop at the existing Park and Ride at Veterans Park, Meridian Street/4th Street to the west with a stop at 4th and San Benito Streets. The route continues along 4th Street to the west with a stop at Miller Road, Miller Road to the north, the newly extended Buena Vista Road to the east where peak direction buses would enter a new dedicated roadway at the rail right-of-way along the south side of the rail line. At the intersection with Highway-25, the bus route would cross the tracks and Highway-25 and continue along the north side of the rail. The bus would leave the rail corridor at Bloomfield Road and until the Highway-25/US 101 interchange project is complete, would use Bolsa Road and Monterey Street to reach the Gilroy Caltrain Station. Non-peak direction buses would use the current US 101/Highway-25 route.

Cross Section

Alongside the rail tracks, a dedicated 18-foot busway would be provided on the southside of the tracks. The busway would consist of a 12-foot travel way with 3-foot shoulders and fencing. The bus potentially crosses over to the north side of the tracks north of the Highway-25 railroad crossing. **Figure 22** and **Figure 23** indicate the typical cross sections. A potential Class I bicycle facility is recommended alongside the rail tracks as well. If the busway transitions into a rail service, the busway could be used as a bicycle facility.

Infrastructure

This scenario would involve construction of a new Mobility Hub facility near the Fairview Road/Highway-25 intersection at the proposed Gavillan College Hollister Campus. The College has indicated that they support the provision of a Mobility Hub on their campus. Park and Ride capacity needs will be estimated as part of the scenario analysis. Required improvements include:

- City of Hollister Bus-Beside-Rail Improvements
    a. Sunnyslope Road and Memorial Drive Intersection (Signalized)
    b. Meridian Street and Chappell Road Intersection (Signalized)
- Bus-Beside-Rail
    a. Railroad Crossing
    b. Bridge Crossing

Railroad Crossing

The busway would cross Highway-25 just south of the Pajaro River. This crossing will require complicated railway gate and busway gate operation to protect all modes of transport for safe crossing. **Figure 24** shows the location of the rail grade crossing where the busway crosses over to the north side

of the tracks. Alternatively, as indicated in **Figure 25**, the busway would remain on the south side of the tracks and continue alongside the tracks up to the Bloomfield Avenue exit.

Bridge Crossing

A new bridge would have to be constructed to accommodate the Bus-Beside-Rail to cross the Pajaro River.

Mobility Hub

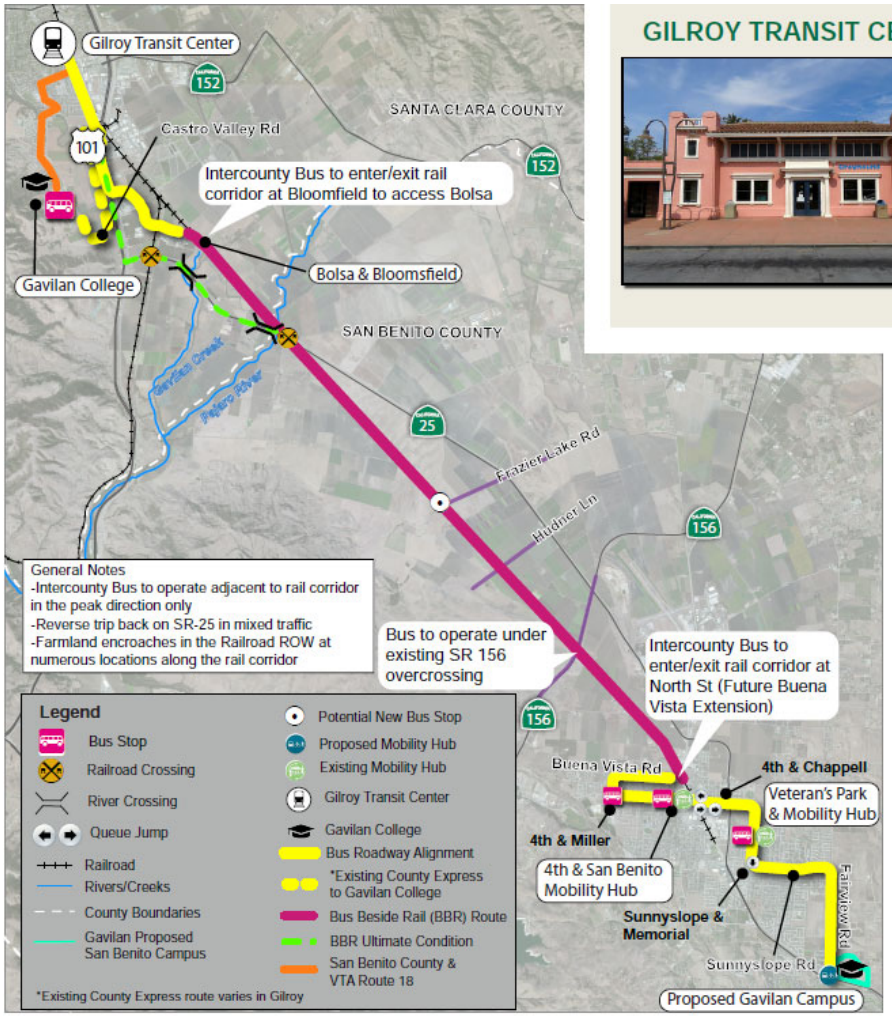
The Bus-Beside-Rail scenario would involve construction of a new Mobility Hub facility near the Fairview Road/Highway-25 intersection at the proposed Gavilan College Campus. The College has indicated that they support the provision of a Mobility Hub on their campus. Park and Ride capacity needs will be estimated as part of the scenario analysis. A new bus only road would be needed along the south side of the rail corridor between Buena Vista Road and Highway-25. The crossover would require a new signal system to manage the buses transitioning to the north side of the route. Required grade crossing treatments include:

- Wright Road grade crossing
- SR 156 grade separation has adequate room to accommodate the bus
- Hudner Lane grade crossing
- UPRR/Highway-25 grade crossing, signal system required
- Pajaro River crossing
- UPRR switch south of Gilroy, modernization

Other Impacted Services

San Benito County Express Fixed Route local service should be scheduled to ensure smooth connections with the Intercounty commuter service. Headways for Fixed Route connecting with the Intercounty buses should be synchronized during peak periods to maximize accessibility, particularly for the Blue and Green routes which serve the transportation disadvantaged areas of the City.

Figure 21 - Bus-Beside-Rail Along Highway-25



GILROY TRANSIT CENTER

GAVILAN COLLEGE

BOLSA & BLOOMFIELD

NORTH & SAN BENITO

4TH & SAN BENITO PARKING STRUCTURE

VETERAN'S PARK & PARK+RIDE

PROPOSED GAVILAN CAMPUS

Kimley»Horn

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Figure 22 - Bus-Beside-Rail Hollister to Highway-25 Typical Cross Section

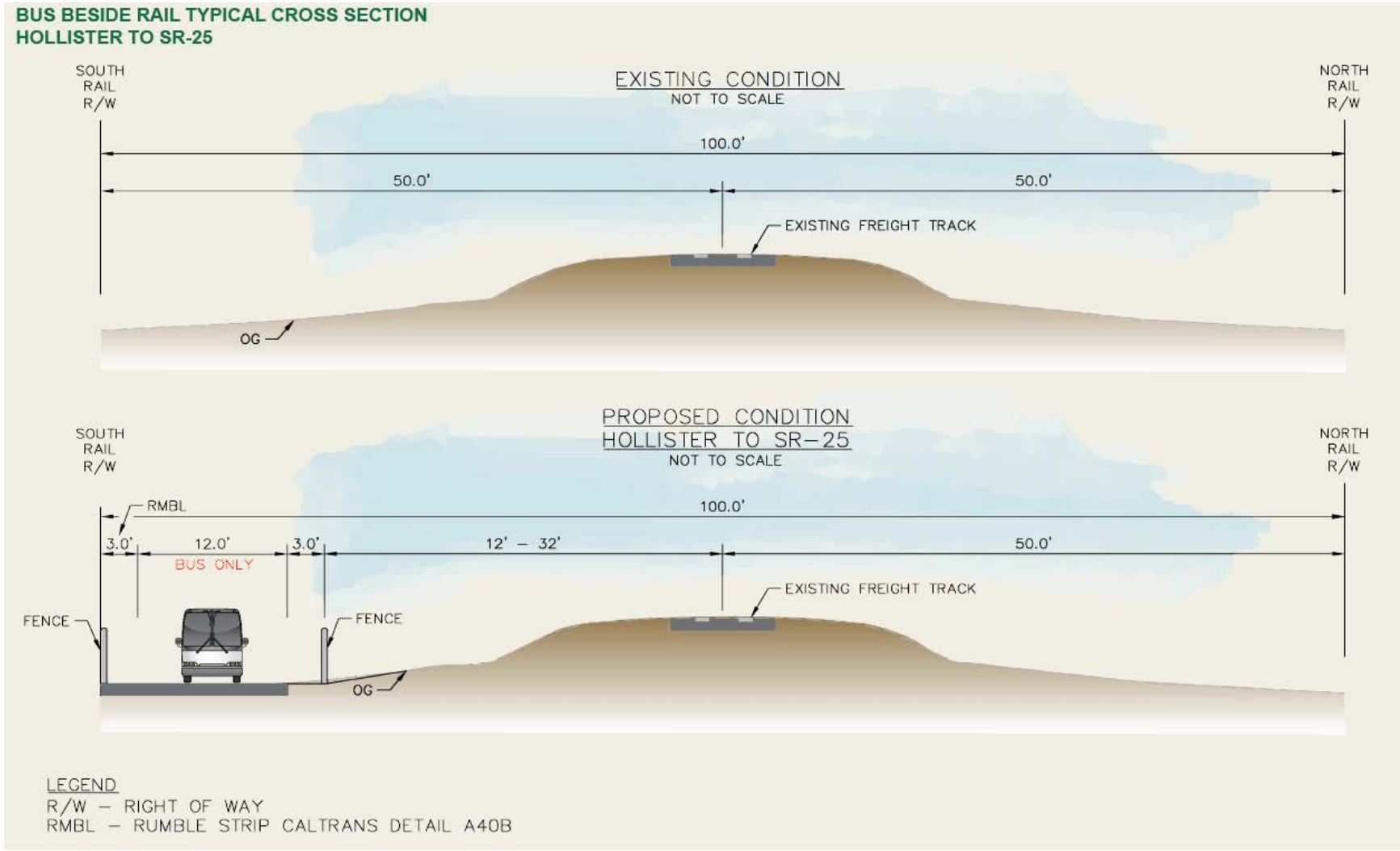


Figure 23 - Bus-Beside-Rail Highway-25 to Bloomfield Avenue Typical Cross Section

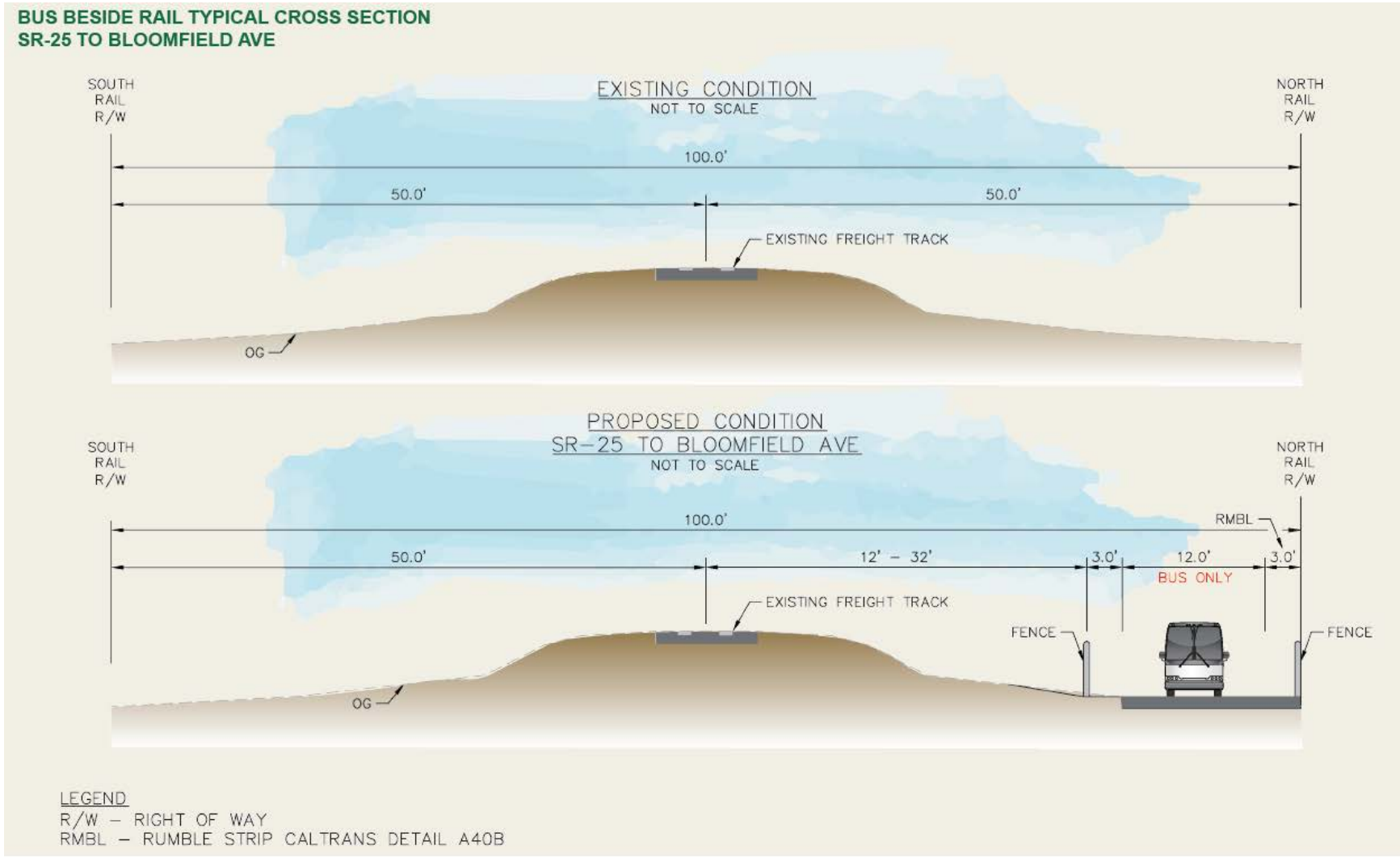


Figure 24 - Bus-Beside-Rail Rail Grade Crossing, Configuration 1

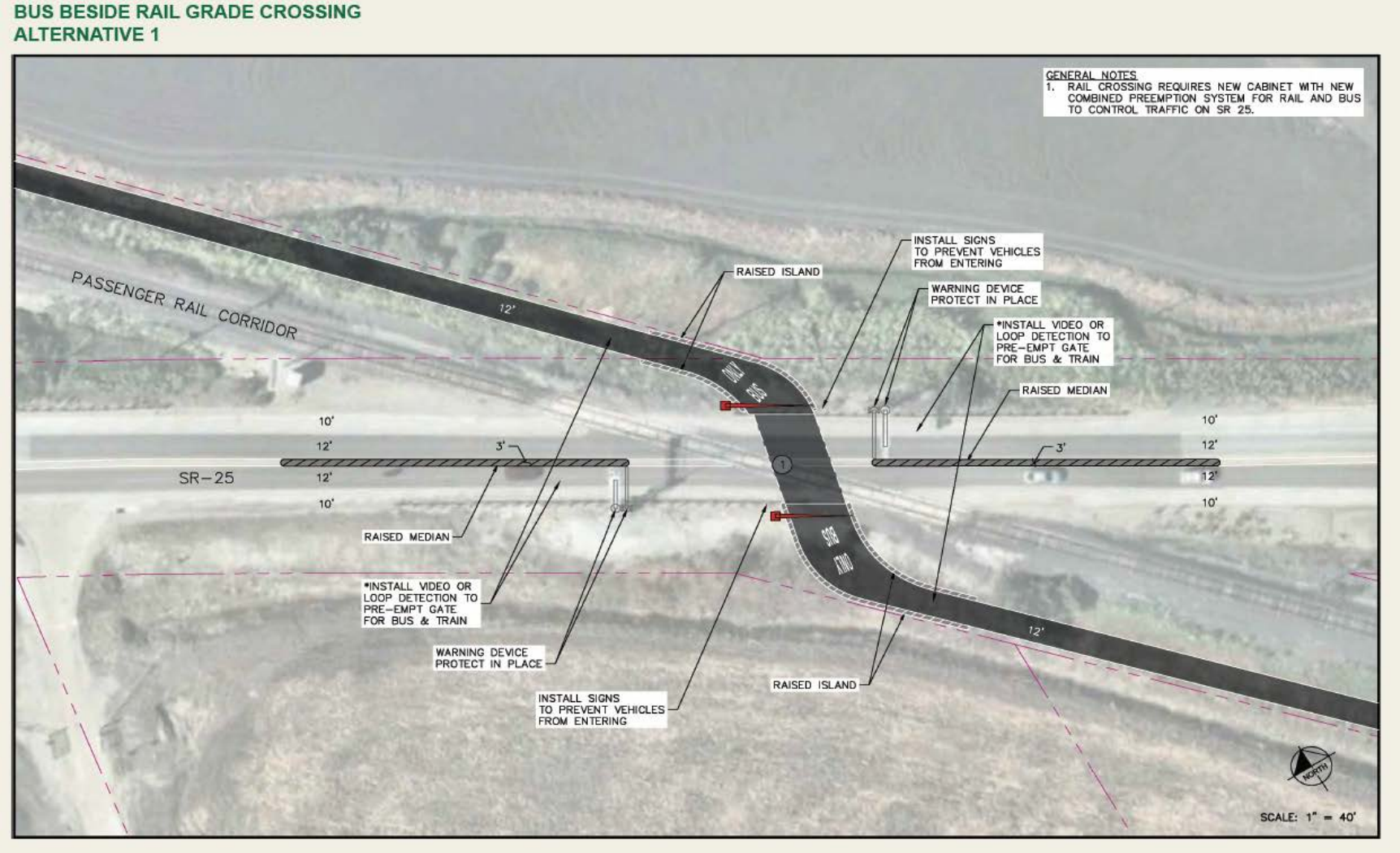
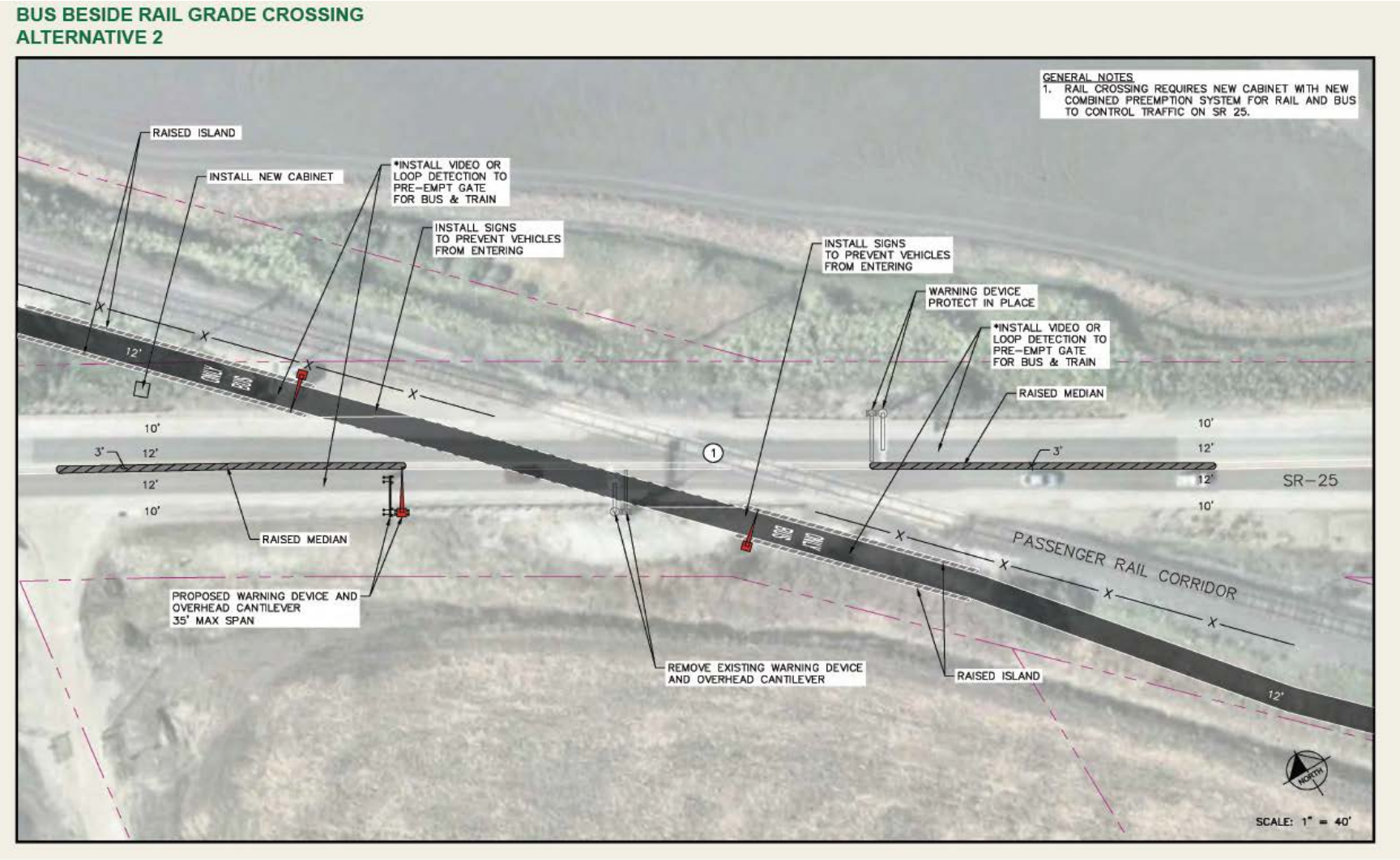


Figure 25 - Bus-Beside-Rail Rail Grade Crossing, Configuration 2



New Passenger Rail – Gilroy to Hollister

The Passenger Rail scenario is shown in **Figure 26**. This scenario would provide direct passenger rail service between Hollister and Gilroy using the existing UPRR rail corridor. The service would be similar to the SMART train service in the North Bay (Photo below.)

Route

Northbound passengers would board the train at a new station south of Fourth Street. The train would proceed directly to Gilroy Caltrain Station with a potential mid-way stop serving the Shore Road proposed development area. Commuters would transfer to Caltrain or VTA or other passenger services to continue to the Bay Area. A bus connection would provide service to Gavilan College from the Gilroy Caltrain Station.

Infrastructure

This scenario would require signal upgrades to the rail line, a passenger station in Hollister, and a maintenance yard which could potentially be housed at the Leatherback site near Flora Avenue in Hollister.

Hollister Passenger Rail Station

A new passenger rail station would be proposed in Hollister, located between 4th Street and South Street. This proposed layout of the station would include parking, a 700-foot platform, 700 feet of storage track, as well as additional track layover capacity between South Street and East Park Street, as shown in **Figure 27** and **Figure 28**.

Grade crossings that would need upgrades include:

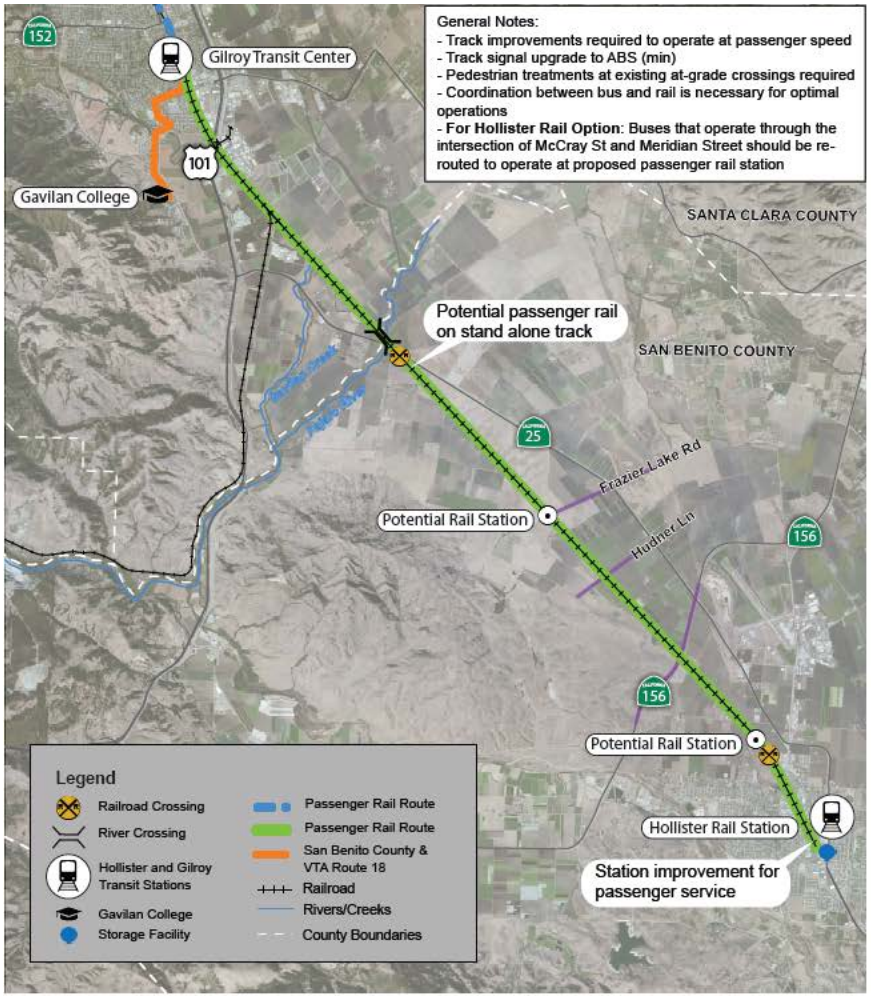
- Wright Road grade crossing
- Hudner Lane grade crossing

- Frazier Lake Road grade crossing
- Highway-25 grade crossing
- Pajaro River crossing
- Bloomfield Avenue grade crossing

Other Impacted Services

San Benito County Express Fixed Route local service should be scheduled to ensure smooth connections with the Intercounty commuter service. Headways for Fixed Route connecting with the trains should be synchronized during peak periods to maximize accessibility, particularly for the Blue and Green routes which serve the transportation disadvantaged areas of the City. A new Fixed Route with service between the new Gavilan College Campus and the Hollister Passenger Rail station would improve accessibility and could potentially add ridership to the train.

Figure 26 - Passenger Rail Along Highway-25



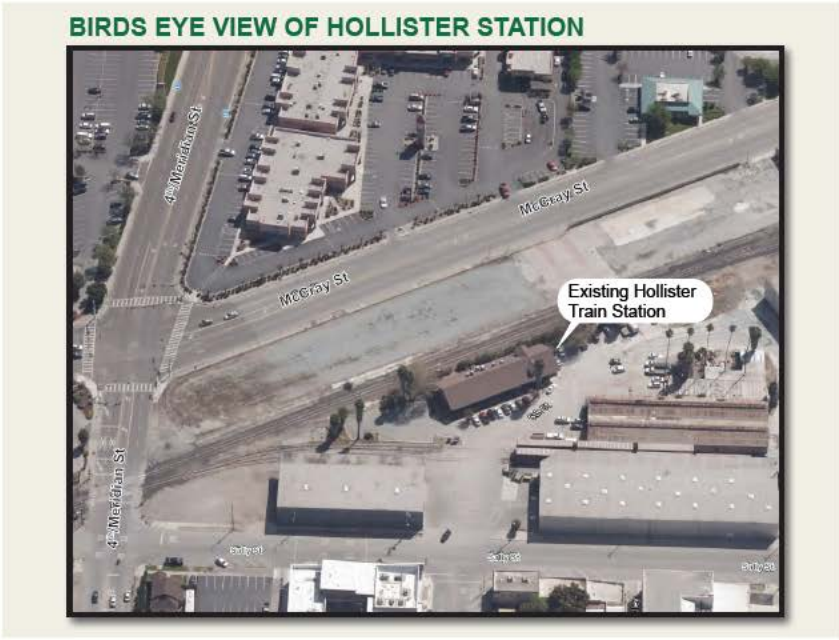


Figure 27 - Proposed Hollister Passenger Rail Station (North End)

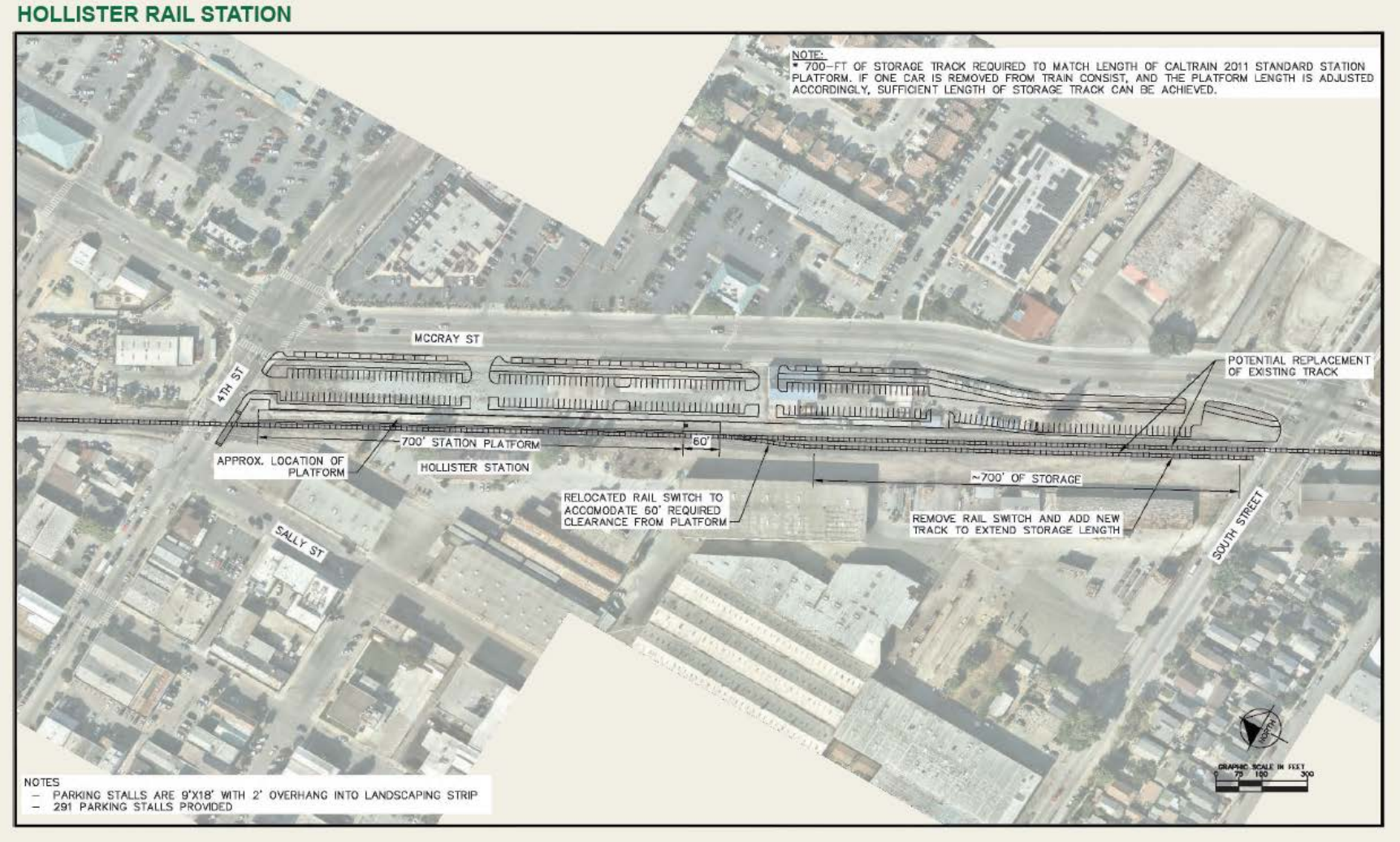


Figure 28 - Proposed Hollister Passenger Rail Station (South End)

Passenger Rail – Caltrain Extension to Hollister

This scenario would look like the other passenger rail scenario but would not require a full maintenance facility in Hollister and would provide a direct connection between Hollister and the Bay Area. There are opportunities and challenges associated with this operations model including:

Opportunities

- Lower capital and operational costs
- Single seat ride between Hollister and the Bay Area
- Higher ridership potential

Challenges

- Less local control
- Interagency coordination and cost sharing complications

Fare Integration

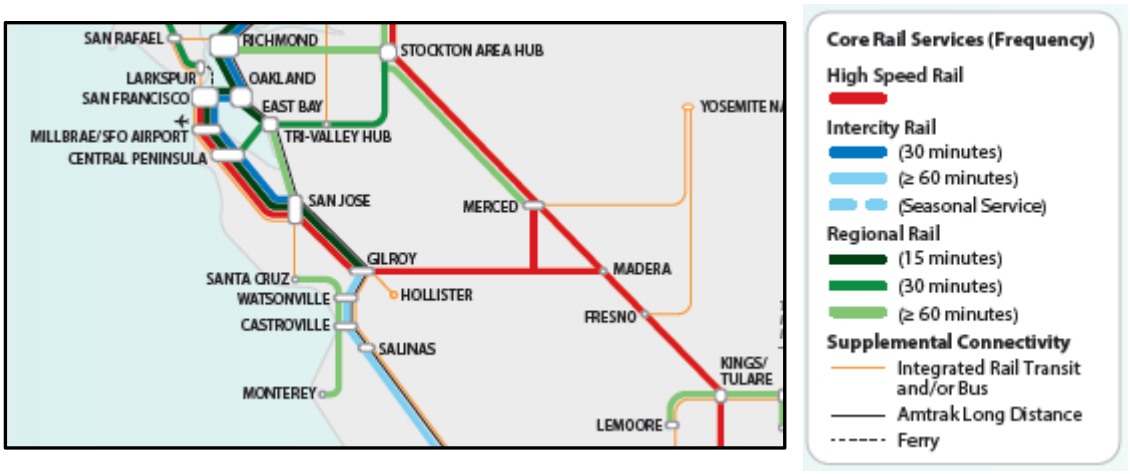
The study recommends integration of fare payment with the Clipper card system being used in the Bay Area. Additionally The California Integrated Travel Project (Cal-ITP), can help the new service better integrate into the statewide system with more coordinated scheduling, fare payment, and marketing.

State Rail Plan Integration

The recently adopted California State Rail Plan, 2040, for instance, proposes a major expansion of intercity and regional passenger (and freight) rail services throughout California, including through portions of the study area. The objective of the plan, prepared by Caltrans, is to expand the capacity, efficiency, and effectiveness of the state rail network to better accommodate the mobility needs of California's projected population of 47 million by 2040, reducing reliance on the private automobile and mitigating the congestion and emissions problems that follow from increasing auto vehicle miles of travel. The plan proposes a unified statewide rail network that (1) integrates passenger and freight rail, (2) connects passenger rail service to other modes, and (3) supports "smart" mobility goals established by the state legislature and local communities. While there are approximately 115,000 trips per day currently on intercity and regional rail services in the State, the target is 1.3 million by 2040. The required investment is considerable—an estimated $40.8 billion for upgrading existing and constructing new services. Not just infrastructure improvements for high speed, intercity and regional rail are envisioned; more frequent and faster (i.e., higher speed) services in existing rail corridors are planned. The operating improvements are intended to be delivered in the near term wherever practicable, from 2022 to 2027.

Figure 29 below, excerpted from the State Rail Plan, shows intended improvements in northern California. In the vicinity of Gilroy and Hollister, higher frequencies on intercity and regional rail lines and infrastructure investments to support the increased service, faster train speeds, and intermodal connections are important elements of the plan. Continuous passenger feeder service, either by rail or bus is anticipated between Hollister and Gilroy. While finding the funds to fully implement the State Rail Plan will be a challenge, the far-reaching vision is established. The service and speed improvements and enhanced intermodal connections are likely to receive priority, which is promising. Individuals in Hollister would find a feasible connection between the City and Gilroy and the Bay Area with access to a passenger service to Gilroy.

Figure 29 - Intended Northern California Rail Improvements



Source: 2018 California State Rail Plan (CSRP)

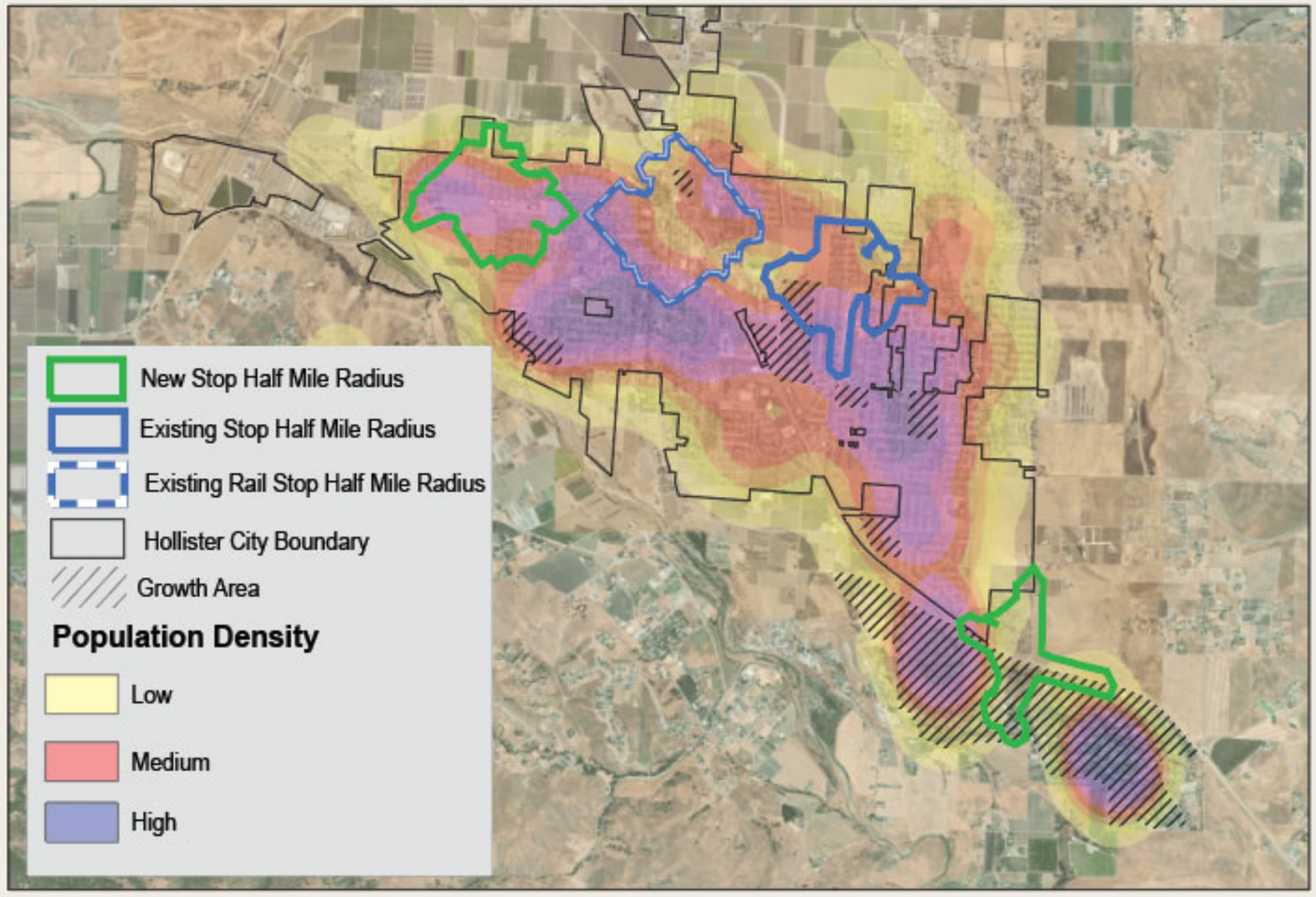
Project Scenarios Evaluation

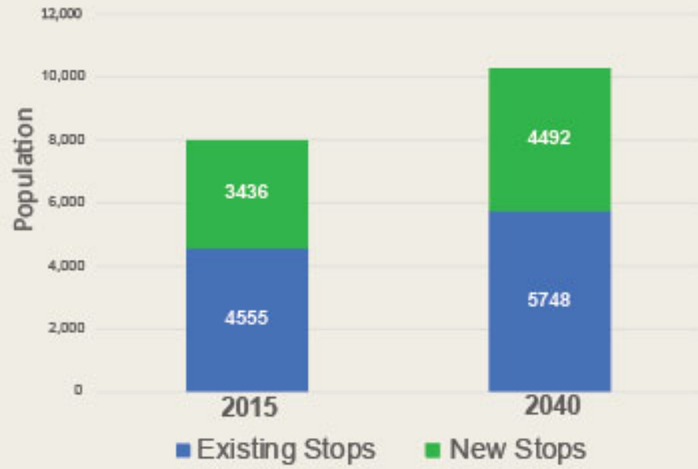
This section provides analysis and evaluation of the ability of each of the three scenarios (Bus-on-Shoulder, Bus-Beside-Rail, and Passenger Rail) to achieve project goals using the performance measures that correspond to each goal. The project goals evaluated were: Accessibility, Reliability, Environmental Justice, Ridership, Safety, and Benefits and Costs.

Accessibility

Accessibility deals with the capability and convenience for people to reach Intercounty transit stops and is usually determined by the distance of Intercounty transit stops from households and jobs. This Accessibility evaluation analyzed the number of residents and jobs within a half-mile radius of existing and new bus Intercounty stops, as well as the effect of new and proposed Mobility Hub locations for all three scenarios. **Figure 30** and **Figure 31** show the results of this evaluation.

Figure 30 - Population Within Half-Mile Radius of Existing and New San Benito County Express Intercounty Transit Stops

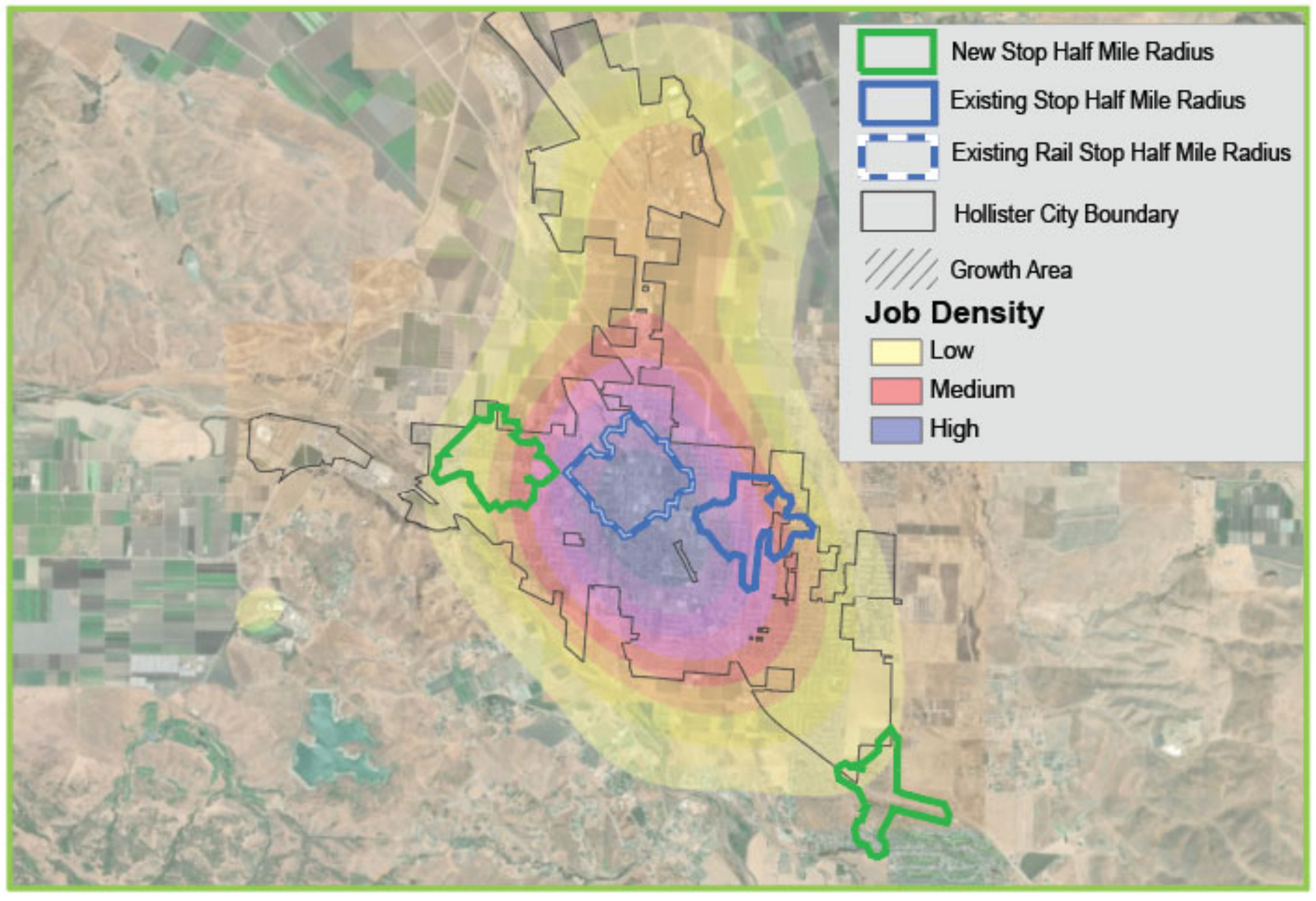


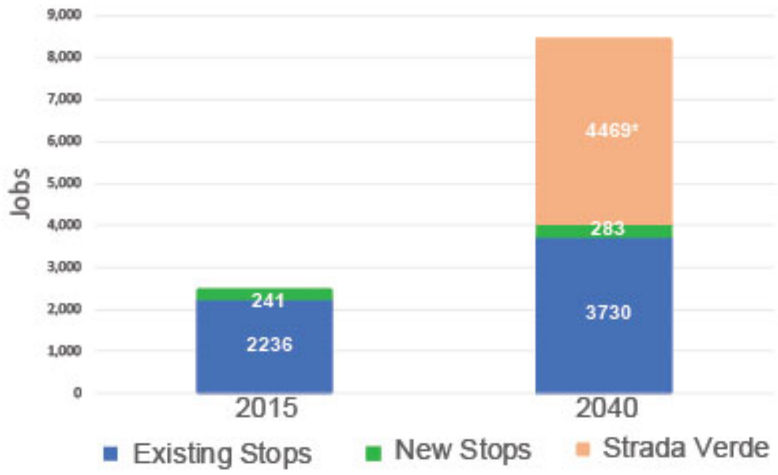


*Of the 4555 residents served by Existing bus stops in 2015, 2546 residents are also served by the Existing rail stop

*Of the 5748 residents served by Existing bus stops in 2040, 3213 residents are also served by the Existing rail stop

Figure 31 - Jobs Within Half-Mile Radius of Existing and New San Benito County Express Intercounty Transit Stops





*Not all 4,469 new jobs will be filled by San Benito County residents

The addition of the new Intercounty transit stops increases the number of residents within a half-mile radius in both 2015 and 2040 by more than 20 percent. The additional Intercounty transit stops also increase the number jobs within a half-mile radius in 2015 and 2040 by approximately 11 percent and 8 percent, respectively. In 2040, the Strada Verde project, near the intersection of Shore Road/Highway-25, is expected to add almost 4,500 additional jobs; however, not all the new jobs will be filled by San Benito County residents, and thus, only a certain portion will be served by the new and existing Intercounty transit stops.

Reliability

Reliability evaluates the AM and PM vehicle and transit travel times under existing conditions, as well as for the three scenarios. **Figure 32** shows these travel time results.

Figure 32 - Travel Times Along Highway-25

EXISTING AUTO TRAVEL TIME

Route		AM	PM
Car	4th St & San Benito St to Gilroy Transit Station	NB 50 min	SB 70 min

EXISTING TRANSIT TRAVEL TIME

Route		AM	PM
Gavilan College	Veterans Park and Gavilan Station	NB 30 min	SB 55 min
Caltrain	Veterans Park and Caltrain Station	NB 30 min	SB 30 min
Greyhound	Veterans Park and Greyhound Station	NB 40 min	SB 45 min

TRANSIT ALTERNATIVES TRAVEL

Route		AM	PM
BOS	Proposed Gavilan to Gilroy Transit Station	NB 44 min	SB 54 min
BBR	Proposed Gavilan to Gilroy Transit Station	NB 37 min	SB 43 min
Passenger Rail	Hollister Station to Gilroy Transit Station	NB 24 min	SB 24 min

All three scenarios provide faster travel times than the existing travel time by automobile. The existing transit travel times are the scheduled travel times and thus do not account for congested conditions. The three scenarios are ranked in terms of shortest travel as follows:

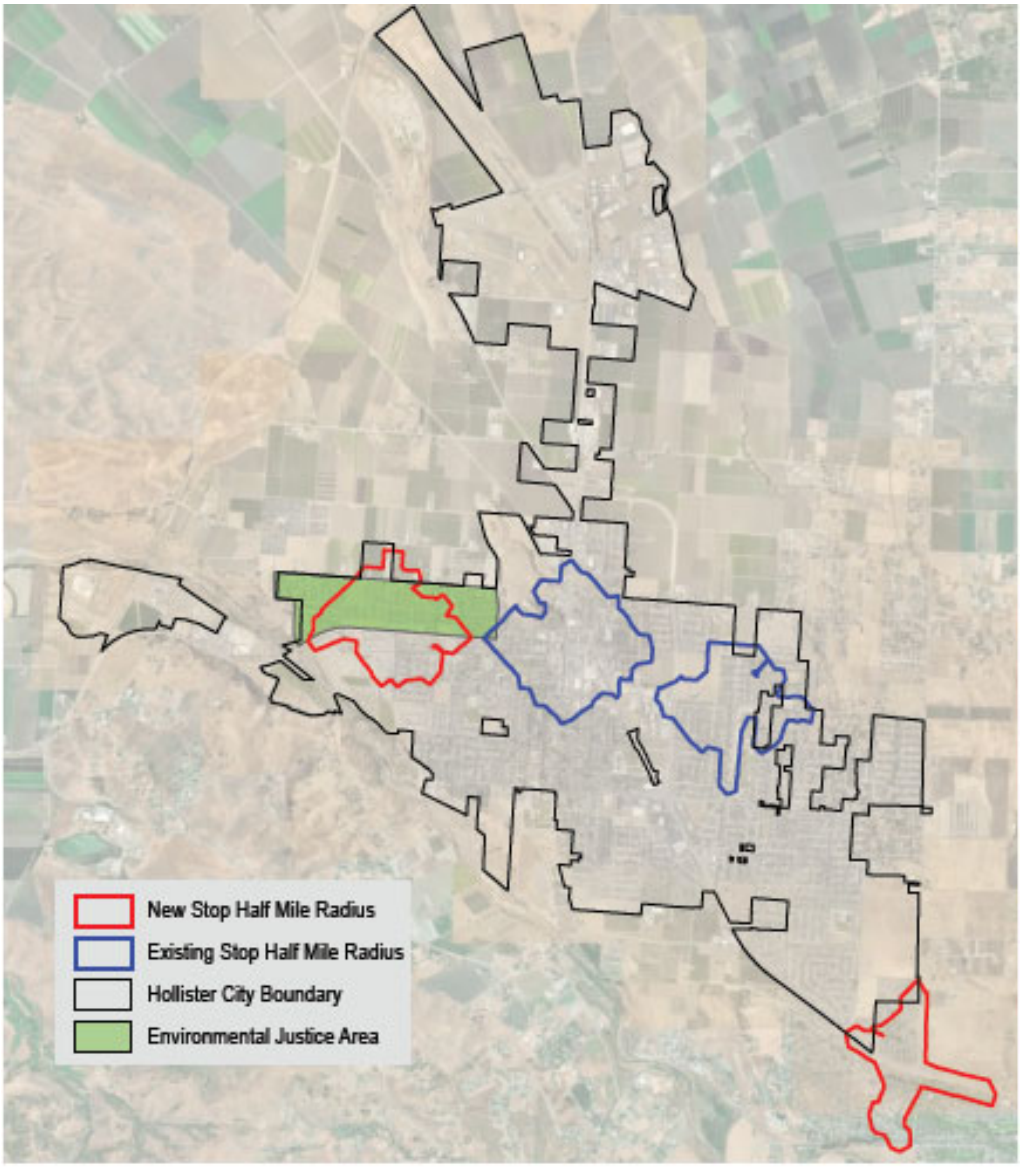
1. Passenger Rail
2. Bus-Beside-Rail (BBR)
3. Bus-on-Shoulder (BOS)

Environmental Justice

The United States Environmental Protection Agency (US EPA) defines Environmental Justice (EJ) as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

Currently, less than one percent of the entire EJ population in Hollister is within a half-mile radius of existing Intercounty bus stops; however, the addition of the new Intercounty transit stops increase the EJ population within a half-mile radius to approximately 52 percent, more than double of the entire Hollister population served by both new and existing Intercounty transit stops. **Figure 33** includes a map of Hollister and the half-mile radii of the Intercounty stops.

Figure 33 - Environmental Justice Community Within Half-Mile Radius of Existing and New San Benito County Express Intercounty Transit Stops



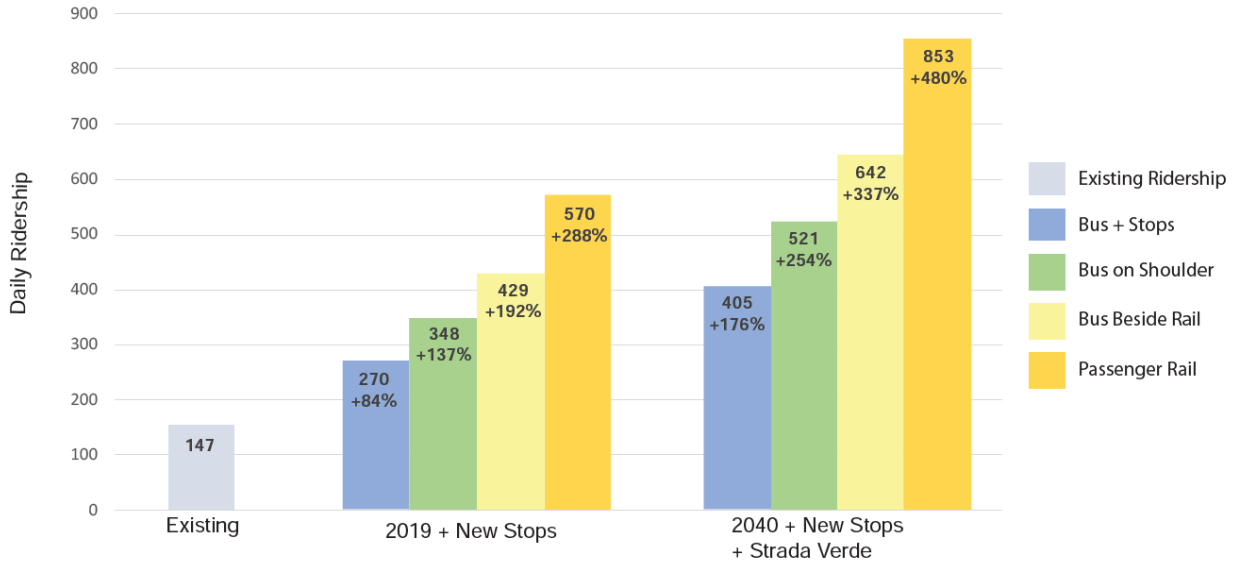
Hollister and EJ Area Populations Served by Existing and New Stops		Hollister	EJ Area
	Total Area Population	35,600	3,368
	Served by Existing Stops	4,555	27
	Served by New Stops	3,436	1,725
%	Population Percent Served	22.5%	52.0%

Ridership

The direct ridership forecasting approach primarily relied on adjustment factors provided in the *Bus Rapid Transit Practitioners' Guide*[4] (BRT Practitioners' Guide) and a Geographical Information System (GIS) based analysis of existing and future land use information in the proximity of both existing and proposed Intercounty transit stops.

Figure 34 shows the estimated daily ridership in 2019 and 2040 under all three scenarios. All three scenarios have daily ridership estimates higher than that of existing 2019 levels. Passenger Rail has the highest ridership of the three scenarios due to its higher carrying capacity.

Figure 34 - Existing Daily Ridership and Future Daily Ridership Projections



Safety

Increasing ridership assumes that commuters will be opting to take transit over driving personal vehicles. With fewer cars on the road there will also be a decrease in crashes. The crashes will decrease by the same percentage difference between existing ridership to each respective scenario.

[4] National Academies of Sciences, Engineering and Medicine 2007. *Bus Rapid Transit Practitioners Guide*. Washington, DC: The National Academies Press.

Benefits and Costs

Benefits and costs were tabulated for each scenario to help calculate their benefit / cost ratios. The benefits considered include forecast ridership, travel time savings, vehicle collision reductions, and reduced emissions. Costs included construction, administrative, and operations. The cost estimate breakdown is included as **Appendix C**.

Annual ridership estimates were calculated using the Regional Travel Demand Model, and were adjusted using elasticity factors published in the *Bus Rapid Transit Practitioners Guide*. These estimates to not account for potential long-term impacts of the COVID-19 pandemic. The degree to which transit ridership will recover is unknown at the time of this report.

Travel time savings were estimated for transit users based on the amount of congested traffic by-passed by the given scenario. It was assumed that the number of users switching to transit would not have a significant impact on recurring traffic congestion on the corridor.

Reductions in vehicle crashes were estimated to be proportional to the reduction in vehicle trips due to corridor users switching to transit.

Emissions savings were calculated using Caltrans' EMFAC 2017 model based on changes to vehicle miles traveled (VMT).

Table 10 - Transit Scenarios Benefits and Costs

Scenario:		Bus-on-Shoulder (BOS)	Bus-Beside-Rail (BBR)	Passenger Rail
Description:		Hollister and Highway-25 Corridor BOS Improvements	Hollister and BBR Corridor Improvements	Track Improvement and Station Development
Benefits	2040 Annual Ridership	87,362	107,619	142,980
	Travel Time Savings	$1.9 M	$4.0 M	$8.7 M
	Crash Cost Savings	$0.4 M	$0.8 M	$2.4 M
	CO2 Emissions Saved	4,247 T	8,651 T	20,652 T
Costs	Construction Cost	$32,270,000	$29,810,000	$74,120,000
	Soft Cost	$8,370,000	$10,440,000	$25,950,000
	Total Capital Costs	**$40,640,000**	**$40,250,000**	**$100,070,000**
	Annual Operations & Maintenance Cost	*$1,219,000*	*$1,126,000*	*$3,206,000*

**All values in 2019 dollars*

Passenger Rail costs assume commuter rail service with diesel powered engines similar to current Caltrain operations. An electrified option would require building more infrastructure and would therefore cost more to implement and maintain. Should passenger rail be selected as the scenario to move forward, additional analysis would be needed to determine which rail technology would best serve the needs of the community and be most cost-effective.

Outreach

Stakeholder Input

The project team held several focused stakeholder meetings to gain specialized input from organizations and individuals who would collaborate with the Council of San Benito County Governments (SBCOG) and San Benito County Local Transportation Authority (San Benito LTA) in establishing an improved transit service between Hollister and Gilroy. The stakeholders expressed varied opinions but most identified that a primary need was to offer residents and visitors an alternative to driving alone. Meetings were held over two days with stakeholders. The scenarios and costs and characteristics of each scenario were presented. The following stakeholders attended the meetings held on November 13 and 14, 2019:

- Gavilan College
- Hollister Business Council
- Z Best
- TriCal
- Hollister Downtown Association
- EDC Board
- City of Hollister
- City of Gilroy
- AMBAG
- TAMC
- Capital Corridor
- Caltrans
- San Juan Bautista

Other stakeholders that were unable to participate during this round will be engaged during future implementation phases. These include VTA, UPRR, and local landowners.

Stakeholder discussions introduced the three scenarios and their comparative costs and benefits. Concerns were raised that the Bus-on-Shoulder scenario could either conflict with or be neutralized by future Highway-25 widening. Business interests noted that the biotechnology firm Tri-Cal's operations on the shoulder could conflict with bus operations.

Gavilan College

Gavilan College supports the idea of a Mobility Hub on their proposed campus in Hollister on Fairview Road. Transit ridership in San Benito County consists primarily of students of schools and the college and it is expected that this trend would continue in the future.

Hollister Business

Hollister business leaders want to support more visitors to San Benito County that currently do not visit due to concerns of traffic congestion. Similarly, business leaders support solutions that allow local residents to spend less time commuting, with more time available to enjoy life in the County and accessing local services. Business leaders indicated that improved mobility options would lead to more business opportunities in the County; however, there was also a concern that more business opportunities may encourage more long-distance commuting that could ultimately create more long-term congestion.

Local Jurisdictions

City of Hollister staff supported the implementation of improved transit services between Hollister and Gilroy. Staff requested that the Passenger Rail station layout should consider the City's current General Plan proposal for a location at the northern City boundary along the UPRR railroad tracks.

A review of this request found that the proposed City of Hollister General Plan location is not feasible. The location at the City border along the railroad tracks limits walk-ability and bike-ability and short

transit trips to the station, resulting in longer travel times for riders to connect to the service. This could potentially discourage ridership.

- The location does not have sufficient space for a Passenger Rail station to meet UPRR requirements. The space would not accommodate rail car storage.
- A curve in the rail line at this location is not optimal for operations. Curved station platforms cannot accommodate unfettered motion of train cars without leaving larger horizontal or vertical gaps between the platform and the train car, creating a mobility hazard for elderly and disabled passengers.
- Limited public parking availability.

San Benito County staff supports a mode shift to transit as soon as possible to alleviate congestion on Highway-25.

TAMC

Transportation Agency for Monterey County (TAMC) is currently studying the implementation of passenger rail service from Salinas to Gilroy. San Benito COG and TAMC will coordinate service planning as riders of will overlap with transit riders on the Highway-25 in Gilroy.

Caltrans

Caltrans supports the multimodal approach and improving transit on the Highway-25 corridor Caltrans helped fund this study and provided staff resources to COG throughout study development.

Public Involvement

Travel along the corridor will be done by the public and their input on changed schedules, opportunities for improved service and involvement is important in the process. COG followed a substantial public outreach process was followed, capturing existing users and potential users of a new service. The local residents that participated in the process are supportive of scenarios to reduce congestion and improve safety on Highway 25. Opinion polling conducted by COG from 2016—2018 also indicated that the public identifies congestion on Highway 25 as a primary concern that should be addressed.

Methodology

The project team collected public input by conducting two types of surveys aimed at capturing travel behavior data:

- On-board rider survey on Tuesday, December 3rd, 2019 from 5:00 AM to 8:40 AM. The ride was free for the Intercounty service on this day as per a regularly scheduled San Benito County Express promotion. On that day, the project team rode the San Benito County Express Intercounty from Hollister to Gilroy where they administered a bilingual, 11-question survey electronically.
- In person pop up survey events outside popular retail locations in Hollister. Team members were at the Target and Hollister Super stores on Saturday, December 14th, 2019 from 10 AM to noon. At the pop-up event, the project team recorded public member comments regarding transportation preferences and mode options to choose from.

Appendix D contains the on-board survey template, as well as the raw results for both surveys.

On-Board Survey Results

Respondents completed 73 on-board surveys. Eighty percent of respondents said they commute on the San Benito County Express four to five times a week. Respondents predominantly travel to and from Intercounty bus stops by vehicle (drive alone and carpool) or walking. Most respondents were riding the bus to reach Gavilan College, with approximately half starting their journeys at Veterans Park and 35 percent starting at 4th and San Benito, as shown in **Figure 35** and

Figure 36.

Approximately 55 percent of respondents begin their commute at either of those locations between the times of 6:55 AM and 7:55 AM, while 70 percent typically ride back during the afternoon between 3:40 PM and 4:30 PM. Of the remaining respondents not traveling to Gavilan College with destinations north of Gilroy, over 40 percent take either the VTA bus or Caltrain.

Figure 35 - On-Board Survey Results for Final Destination

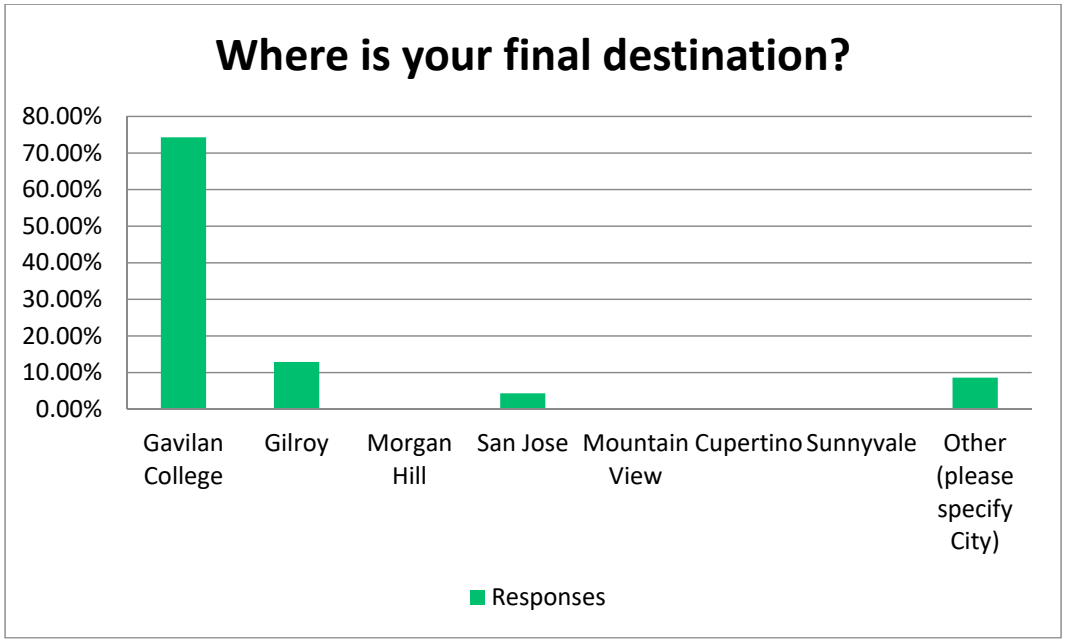
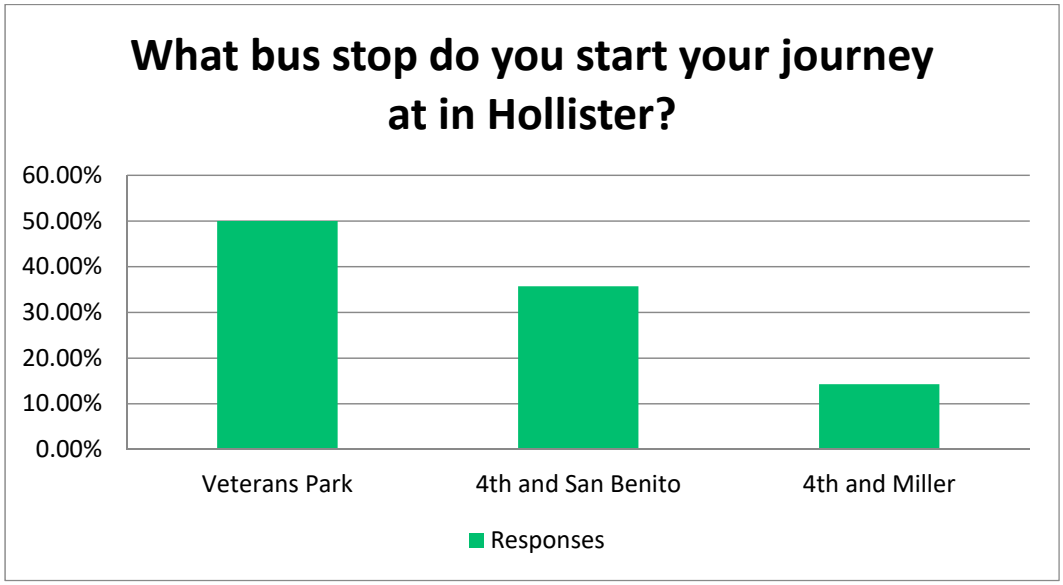
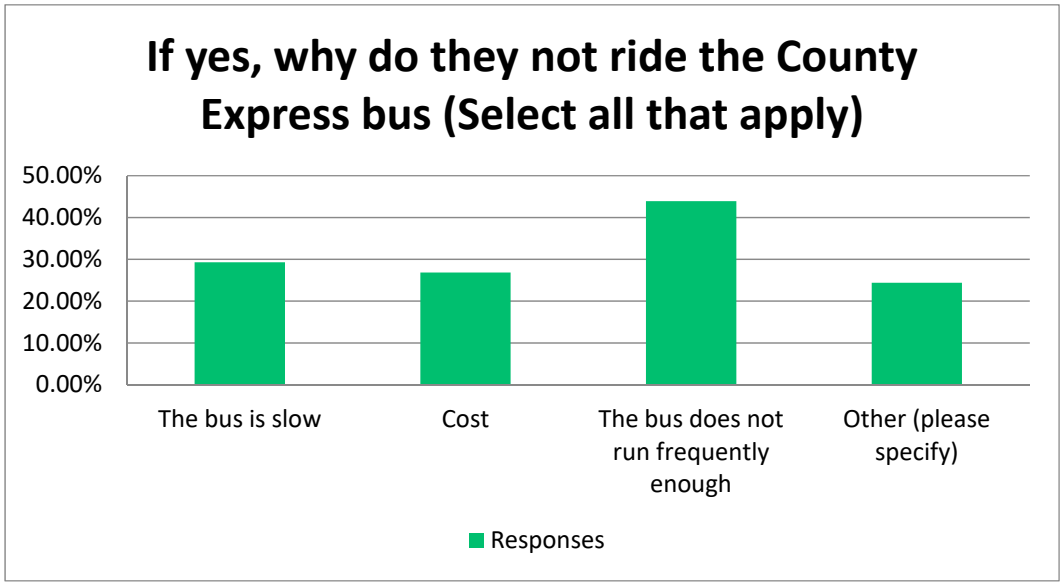


Figure 36 - On-Board Survey Results for Start of Journey Location



According to respondents who know people that do not currently ride the San Benito County Express but are interested, the biggest deterrent is "limited bus frequency and service", as shown in **Figure 37**. The Local Transportation Authority also regularly makes schedule adjustments when feasible to coordinate with VTA bus times.

Figure 37 - On-Board Survey Results; Reasons to not Ride the San Benito County Express Bus



Pop-Up Event Survey Results

Two pop-up events were held to ask the public for their thoughts on the project scenarios. In total, there were 40 pop-up event respondents, of which 95 percent said they do not use San Benito County Express services. The main reasons why respondents said they do not ride the San Benito County Express were:

- Inconvenient due to limited service and availability
- Lack of knowledge of the service
- Too slow of travel time
- Live or work too far from bus routes

Many respondents supported widening of Highway-25, while others supported having other travel options, depending on the cost, connections, and service. Sixty percent of respondents said they would most likely use the Passenger Rail scenario. Two respondents at Target stated they drive their car to Gilroy where one takes a bus (private vendor, i.e. Apple or Google) and the other Caltrain further north. Both of them preferred the Passenger Rail scenario between Hollister and Gilroy.

Public Workshop

The LTA hosted a public workshop December 11, 2019. The purpose of the workshop was to share project scenarios and the analysis behind them in an open setting with opportunity for questions, answers, and input. The workshop included a presentation to the public, an open house with project information boards and staff available to walk people through questions they had. Participants were asked to write their thoughts on a study area map.

Feedback at the workshop indicated a general sense that the Bus-on-Shoulder scenario would likely conflict with the future widening of Highway-25 and did not produce enough cost savings to justify the lower estimated performance. The Passenger Rail scenario appealed to the largest number of attendees in terms of mobility and accessibility, but several attendees noted it was too expensive to justify construction, particularly since the costs would get even higher to use electrified vehicles. The Bus-

Beside-Rail scenario was therefore seen as the best fit for cost and improved mobility between Hollister and Gilroy.

Potential Funding Sources

Figure 38 contains a list of potential grant funding sources at the local, state, and federal levels for various improvements categories, including highways, intersections, rail capital, bus capital, bus and rail transit, as well as education and enforcement.

Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests $54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. SB1 provides a unique opportunity to advance transportation projects that might not have been as competitive for state funds in the past.

Figure 38 - List of Potential Funding Sources: 2018-2035

FUNDING SOURCES	Highway Improvements	Intersection Improvements	Rail Capital	Bus Capital [2]	Bus Transit Service on Roadways O&M [3]	Rail or Bus Transit Rail Right-of-Way O&M	Education and Enforcement	DESCRIPTION
LOCAL SOURCES								
Non-Profit, Member Fees, Private Donations							X	Revenue from non-profit/private sources (i.e. Land Trust or other non-profits)
Measure G: 2018 Transportation Sales Tax (Formula)[1]	X	X					X	Measure G Project List: Tier I Widen Highway-25, Tier II Maintain local roads and improve traffic flow, Tier III Other Categories including pedestrian and bicycle safety: http://sanbenitocog.org/measureg/
AB2766 (Competitive)		X	X	X	X	X		Funds awarded to San Benito County region: https://www.mbard.org/public-agency-grants-ab2766
SB1 Road Maintenance and Rehabilitation Account- Local Gas Tax (Formula)	X	X						Allocation of gas tax revenues to local jurisdictions: https://sco.ca.gov/aud_road_maintenance_sb1.html
STATE SOURCES								
SB1 State Transit Assistance (Formula)			X	X	X	X		Transit project funding: https://dot.ca.gov/programs/rail-and-mass-transportation/transportation-development-act

FUNDING SOURCES	Highway Improvements	Intersection Improvements	Rail Capital	Bus Capital [2]	Bus Transit Service on Roadways O&M [3]	Rail or Bus Transit Rail Right-of-Way O&M	Education and Enforcement	DESCRIPTION
SB1 State Transit Assistance - State of Good Repair (Formula)			x	x				Transit project funding: https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair
State Transportation Improvement Program (Formula)	x	x	x	x				San Benito County regional share and opportunities to submit projects: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/state-transportation-improvement-program
Low Carbon Transit Operations Program (Formula)					x	x		Transit capital and initial years of new greenhouse gas reducing service: https://dot.ca.gov/programs/rail-and-mass-transportation/low-carbon-transit-operations-program-lctop
SB1 Local Partnership Program (Formula)	x	x	x	x				As of 2020, San Benito COG receives funding based on formula based on Measure G. COG may program its formula share of LPP to transportation projects as chosen by COG and approved by CTC: https://catc.ca.gov/programs/sb1/local-partnership-program
SB1 Local Partnership Program (Competitive)	x	x	x	x				COG may compete for state funding with Measure G matching funds: https://catc.ca.gov/programs/sb1/local-partnership-program
SB1 Solutions for Congested Corridors (Competitive)	x		x	x				Based on San Benito County population relative to California population and San Benito County maintained roadway miles relative to California roadway miles: https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program
SB1 Trade Corridor Enhancement Program (Competitive)	x		x					Competitive program awarded by California Transportation Commission: https://catc.ca.gov/programs/sb1/trade-corridor-enhancement-program
Transit and Intercity Rail Capital Program (Competitive)			x	x	x	X		Projects are competitively evaluated based on their ability to meet program goals such as increased regional interconnectivity and reduced vehicle emissions: https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog
Affordable Housing & Sustainable Communities (Competitive)			x	x				Funds awarded to San Benito County region from California estimated allocations: http://sgc.ca.gov/programs/ahsc/resources/

FUNDING SOURCES	Highway Improvements	Intersection Improvements	Rail Capital	Bus Capital [2]	Bus Transit Service on Roadways O&M [3]	Rail or Bus Transit Rail Right-of-Way O&M	Education and Enforcement	DESCRIPTION
Highway Safety Improvement Program (Competitive)	X	X						Based on past San Benito County regional HSIP grants and applications: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program
Zero Emission Truck and Bus Pilot Projects (Competitive)				X				Funds awarded to San Benito County region from California estimated allocations: https://ww2.arb.ca.gov/sites/default/files/2019-12/SB%20498%20Appendix%20B%20-%20ZEV%20Programs%20120719.pdf
State Rail Assistance Program (Formula)			X			X		Passenger rail project funding: https://calsta.ca.gov/subject-areas/state-rail-assistance
FEDERAL SOURCES								
FTA 5309 Fixed Guideway Capital Investment Grants (Competitive)			X	Bus on Fixed Guide way Only				Based on San Benito County population relative to California population and California population relative to US, Bus Capital eligibility on Fixed Guideway only: https://cms7.fta.dot.gov/capital-investment-grants-5309
BUILD (Competitive)	X	X	X	X				Funds awarded to San Benito County region from US estimated allocations if application is successful. Assumes San Benito County receives a grant amount: https://cms7.fta.dot.gov/funding/grants/better-utilizing-investments-leverage-development-build-transportation-grants-program
FTA Positive Train Control Grants (Competitive)			X					Based on San Benito County population relative to California population and California population relative to US: https://cms7.fta.dot.gov/funding/grants/positive-train-control-grants-program
FTA 5339 (b) Buses and Bus Facilities Program (Competitive)				X				Based on San Benito County population relative to California population and California population relative to US: https://cms7.fta.dot.gov/bus-program
Railway-Highway Crossing Section 130 Program (Competitive)			X					Provides funds for the elimination of hazards at railway-highway crossings as a set aside to the Federal HSIP Program. The funds are apportioned to States by formula : https://safety.fhwa.dot.gov/hsip/xings/
OTHER SOURCES								
Bus Fares along Roadways [4]					X			Fares from bus service along roadways

FUNDING SOURCES	Highway Improvements	Intersection Improvements	Rail Capital	Bus Capital [2]	Bus Transit Service on Roadways O&M [3]	Rail or Bus Transit Rail Right-of-Way O&M	Education and Enforcement	DESCRIPTION
Passenger Rail and Bus Rapid Transit Fares along Rail Right-of-Way [5]						X		Fares from passenger rail or bus service along rail right-of-way
Concession Revenue and Advertising			X			X		Revenues generated from concessions and advertising

Next Steps

This report has outlined the benefits and costs associated with Bus-on-Shoulder, Bus-on-Rail, and Passenger Rail Service. Selection of a locally preferred alternative to advance into environmental analysis will need to include additional public and stakeholder input, and may be impacted by other projects such as improvements to the Highway-25/US 101 interchange, High Speed Rail connections through Gilroy, and realignment of SR 156. The preferred alternative may include one of the evaluated scenarios, a modified version of a scenario, or a completely different project concept. These improvements will change existing traffic patterns and may impact the benefit / cost calculations that were calculated with the current roadway system.

The next steps include:

- Coordination with VTA, UP, Caltrans, and other stakeholders that are invested in the corridor
- Additional public input on the scenarios, their costs, and likely benefits
- Selection of a locally preferred alternative
- Environmental clearance of the selected project alternative
- Development of a funding program to cover construction, operations, and maintenance of the new service and facilities
- Incorporation of the project into the regional and local Capital Improvement Program

Each scenario would enhance regional multimodal mobility, and those benefits increase with each higher level of investment, but more expensive scenarios will take longer to implement and will require more compromises with other improvements throughout the region.

APPENDIX A- ADDITIONAL TABLES

Table 11 - Auto Travel Time and Speed for Highway-25

From	To	Length (mi)	AM Average Speed (6:00 to 9:00 AM) (mph)[1]	PM Average Speed (4:00 to 7:00 PM) (mph)[1]	Average Midday Speed (12:00 to 2:00 PM) (mph)[1]	Average Night Speed (12:00 to 2:00 AM) (mph)[1]	AM Average Travel Time (min)	PM Average Travel Time (min)	AM Travel Time Index	PM Travel Time Index
Northbound										
FAIRVIEW RD	UNION RD	1.29	43.17	38.63	43.19	50.5	1:47	2:00	1.2	1.3
UNION RD	SUNNYSLOPE RD / TRES PINOS RD	0.98	20.64	18.97	25.35	35.83	2:50	3:05	1.7	1.9
SUNNYSLOPE RD / TRES PINOS RD	HILLCREST RD	0.55	23.99	21.2	25.95	42.53	1:22	1:33	1.8	2
HILLCREST RD	CA-156 BUS / SAN FELIPE RD	0.1	29.06	27.68	35.94	52.17	0:12	0:13	1.8	1.9
CA-156 BUS / SAN FELIPE RD	CA-156 BUS / SAN FELIPE RD	1.59	31.81	27.04	34.71	52.24	3:00	3:32	1.6	1.9
CA-156 BUS / SAN FELIPE RD	FLYNN RD	1.42	49.71	49.71	50.34	56.09	1:43	1:43	1.1	1.1
FLYNN RD	CA-156	1.11	41.33	45.58	47.14	53.98	1:37	1:28	1.3	1.2
CA-156	CA-156	0.08	23.88	30.25	38.96	46.95	0:11	0:09	2	1.6
CA-156	SHORE RD	3.7	42.22	55.38	55.19	57.49	5:16	4:01	1.4	1
SHORE RD	BOLSA RD	2.91	45.17	56.43	57.68	57.13	3:52	3:05	1.3	1
Summary Northbound										
CA-156	BOLSA RD	6.68	43.07	55.31	59.23	60.88	9:19	7:15	1.4	1.1
Southbound										
BOLSA RD	SHORE RD	2.91	55	39.36	56.43	60.29	3:10	4:26	1.1	1.5
SHORE RD	CA-156	3.7	52.36	44.23	53.13	59.08	4:14	5:01	1.1	1.3
CA-156	CA-156	0.08	30.25	25.21	36.96	50.52	0:09	0:11	1.7	2
CA-156	FLYNN RD	1.11	44.66	40.83	46.43	54.92	1:29	1:38	1.2	1.3
FLYNN RD	CA-156 BUS / SAN FELIPE RD	0.1	32.29	32.29	37.86	52.36	0:11	0:11	1.6	1.6
CA-156 BUS / SAN FELIPE RD	CA-156 BUS / SAN FELIPE RD	1.42	44.98	44.04	46.9	56.04	1:53	1:56	1.2	1.3
CA-156 BUS / SAN FELIPE RD	HILLCREST RD	1.59	32.46	32.91	35.19	51.37	2:56	2:54	1.6	1.6
HILLCREST RD	TRES PINOS RD / SUNNYSLOPE RD	0.55	24.62	24.62	27.09	40.72	1:20	1:20	1.7	1.7
TRES PINOS RD / SUNNYSLOPE RD	UNION RD	0.98	22.24	19.78	25.08	40.14	2:39	2:59	1.8	2
UNION RD	FAIRVIEW RD	1.29	39.02	36.97	42.52	56	1:59	2:05	1.4	1.5
Summary Southbound										
BOLSA RD	CA-156	6.68	53.03	41.63	54.38	59.51	7:34	9:38	1.1	1.4

Notes

[1] Speed data from NPMRDS

[2] Free Flow Speed was adjusted to be equal to or greater than Peak Hour Speed

[3] Data not available from Bolsa Rd to US 101

Table 12 - Highway-25 Travel Time Reliability for Passenger Cars

From	To	Length (mi)	AM Average Travel Time (min)	PM Average Travel Time (min)	AM 80th Travel-Time (min)	PM 80th Travel-Time (min)	AM Additional Buffer Time	PM Additional Buffer Time	AM Buffer Time (min)	PM Buffer Time (min)
Northbound										
FAIRVIEW RD	UNION RD	1.29	1:47	2:00	1:56	2:05	8%	4%	0:08	0:05
UNION RD	SUNNYSLOPE RD / TRES PINOS RD	0.98	2:50	3:05	2:56	3:40	3%	18%	0:05	0:34
SUNNYSLOPE RD / TRES PINOS RD	HILLCREST RD	0.55	1:22	1:33	1:29	1:56	9%	25%	0:07	0:23
HILLCREST RD	CA-156 BUS / SAN FELIPE RD	0.1	0:12	0:13	0:14	0:14	20%	14%	0:02	0:02
CA-156 BUS / SAN FELIPE RD	CA-156 BUS / SAN FELIPE RD	1.59	3:00	3:32	3:11	4:09	6%	18%	0:11	0:37
CA-156 BUS / SAN FELIPE RD	FLYNN RD	1.42	1:43	1:43	1:51	1:53	8%	11%	0:08	0:11
FLYNN RD	CA-156	1.11	1:37	1:28	1:48	1:35	12%	8%	0:11	0:07
CA-156	CA-156	0.08	0:11	0:09	0:15	0:10	32%	13%	0:04	0:01
CA-156	SHORE RD	3.7	5:16	4:01	6:00	4:11	14%	4%	0:44	0:11
SHORE RD	BOLSA RD	2.91	3:52	3:05	4:28	3:10	16%	3%	0:37	0:05
Summary Northbound										
CA-156	BOLSA RD	6.68	9:19	7:15	10:43	7:32	15%	4%	1:25	0:17
Southbound										
BOLSA RD	SHORE RD	2.91	3:10	4:26	3:14	4:50	2%	9%	0:04	0:25
SHORE RD	CA-156	3.7	4:14	5:01	4:26	5:25	5%	8%	0:12	0:24
CA-156	CA-156	0.08	0:09	0:11	0:10	0:13	13%	17%	0:01	0:02
CA-156	FLYNN RD	1.11	1:29	1:38	1:37	1:48	9%	10%	0:08	0:10
FLYNN RD	CA-156 BUS / SAN FELIPE RD	0.1	0:11	0:11	0:12	0:13	11%	22%	0:01	0:02
CA-156 BUS / SAN FELIPE RD	CA-156 BUS / SAN FELIPE RD	1.42	1:53	1:56	2:01	2:08	7%	10%	0:08	0:12
CA-156 BUS / SAN FELIPE RD	HILLCREST RD	1.59	2:56	2:54	3:25	3:17	16%	13%	0:28	0:23
HILLCREST RD	TRES PINOS RD / SUNNYSLOPE RD	0.55	1:20	1:20	1:38	1:38	23%	23%	0:19	0:19
TRES PINOS RD / SUNNYSLOPE RD	UNION RD	0.98	2:39	2:59	2:57	3:41	11%	23%	0:18	0:42
UNION RD	FAIRVIEW RD	1.29	1:59	2:05	2:09	2:13	9%	6%	0:10	0:07
Summary Southbound										
BOLSA RD	CA-156	6.68	7:34	9:38	7:50	10:28	4%	9%	0:17	0:50

Table 13 - Highway-25 Injury Crashes by Severity (2013 – 2017)

Location	Fatal	Severe Injury	Visible Injury	Complaint of Pain	*Total*
San Benito County					
San Felipe Rd	1	1	1	6	*9*
San Felipe Rd to Wright Rd	-	-	1	1	*2*
Wright Rd	-	-	2	6	*8*
Briggs Rd (South Access)	-	-	-	-	-
Briggs Rd South to Briggs Road North	-	-	1	-	*1*
Briggs Rd (North Access)	-	1	1	1	*3*
Flynn Rd	-	2	-	2	*4*
Flynn Rd to McConnell Rd	1	-	1	-	*2*
McConnell Rd	-	-	-	-	-
McConnell Rd to SR 156	-	-	-	2	*2*
SR 156	2	1	5	11	*19*
SR 156 to Hudner Ln	-	-	2	6	*8*
Hudner Ln	-	-	-	-	-
Hudner Ln to Shore Rd	1	1	3	10	*15*
Shore Rd	-	-	-	3	*3*
Shore Rd to UPR Crossing	2	-	6	10	*18*
UPR Crossing[1]	-	2	1	3	*6*
UPR Crossing to Santa Clara County	-	-	-	1	*1*
Santa Clara County					
San Benito County to Bolsa Rd	-	-	2	3	*5*
Bolsa Rd	-	1	2	7	*10*
Bolsa Rd to Bloomfield Ave	-	-	5	8	*13*
Bloomfield Ave	-	-	4	6	*10*
Bloomfield Ave to UPR Crossing / Christopher Ranch Entrance	-	-	-	2	*2*
UPR Crossing / Christopher Ranch Entrance[1]	-	-	1	1	*2*
US 101 NB Ramps	-	-	2	4	*6*
US 101 SB Ramps	-	-	-	3	*3*
Total	**7**	**9**	**40**	**96**	***152***

[1]No train collisions

APPENDIX B- BASELINE REPORT

Highway 25 Corridor Study – Baseline Report

DRAFT

August 2019

Prepared for:

San Benito County Local Transportation Authority

Prepared by:

Kimley»Horn

Introduction

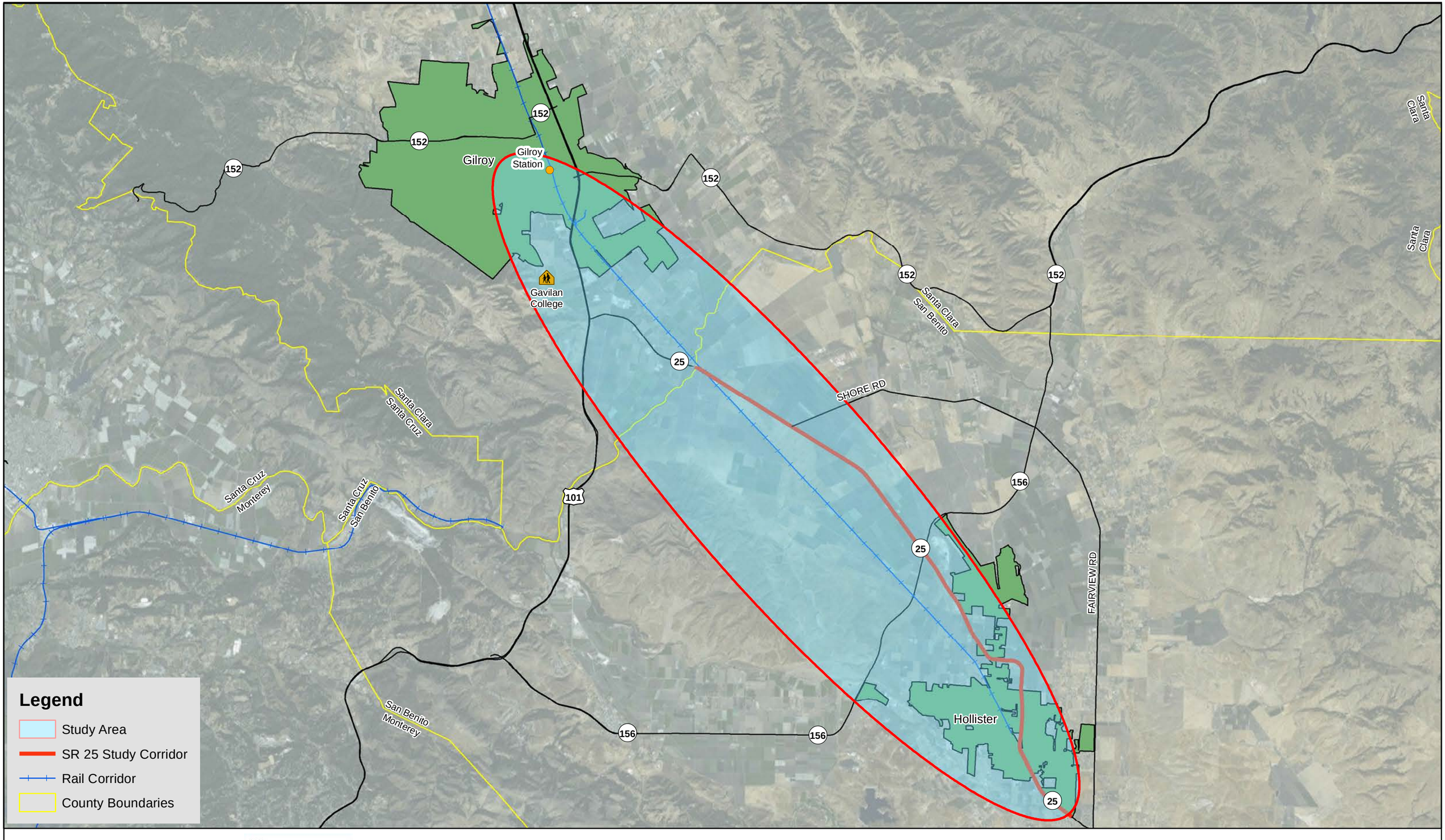
SR 25 is the most direct access route between the City of Hollister and the Bay Area. Currently, the roadway is a two-lane divided rural highway that is prone to significant peak period congestion. Transit service between Hollister and the Gilroy area does not currently have a way to by-pass the congested parts of the corridor, which prevents it from gaining any travel time advantages over driving, and therefore depresses ridership.

The Highway 25 Corridor Study is evaluating transportation improvements based on the following approach.

- Define the project study area (**Figure 1**).
- Develop the goals of the transportation corridor and the performance measures that will be used to assess if goals are being advanced (**Table 1**).
- Evaluate goals and performance measures with proposed improvements.
- Determine potential grant funding opportunities.

This performance-based planning and scenario analysis approach is consistent with federal and state guidance/policy for evaluating future investment decisions of state/federal transportation discretionary funds. Caltrans' Smart Mobility Framework was used as a template to build the project's goals and performance measures. The project study corridor is shown in **Figure 1** and includes SR 25 between Fairview Road and US 101. The study also includes connections between the SR 25 corridor, Gilroy Station and Gavilan College. Goals for the study include improving safety, more efficient mobility, better environment and health, investment equity, and economic vitality of the region. The performance measures serve to evaluate how well an alternative supports these goals is provided in **Table 1**.

Application of the performance measures provides an objective, transparent, data-driven framework for making investment priority decisions. The performance measures were selected based on availability of data that is required for the analysis and their general consistency with the priorities established in the 2035 San Benito County General Plan (**Table 2**). Participation from diverse sets of transportation interests including members of the public, community organizations, stakeholders, and partner agencies will be solicited to supplement the performance analysis and to gauge local public interest in alternative solutions.



Kimley»Horn

San Benito County Local Transportation Authority

Figure 1: Highway 25 Study Location

Existing Corridor Map

Table 1 lists the project goals and the respective performance measures that inform each.

Table 1: Highway 25 - Goals and Performance Measures

Goals	*Performance Measures*
Optimize ridership with easy access to transit stop stations	Number of jobs within a 1/2 mile of transit stops and stations
	Number of households within a 1/2 mile of transit stops and stations
	Park and ride capacity at transit stops and stations
Improve corridor travel time reliability	Peak period travel time on SR 25 for autos and transit
	Travel time impact of congestion on transit service
Improve corridor safety	Projected crashes with and without project
Reduce GHG and particulate emissions	Projected emissions reduction due to transit mode shift
	Projected emissions reduction due to more efficient operations
Ensure equitable mobility and system investment	Proportion of investment dollars benefiting environmental justice communities
	Proportion of project impacts borne by environmental justice communities
	Proportion of environmental justice households within 1/2 mile of transit with and without project
Invest public transit money wisely to maximize benefit	Estimated daily ridership
	Project alternative benefit/cost

Table 2: Performance Measures and Data Source

Performance Measure	*Baseline Data Source*	*2040 Forecasting Tools*
Number of jobs within a 1/2 mile of transit stop and station	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
Number of households within a 1/2 mile of transit stop and station	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
Park and Ride capacity at transit stops and stations	Field Visit	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
	Google Maps	
Peak period automobile travel time	NPMRDS Auto and Truck Speed Data (SR-25)	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
		HCM 6th Edition
Peak period mean transit travel time	San Benito County Express Intercounty Schedules	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
		Off-Model Adjustments
Travel time impact of congestion on transit service	NPMRDS Speed Data (SR-25)	Qualitative forecast based on project increases/decreases in congestion
	Federal National Performance Measurement Rule Guidance	
Projected crashes with and without project	Caltrans TASAS	Federal Highway Administrations CMF Clearinghouse
	TIMS	Local Roadway Safety Manual
Reduce GHG emissions	VMT from Highway Performance Monitoring System (HPMS)	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
	CA Air Resource Board 2017EMFAC model	CA Air Resources Board 2017EMFAC model
Proportion of investment dollars benefiting environmental justice communities	NA	California Health Disadvantage Index
		2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
Proportion of project impacts borne by environmental justice communities	NA	ArcGIS
Proportion of environmental justice households within 1/2 mile of transit with and without project	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
	ArcGIS	ArcGIS
Estimated daily ridership	San Benito County Express	2040 Association of Bay Area Governments (AMBAG) Travel Demand Model
		Bus Rapid Transit Practitioners Guide

Performance Measure	*Baseline Data Source*	*2040 Forecasting Tools*
Project alternative benefit/cost	NA	Caltrans Economic Factors Caltrans Cost Template

Glossary

NPMRDS - National Performance Management Research Data Set

HCM - Highway Capacity Manual

SWITRS - Statewide Integrated Traffic Records System

CHP - California Highway Patrol

NCHRP - National Cooperative Highway Research Program

AAA - Automobile Association of America

TASAS - Traffic Accident Surveillance and Analysis System

CMF - Collision Modification Factor

Baseline

Establishing an accurate baseline allows a determination of how much benefit each project and/or scenario would provide relative to existing conditions. Baseline conditions were established for each performance measure listed in **Table 1**. A description of each performance measure's baseline derivation is provided in the subsequent sections.

OPTIMIZE RIDERSHIP

A transportation system that meets the needs of its users provides easy access to/from home or work. The goal of optimizing ridership will be measured by assessing Park and Ride operations as well as discussing the number of jobs and households near transit stops.

Number of Jobs Within ½ Mile of Transit Stop

To determine the number of jobs within a ½ mile from transit stops, Transportation Analysis Zones (TAZs) from the 2040 Association of Monterey Bay Area (AMBAG) Model were analyzed. Arcmap was utilized complete this analysis. The base year from the AMBAG model is 2015 and each TAZ includes employment information by number of jobs. From the information provided by the TAZs, it was determined that the City of Hollister has approximately 13,700 jobs.

Figure 2 shows the number of employees per acre along with all existing bus stops in the City of Hollister. A majority of the City of Hollister's employment exists near the northern city limit and from **Figure 2**, bus stops appear to exist within proximity to existing TAZs with employment.

Once the data was mapped, ½ mile buffers were drawn around each of the bus stop to determine the number of jobs around existing bus stops. From this analysis, **Table 3** shows that out of the 13,700 jobs, approximately 13,450 jobs (98% of jobs) are within a ½ mile of a transit stop.

Table 3 - Number of Jobs Within ½ Mile of Transit Stop

Number of Jobs Within the City of Hollister	Jobs Within ½ Mile Buffer	%
13,700	13,450	98%

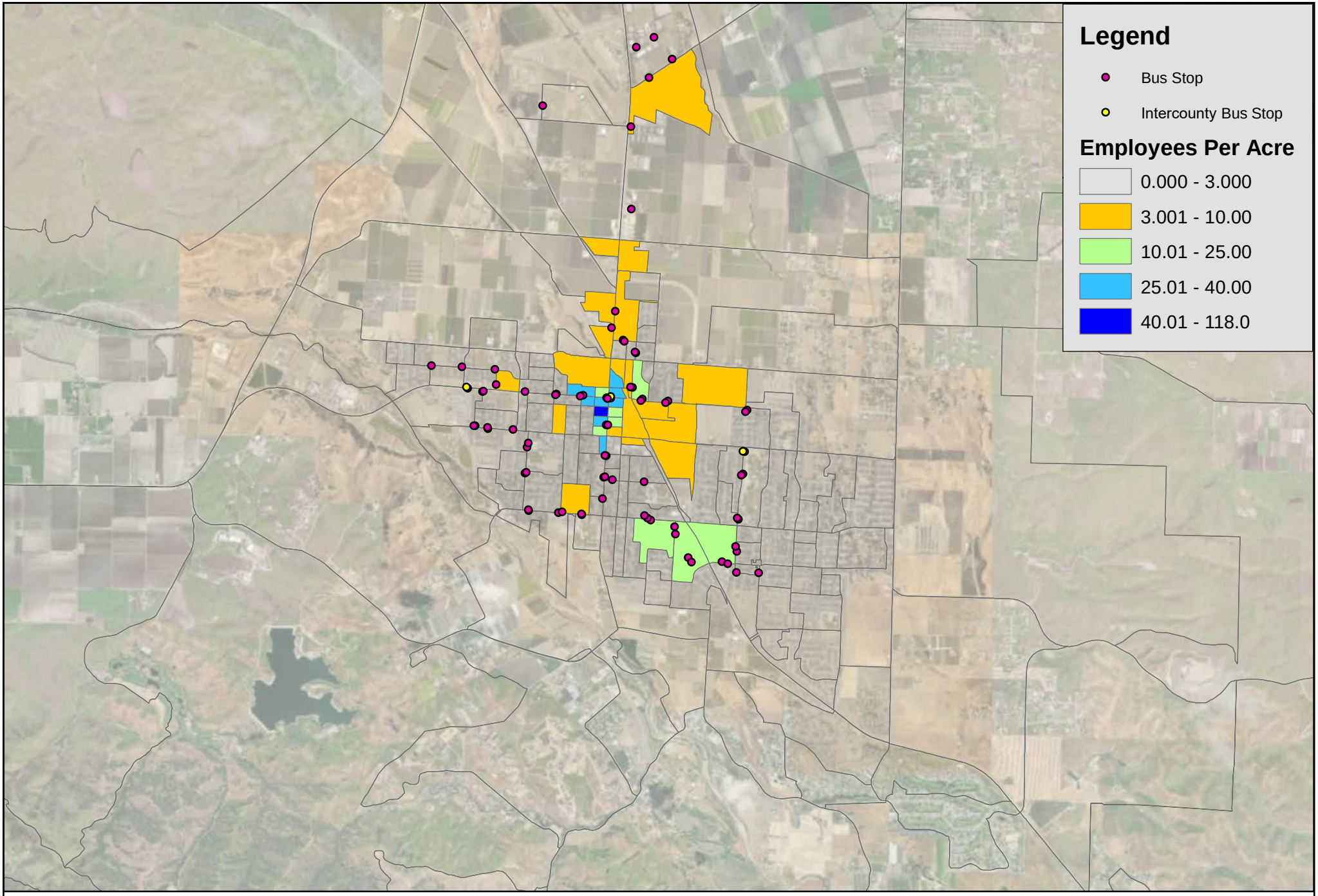


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Figure 2 - Employees Per Acre Map

Number of Households Within ½ Mile of Transit Stop

To determine the number of households within a ½ mile from transit stops, Transportation Analysis Zones (TAZs) from the 2040 Association of Monterey Bay Area (AMBAG) Model were analyzed. Arcmap was utilized complete this analysis. The base year from the AMBAG model is 2015 and each TAZ includes household information by the number of homes. From the information provided by the TAZs, it was determined that the City of Hollister has approximately 10,019 homes. **Figure 3** shows the number of households per acre along with all existing bus stops in the City of Hollister. A majority of the City of Hollister's homes exist throughout the city and from **Figure 3**, transit stops do not exist near homes around the southern city limits.

Once the data was mapped, ½ mile buffers were drawn around each of the bus stop to determine the number of jobs around existing bus stops. From this analysis, **Table 4** shows that out of the 10,019 households, approximately 8,702 (87% of households) are within a ½ mile of a transit stop.

Table 4 - Number of Households Within ½ Mile of a Transit Stop

Number of Homes Within the City of Hollister	Homes Within ½ Mile Buffer	%
10,019	8,702	87%

Currently, some of the highest residential densities and highest forecast population growth are in the areas to the south of Hollister. Commuter bus service does not yet extend to that part of the community. Additionally, Gavilan College is proposing a new campus site at SR 25 and Fairview Road that could host a potential Park and Ride that could anchor a southward extension of service.

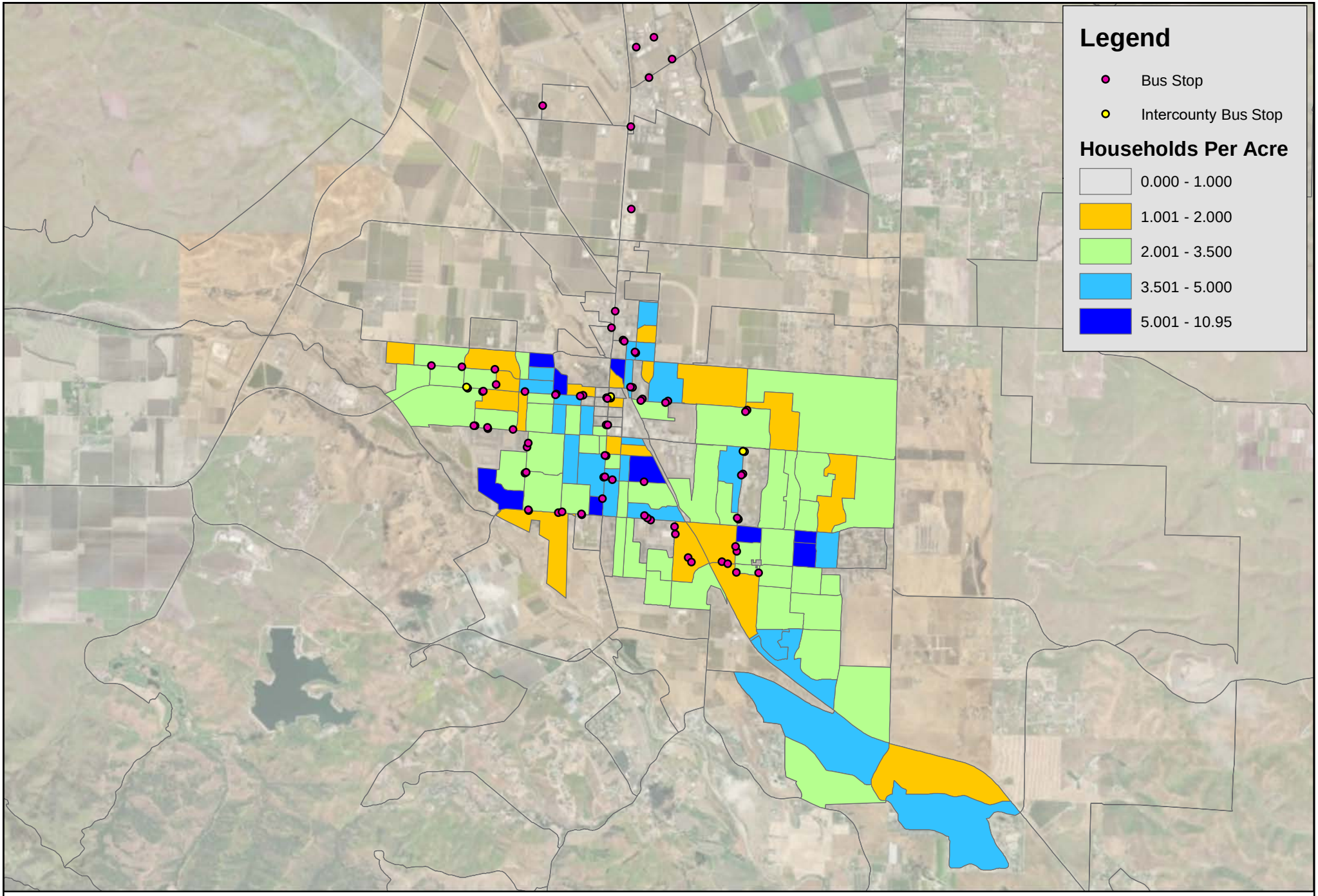

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Figure 3 - Households Per Acre Map

Park and Ride Capacity

The City of Hollister has one operational Park and Ride at Veterans park with 19 spaces available for transit riders. The parking lot opposite Briggs Road west of SR 25 also serves as an informal park and ride and has an additional 25 spaces. An additional Park and Ride for Gavilan College students and staff is located in Hollister at 4th Street and San Benito Street. The park and ride capacity in the Hollister area meets current demand but may need to be increased to meet future demand due to population growth and service enhancements. Park and Ride locations are shown in **Figure 4**.

RELIABILITY AND EFFICIENCY

A transportation system that meets the needs of its users provides options for how to travel in a timely and reliable manner. The goal of "Reliable and efficient transportation choices that serve the most people and facilitate the transport of goods" will be measured by assessing the peak period mean auto and transit travel time and travel time reliability.

Peak Period Mean Auto Travel Time

For SR 25 traffic speed, estimates were acquired using the National Performance Measurement Research Data Set (NPMRDS) from the Federal Highway Administration. A secondary speed data set for SR 25 is the Performance Measurement System (PeMS) maintained by Caltrans.

Travel times and speeds for SR 25 are shown in **Table 5**. SR 25 peak traffic periods, as defined by the NPMRDS, are 6:00 to 9:00 AM in the morning and 4:00 PM to 7:00 PM in the afternoon. The travel time index (TTI) is a ratio of the peak period travel time to the free flow travel time and can be used to compare the performance of the various roadway segments. The TTI was calculated for both the AM and PM peak periods.

SR 25 has mostly directional traffic congestion during the peak periods. The AM peak experiences slow speeds in the northbound direction between SR 156 and Bolsa Road. Congestion in the PM peak occurs primarily in the southbound direction between Bolsa Road and SR 156.

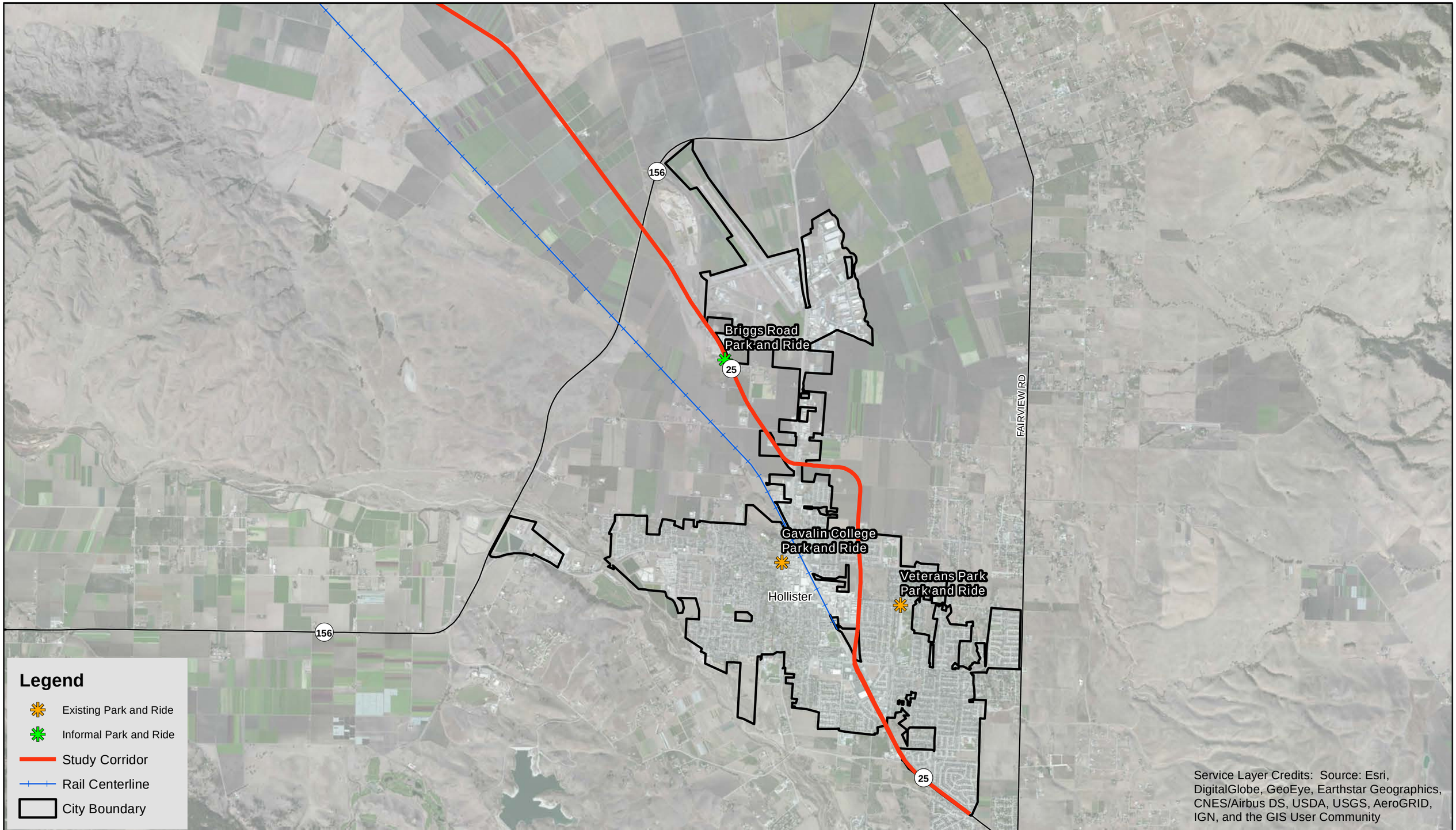

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Figure 4 - Existing Park and Ride Locations

Table 5: Auto Travel Time and Speed for State Route 25

From	To	Length (mi)	AM Average Speed (6:00 to 9:00 AM) (mph)[1]	PM Average Speed (4:00 to 7:000 PM) (mph)[1]	Average Midday Speed (12:00 to 2:00 PM) (mph)	Average Night Speed (12:00 to 2:00 AM) (mph)	AM Average Travel Time (min)	PM Average Travel Time (min)	AM Travel Time Index	PM Travel Time Index
Northbound										
FAIRVIEW RD	UNION RD	1.29	43.17	38.63	43.19	50.50	01:47	02:00	1.2	1.3
UNION RD	SUNNYSLOPE RD / TRES PINOS RD	0.98	20.64	18.97	25.35	35.83	02:50	03:05	1.7	1.9
SUNNYSLOPE RD / TRES PINOS RD	HILLCREST RD	0.55	23.99	21.20	25.95	42.53	01:22	01:33	1.8	2.0
HILLCREST RD	CA-156 BUS / SAN FELIPE RD	0.10	29.06	27.68	35.94	52.17	00:12	00:13	1.8	1.9
CA-156 BUS / SAN FELIPE RD	CA-156 BUS / SAN FELIPE RD	1.59	31.81	27.04	34.71	52.24	03:00	03:32	1.6	1.9
CA-156 BUS / SAN FELIPE RD	FLYNN RD	1.42	49.71	49.71	50.34	56.09	01:43	01:43	1.1	1.1
FLYNN RD	CA-156	1.11	41.33	45.58	47.14	53.98	01:37	01:28	1.3	1.2
CA-156	CA-156	0.08	23.88	30.25	38.96	46.95	00:11	00:09	2.0	1.6
CA-156	SHORE RD	3.70	42.22	55.38	55.19	57.49	05:16	04:01	1.4	1.0
SHORE RD	BOLSA RD	2.91	45.17	56.43	57.68	57.13	03:52	03:05	1.3	1.0
Summary Northbound										
CA-156	BOLSA RD	6.68	43.07	55.31	59.23	60.88	09:19	07:15	1.4	1.1
Soutbound										
BOLSA RD	SHORE RD	2.91	55.00	39.36	56.43	60.29	03:10	04:26	1.1	1.5
SHORE RD	CA-156	3.70	52.36	44.23	53.13	59.08	04:14	05:01	1.1	1.3
CA-156	CA-156	0.08	30.25	25.21	36.96	50.52	00:09	00:11	1.7	2.0
CA-156	FLYNN RD	1.11	44.66	40.83	46.43	54.92	01:29	01:38	1.2	1.3
FLYNN RD	CA-156 BUS / SAN FELIPE RD	0.10	32.29	32.29	37.86	52.36	00:11	00:11	1.6	1.6
CA-156 BUS / SAN FELIPE RD	CA-156 BUS / SAN FELIPE RD	1.42	44.98	44.04	46.90	56.04	01:53	01:56	1.2	1.3
CA-156 BUS / SAN FELIPE RD	HILLCREST RD	1.59	32.46	32.91	35.19	51.37	02:56	02:54	1.6	1.6
HILLCREST RD	TRES PINOS RD / SUNNYSLOPE RD	0.55	24.62	24.62	27.09	40.72	01:20	01:20	1.7	1.7
TRES PINOS RD / SUNNYSLOPE RD	UNION RD	0.98	22.24	19.78	25.08	40.14	02:39	02:59	1.8	2.0
UNION RD	FAIRVIEW RD	1.29	39.02	36.97	42.52	56.00	01:59	02:05	1.4	1.5
Summary Southbound										
BOLSA RD	CA-156	6.68	53.03	41.63	54.38	59.51	07:34	09:38	1.1	1.4

Notes

[1] Speed data from NPMRDS

[2] Free Flow Speed was adjusted to be equal to or greater than Peak Hour Speed

[3] Data not available from Bolsa Rd to US 101

Peak Period Mean Transit Travel Time

A mean transit travel time performance measure provides a mechanism for assessing whether transit travel times will improve with project implementation. Due to lack of data on real time transit travel times, the mean transit travel time was evaluated by reviewing 2019 published transit schedules. Transit schedules are based on the time that is typically needed for the bus to reach the various locations and thus is representative of baseline conditions. Transit routes serving the SR 25 corridor will be segmented per their published schedule time points.

Travel times were analyzed for San Benito County Express Intercounty routes Gavilan College, Caltrain, and Greyhound. The comparative transit travel time was analyzed using scheduled stop arrival times published by San Benito County Express. For Intercounty service, multiple routes exist for the same route and are changed based on the time of day. For this analysis, the peak AM and PM hours will be the routes that only use State Route 25 and exclude routes travel to San Juan Bautista. **Table 6** shows the AM peak period travel time, PM peak period travel time, first mile, last mile, and wait time.

Table 6: Peak Period Transit Travel Time

Peak Period Mean Transit Travel Times (Minutes)									
Route	Location	Direction	AM Travel Time	PM Travel Time	AM Round Trip Time	PM Round Trip Time	First Mile[2]	Last Mile[2]	Wait Time[1]
Gavilan College	Veterans Park and Gavilan College	NB	30	45	50	100	5	5	
		SB	20	55			5	5	
Caltrain	Veterans Park and Caltrain Station	NB	30	35	50	65	5	5	
		SB	20	30			5	5	
Greyhound	Veterans Park and Greyhound Station	NB	40	50	85	95	5	5	
		SB	45	45			5	5	

[1]Wait time calculated as the square root of peak headway
[2]Assumes average of ¼ mile walk between bus stop and origin destination and walking speed of 4.5 feet per second

The PM peak-hour travel times are longer for all segments, attributable to higher levels of congestion during this time of day. Buses traveling along SR 25 between Hollister and Gilroy are delayed the most by peak period directional congestion.

An overall transit travel time performance measure can best be summarized by a transit trip's ability to compete with trips by car. The actual person trip travel time comparison is described in the travel time by origin-destination pair measure.

Travel Time Reliability

An important transportation performance metric advocated at both the federal and state levels is travel time reliability which is a measure of the variability of the travel time from day to day during the same time period. How predictable travel time is can be critical for commuters, goods movement, and transit provision. The larger the variability in travel time, the more unreliable the trip time becomes. The primary causes of unreliable travel times are collisions and an imbalance between demand and capacity that causes congestion. Although when congestion is recurring, a congested system can often become "more reliable" as the travel time is more predictably longer than free flow conditions. The federal National Highway System Performance Measure Rule specifically mandates State's and Metropolitan Planning Organizations to measure travel time reliability on the National Highway System.

Given that SR 25 within the study area is federally designated as part of the National Highway System (NHS), travel time reliability was assessed using the Federal Highway Administration's NPMRDS data and use guidance described in the National Performance Measurement Rule. The travel time data that was used for SR1 was from month day, year to month day year. The time from 6:00 to 9:00 AM is considered the AM peak period and 4:00 to 7:00 PM was considered the PM peak period. Travel time reliability was reported as the difference (buffer time) and ratio (buffer time index) of the median 50th percentile travel time to the 80th percentile travel time. The 80th percentile travel time is defined as the time when 80% of the trips are shorter than this time.

Reliability was measured for each roadway segment that was analyzed for travel time in both the AM and PM. The results for SR 25 are shown in **Table 7**. According to the Federal Highway Administration, a Buffer Time Index less than 0.25 is considered reliable, a buffer time index between 0.25 and 0.5 is mostly reliable, and a buffer time index greater than 0.5 is considered unreliable. In **Table 7** green denotes reliable conditions, yellow denotes moderately reliable conditions, and red denotes unreliable conditions.

Along SR 25, there is not much variability between the 80th percentile and the average travel times. This results in consistent and reliable northbound and southbound operations of the AM and PM peak hour.

Table 7: SR 1 Travel Time Reliability for Passenger Cars

From	To	Length (mi)	AM Average Travel Time (min)	PM Average Travel Time (min)	AM 80th Travel Time (min)	PM 80th Travel Time (min)	AM Buffer Time Index	PM Buffer Time Index	AM Buffer Time (min)	PM Buffer Time (min)
Northbound										
FAIRVIEW RD	UNION RD	1.29	01:47	02:00	01:56	02:05	8%	4%	00:08	00:05
UNION RD	SUNNYSLOPE RD / TRES PINOS RD	0.98	02:50	03:05	02:56	03:40	3%	18%	00:05	00:34
SUNNYSLOPE RD / TRES PINOS RD	HILLCREST RD	0.55	01:22	01:33	01:29	01:56	9%	25%	00:07	00:23
HILLCREST RD	CA-156 BUS / SAN FELIPE RD	0.10	00:12	00:13	00:14	00:14	20%	14%	00:02	00:02
CA-156 BUS / SAN FELIPE RD	CA-156 BUS / SAN FELIPE RD	1.59	03:00	03:32	03:11	04:09	6%	18%	00:11	00:37
CA-156 BUS / SAN FELIPE RD	FLYNN RD	1.42	01:43	01:43	01:51	01:53	8%	11%	00:08	00:11
FLYNN RD	CA-156	1.11	01:37	01:28	01:48	01:35	12%	8%	00:11	00:07
CA-156	CA-156	0.08	00:11	00:09	00:15	00:10	32%	13%	00:04	00:01
CA-156	SHORE RD	3.70	05:16	04:01	06:00	04:11	14%	4%	00:44	00:11
SHORE RD	BOLSA RD	2.91	03:52	03:05	04:28	03:10	16%	3%	00:37	00:05
Summary Northbound										
CA-156	BOLSA RD	6.68	09:19	07:15	10:43	07:32	15%	4%	01:25	00:17
Southbound										
BOLSA RD	SHORE RD	2.91	03:10	04:26	03:14	04:50	2%	9%	00:04	00:25
SHORE RD	CA-156	3.70	04:14	05:01	04:26	05:25	5%	8%	00:12	00:24
CA-156	CA-156	0.08	00:09	00:11	00:10	00:13	13%	17%	00:01	00:02
CA-156	FLYNN RD	1.11	01:29	01:38	01:37	01:48	9%	10%	00:08	00:10
FLYNN RD	CA-156 BUS / SAN FELIPE RD	0.10	00:11	00:11	00:12	00:13	11%	22%	00:01	00:02
CA-156 BUS / SAN FELIPE RD	CA-156 BUS / SAN FELIPE RD	1.42	01:53	01:56	02:01	02:08	7%	10%	00:08	00:12
CA-156 BUS / SAN FELIPE RD	HILLCREST RD	1.59	02:56	02:54	03:25	03:17	16%	13%	00:28	00:23
HILLCREST RD	TRES PINOS RD / SUNNYSLOPE RD	0.55	01:20	01:20	01:38	01:38	23%	23%	00:19	00:19
TRES PINOS RD / SUNNYSLOPE RD	UNION RD	0.98	02:39	02:59	02:57	03:41	11%	23%	00:18	00:42
UNION RD	FAIRVIEW RD	1.29	01:59	02:05	02:09	02:13	9%	6%	00:10	00:07
Summary Southbound										
BOLSA RD	CA-156	6.68	07:34	09:38	07:50	10:28	4%	9%	00:17	00:50

SAFETY

Safety is a critical measure for community well-being, quality of life, and particularly in the case of active transportation facilities, accessibility. The goal of “Safer Transportation for All Modes” will be measured by assessing the number of fatal and injury collisions by mode. Baseline data for the study area was acquired using SafeTrec’s Traffic Injury Mapping System (TIMS) and Caltrans’ Traffic Accident Surveillance and Reporting System (TASAS). More recent collision data is considered “provisional” and therefore was not used in this analysis. Each of these datasets provide unique information that serves to inform a safety evaluation. TIMS collision records are precisely geo-located and can therefore be reliably mapped to roadways. TASAS is an aggregated set of collision information available only for state highways. TASAS data provides collision rates (number of collisions/vehicle miles traveled) for roadway corridor segments which can be compared against other similar corridors within California.

Table 8 provides a breakdown of the collisions in the San Benito and Santa Clara County area by roadway segment while **Figure 5** maps this data in the study area.

Table 8: Injury Crashes by Severity (2013 – 2017)

Location	Fatal	Severe Injury	Visible Injury	Complaint of Pain	*Total*
San Benito County					
San Felipe Rd	1	1	1	6	*9*
San Felipe Rd to Wright Rd	-	-	1	1	*2*
Wright Rd	-	-	2	6	*8*
Briggs Rd (South Access)	-	-	-	-	-
Briggs Rd South to Briggs Road North	-	-	1	-	*1*
Briggs Rd (North Access)	-	1	1	1	*3*
Flynn Rd	-	2	-	2	*4*
Flynn Rd to McConnell Rd	1	-	1	-	*2*
McConnell Rd	-	-	-	-	-
McConnell Rd to SR 156	-	-	-	2	*2*
SR 156	2	1	5	11	*19*
SR 156 to Hudner Ln	-	-	2	6	*8*
Hudner Ln	-	-	-	-	-
Hudner Ln to Shore Rd	1	1	3	10	*15*
Shore Rd	-	-	-	3	*3*
Shore Rd to UPR Crossing	2	-	6	10	*18*
UPR Crossing[1]	-	2	1	3	*6*
UPR Crossing to Santa Clara County	-	-	-	1	*1*
Santa Clara County					
San Benito County to Bolsa Rd	-	-	2	3	*5*
Bolsa Rd	-	1	2	7	*10*
Bolsa Rd to Bloomfield Ave	-	-	5	8	*13*
Bloomfield Ave	-	-	4	6	*10*
Bloomfield Ave to UPR Crossing / Christopher Ranch Entrance	-	-	-	2	*2*
UPR Crossing / Christopher Ranch Entrance[1]	-	-	1	1	*2*
US 101 NB Ramps	-	-	2	4	*6*
US 101 SB Ramps	-	-	-	3	*3*
Total	**7**	**9**	**40**	**96**	***152***

[1]No train collisions

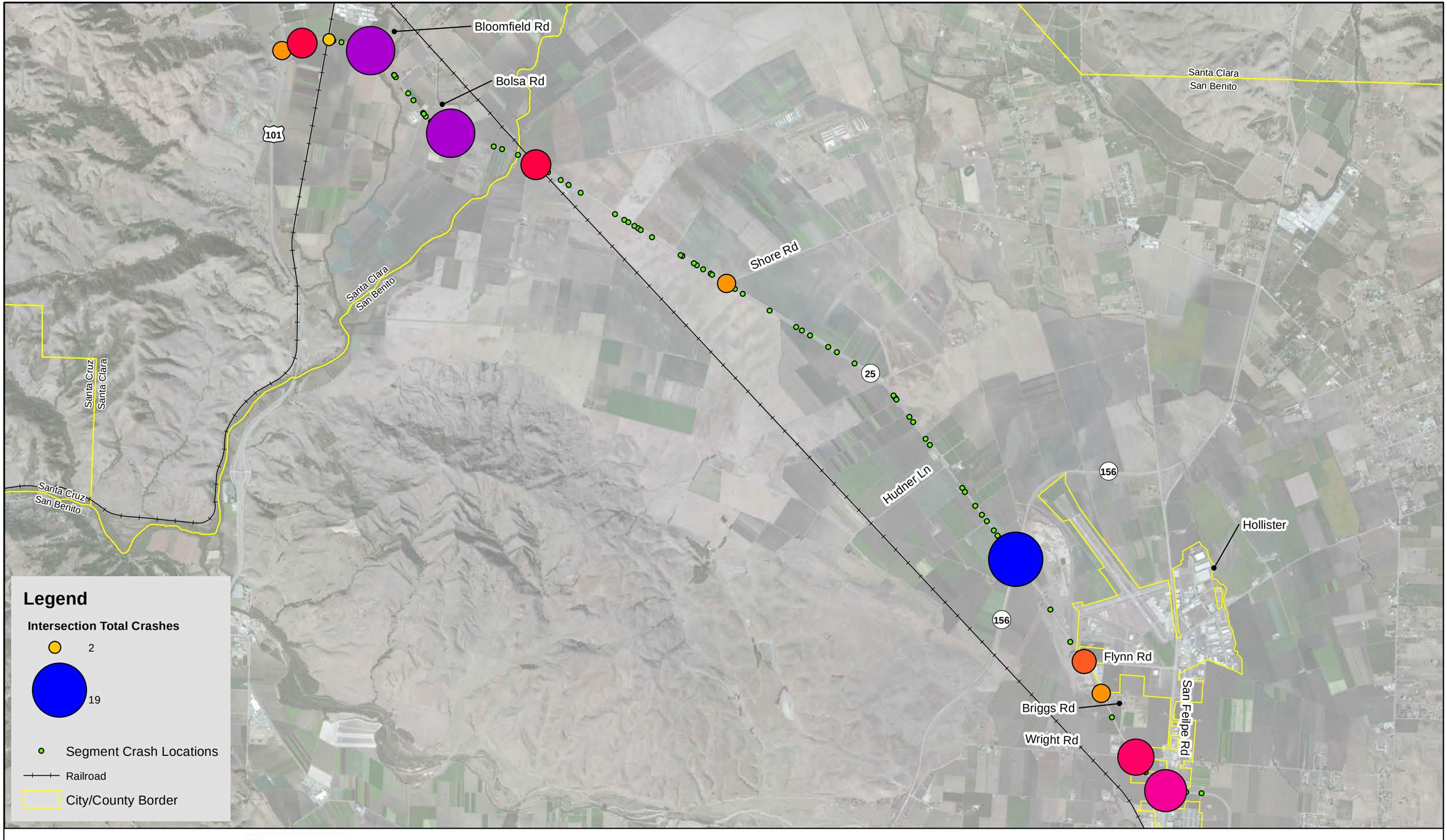

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Figure 5 - Injury and Fatal Crashes (2013 -2017)

REDUCE GHG AND CRITERIA POLLUTANTS

Emissions from vehicles are a major source of greenhouse gases and criteria pollutants that can harm human health. The alternatives under consideration for this study will likely reduce total VMT as some roadway users shift to available transit opportunities that all them to by-pass congestion on SR 25 and US 101. VMT that is currently generated by these trips is not confined to the study corridor, and will have impacts to local roadways as well. The estimates used to evaluate changes in VMT and therefore, emissions will be taken countywide to ensure that the full debits from these projects are properly accounted for.

Existing baseline estimates of GHG and criteria pollutants are shown in Table

Table 9: Baseline GHG and Criteria Pollutant Estimates

Criteria Pollutants	Tons per Year	Greenhouse Gases	Tons per Year
Hydrocarbons (HC)	0.57	Carbon Dioxide (CO_2)	450,854
Carbon Monoxide (CO)	4.15	Methane (CH_4)	17
Nitrogen Oxide (NO_X)	2.56	Fuel	44,380
Sulphur Oxides (SO_X)	0.01	Nitrous Oxide (N_2O)	41
Particulate Matter (PM)	0.18		
Total Organic Gases (TOG)	0.64		
Reactive Organic Gases (ROG)	0.58		
Particulate Matter < 10 µm (PM_{10})	0.18		
Particulate Matter < 2.5 µm ($PM_{2.5}$)	0.09		

EQUITABLE MOBILITY AND SYSTEM INVESTMENT

Benefits and Impacts to Transportation Disadvantaged Communities

Transportation disadvantaged communities (TDC) have been identified by the California Health Disadvantage Index[1] in the City of Hollister. This study includes analysis of poverty, low income and minority communities to ensure that they receive a proportionate share of project benefits and do not shoulder a disproportionate share of project impacts which typically involve construction and short and long-term reduced accessibility.

Figure 6 shows areas that are home to a significant fraction of poverty, low income or minority households in San Benito County. Minority areas are defined as census tracts where greater than 65% of the total population is non-white; low income areas are defined as census tracts where greater than 65% of households are low income or where incomes are at or below the low income threshold designated by the California Department of Housing and Community Development's 2016 income limits under AB1550; and poverty areas are defined as census tracts where greater than 20% of households are categorized as poverty.

Project alternatives will be evaluated by assessing the proportion of investment that directly benefits residents of TDCs to ensure that those benefits are equitably distributed through the community. Similarly, community impacts that would alter existing services or construction activities that could have short or long-term disruptions will be assessed to determine whether or not those impacts are unfairly borne by TDCs.

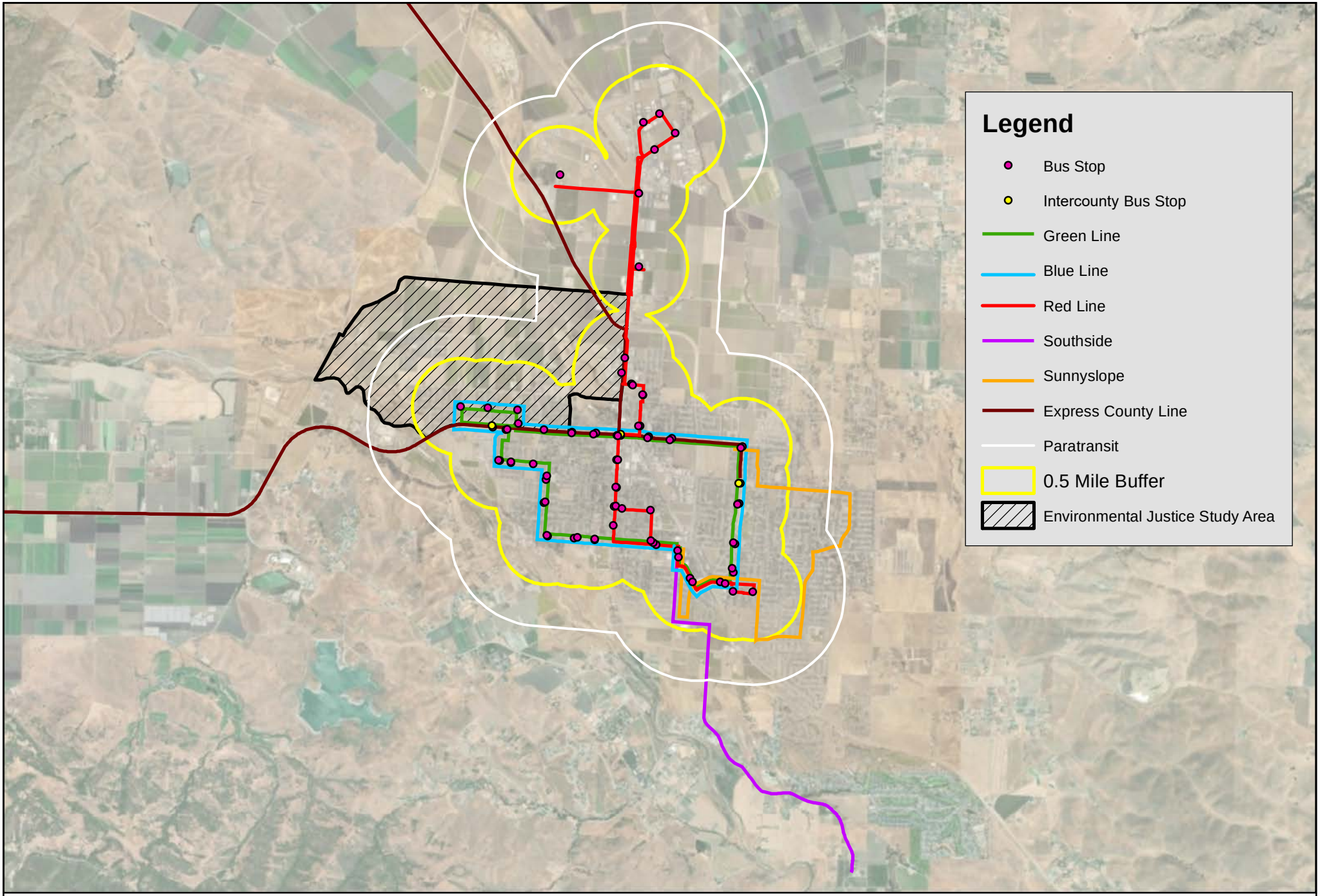

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Figure 6 - Environmental Justice Study Area Map

ECONOMIC VITALITY

The goal of “Develop a well-integrated transportation system that supports economic vitality” will be measured by assessing the level of public investments for projects (project costs minus state and/or federal grants), visitor tax revenues, and costs associated with injuries and fatalities.

Existing Daily Ridership

San Benito County Express is experiencing a decline in annual ridership consistent with trends across the country. The combination of lower unemployment, lower fuel prices, and increased use of Transportation Network Companies (TNC) has created an environment that incentives use of a private automobile over community services such as buses.

National data show that premium transit services such as rail and bus where transit vehicles can by-pass congestion, provide comfortable trips that allow riders to be productive, and run frequently are still attracting riders even as the local bus systems are losing them.

Table 10: San Benito County Express Ridership

	2015-2016	2016-2017	2017-2018
Bus	26,986	28,111	28,023
Commuter Bus (Intercounty)	42,182	43,359	39,204
Demand / Response	59,644	59,590	56,225
Total	128,812	131,060	123,452

The ridership loss in FY 2017-2018 was largely skewed to the commuter bus routes that share congested lanes with regular traffic and have the largest share of riders that can afford to own and operate a personal automobile.

APPENDIX C- SCENARIO COST ESTIMATES

HIGHWAY 25 CORRIDOR STUDY

PLANNING COST ESTIMATE SUMMARY

Date of Estimates: 11/2019

Alternative 1: Bus On Shoulder	Sheet	Construction Costs	Soft Costs	Total
Hollister Corridor	1-1	$ 2,250,000	$ 790,000	**$ 3,040,000**
SR 25 Corridor	1-2	$ 21,650,000	$ 7,580,000	**$ 29,230,000**
			Total Cost for Alternative 1:	**$ 32,270,000**

Alternative 2: Bus Beside Rail	Sheet	Construction Costs	Soft Costs	Total
Hollister Corridor	2-1	$ 2,110,000	$ 740,000	**$ 2,850,000**
Rail Corridor	2-2	$ 27,700,000	$ 9,700,000	**$ 37,400,000**
			Total Cost for Alternative 2:	**$ 40,250,000**

Alternative 3: Passenger Rail Service	Sheet	Construction Costs	Soft Costs	Total
Track Improvements and Hollister & Frazier Lake Rd Stations	3-1	$ 74,120,000	$ 25,950,000	**$ 100,070,000**
			Total Cost for Alternative 3:	**$ 100,070,000**

General Notes for all estimates within this package:

Unit costs were obtained from Caltrans Cost Database (2017-2019 Year)

All values are in 2019 dollars

Estimates are based on current available information and do not include field verification and survey.

Utility verification and coordination not included in cost.

Pasenger Rail Service estimate based on Hollister/Gilroy Caltrain Extension Study from 2000

Escalation rate used: 3.5% per year

HIGHWAY 25 CORRIDOR STUDY

PLANNING COST ESTIMATE SUMMARY

Description **Alternative 1 - Bus on Shoulder**
01-Hollister Corridor
From SR 25 @ Fairview Rd to San Felipe Rd @ SR 25
Queue Jumps and Bus Stops

Date of Estimate: 11/2019

Roadway Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Roadway Excavation	90	CY	$ 30.00	$ 3,000	
HMA (Type A)	40	TON	$ 100.00	$ 4,000	
Jointed Plain Concrete Pavement	90	CY	$ 800.00	$ 72,000	
Paint Traffic Stripe	10,330	LF	$ 3.00	$ 31,000	
Remove Striping	3,160	LF	$ 1.00	$ 4,000	
Minor Concrete (Sidewalk, Island, Curb Ramp)	70	CY	$ 500.00	$ 35,000	
Remove Concrete	330	SY	$ 50.00	$ 17,000	
New Bus Shelters	9	EA	$ 20,000.00	$ 180,000	
Modify Signal and Lighting	4	EA	$ 250,000.00	$ 1,000,000	
				Subtotal I (Roadway)	**$ 1,346,000**
SWPPP (5% of Roadway Items)	1	LS	$ 67,300.00	$ 68,000	
Traffic Handling (5% of Roadway Items)	1	LS	$ 67,300.00	$ 68,000	
Environmental Mitigation (1% of Roadway Items)	1	LS	$ 13,460.00	$ 14,000	
				Subtotal II (Lump Sum Items)	**$ 150,000**
Mobilization (10%)	1	LS	$ 149,600.00	$ 150,000	
Contingency (40%)	1	LS	$ 598,400.00	$ 599,000	
				Subtotal III (Contingencies)	**$ 749,000**
				SUBTOTAL CONSTRUCTION COSTS 2019 YEAR	**$ 2,250,000**

Soft Costs	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Preliminary Eng/Envir (8%)	1	LS	$ 180,000	$ 180,000	
Final Design (15%)	1	LS	$ 337,000	$ 337,000	
Construction Administration (12%)	1	LS	$ 270,000	$ 270,000	
				Subtotal IV (Soft Costs)	**$ 790,000**
				GRAND TOTAL	**$ 3,040,000**

Assumptions

1. Unit costs obtained from the 2019 Caltrans Construction Cost Index
2. No removal of railway tracks are included. Assumptions are the project can be constructed outside the existing rails.
3. Right-of-way will need not be acquired for any alternative.
4. Full intersection improvement

HIGHWAY 25 CORRIDOR STUDY

PLANNING COST ESTIMATE SUMMARY

Description **Alternative 1 - Bus On Shoulder**
02-SR 25 Corridor
NB from Hudner Ln to Bloomfield Ave Length: 6.3 Mi
SB from U.S. 101 to South of Shore Road Length: 4.6 Mi

Date of Estimate: 11/2019

Roadway Items:	**Quantity**	**Unit**		**Unit Cost**		**Item Total**	**Total**
Clearing and Grubbing	9	AC	$	10,000.00	$	90,000	
Roadway Excavation	11,500	CY	$	30.00	$	345,000	
Remove AC Pavement	200	SY	$	50.00	$	10,000	
Rumble Strip 12"	700	STA	$	20.00	$	14,000	
HMA (Type A)	9,400	TON	$	100.00	$	940,000	
Class 2 Aggregate Base	6,800	CY	$	40.00	$	272,000	
Paint Traffic Stripe	129,700	LF	$	3.00	$	390,000	
Hydroseed	312,600	SF	$	0.10	$	32,000	
Ditch Excavation	9,300	CY	$	70.00	$	651,000	
Midwest Guardrail System	6,300	LF	$	30.00	$	189,000	
New Bridge Structure (Pajaro River)	13,000	SF	$	350.00	$	4,550,000	
New Bridge Structure (Carnadero Creek)	9,018	SF	$	350.00	$	3,157,000	
At-Grade Rail Crossings	2	EA	$	1,000,000.00	$	2,000,000	
Remove Inlet	16	EA	$	2,000.00	$	32,000	
Drainage Inlet	16	EA	$	5,000.00	$	80,000	
Culvert Extension	60	LF	$	300.00	$	18,000	
					Subtotal I (Roadway)		**$ 12,770,000**
SWPPP (5% of Roadway Items)	1	LS	$	638,500.00	$	639,000	
Traffic Handling (5% of Roadway Items)	1	LS	$	638,500.00	$	639,000	
Utilities (2% of Roadway Items)	1	LS	$	255,400.00	$	256,000	
Environmental Mitigation (1% Roadway Items)	1	LS	$	127,700.00	$	128,000	
					Subtotal II (Lump Sum Items)		**$ 1,662,000**
Mobilization (10%)	1	LS	$	1,443,200.00	$	1,444,000	
Contingency (40%)	1	LS	$	5,772,800.00	$	5,773,000	
					Subtotal III (Contingencies)		**$ 7,217,000**
					SUBTOTAL CONSTRUCTION COSTS 2019 YEAR		**$ 21,650,000**

Soft Costs	**Quantity**	**Unit**		**Unit Cost**		**Item Total**	**Total**
Preliminary Eng/Envir (8%)	1	LS	$	1,732,000	$	1,732,000	
Final Design (15%)	1	LS	$	3,248,000	$	3,248,000	
Construction Administration (12%)	1	LS	$	2,598,000	$	2,598,000	
					Subtotal IV (Soft Costs)		**$ 7,580,000**
					GRAND TOTAL		**$ 29,230,000**

Assumptions

1. Unit costs obtained from the 2019 Caltrans Construction Cost Index
2. No removal of railway tracks are included. Assumptions are the project can be constructed outside the existing rails.
3. Right-of-way will need not be acquired for any alternative.

HIGHWAY 25 CORRIDOR STUDY

PLANNING COST ESTIMATE SUMMARY

Description **Alternative 2 - Bus Beside Rail**
01-Hollister Corridor
From SR 25 @ Fairview Rd to Buena Vista Rd Entry Point
Queue Jumps and Bus Stops

Date of Estimate: 11/2019

Roadway Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Roadway Excavation	70	CY	$ 30.00	$ 3,000	
HMA (Type A)	40	TON	$ 100.00	$ 4,000	
Jointed Plain Concrete Pavement	70	CY	$ 800.00	$ 56,000	
Paint Traffic Stripe	5,090	LF	$ 3.00	$ 16,000	
Remove Striping	3,160	LF	$ 1.00	$ 4,000	
Minor Concrete (Sidewalk, Island, Curb Ramp)	60	CY	$ 500.00	$ 30,000	
Remove Concrete	290	SY	$ 50.00	$ 15,000	
New Bus Shelters	7	EA	$ 20,000.00	$ 140,000	
Modify Signal and Lighting	4	EA	$ 250,000.00	$ 1,000,000	
				Subtotal I (Roadway)	**$ 1,268,000**
SWPPP (5% of Roadway Items)	1	LS	$ 63,400.00	$ 64,000	
Traffic Handling (5% of Roadway Items)	1	LS	$ 63,400.00	$ 64,000	
Environmental Mitigation (1% of Roadway Items)	1	LS	$ 12,680.00	$ 13,000	
				Subtotal II (Lump Sum Items)	**$ 141,000**
Mobilization (10%)	1	LS	$ 139,600.00	$ 140,000	
Contingency (40%)	1	LS	$ 558,400.00	$ 559,000	
				Subtotal III (Contingencies)	**$ 699,000**
				SUBTOTAL CONSTRUCTION COSTS 2019 YEAR	**$ 2,110,000**

Soft Costs	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Preliminary Eng/Envir (8%)	1	LS	$ 169,000	$ 169,000	
Final Design (15%)	1	LS	$ 317,000	$ 317,000	
Construction Administration (12%)	1	LS	$ 253,000	$ 253,000	
				Subtotal IV (Soft Costs)	**$ 740,000**
				GRAND TOTAL	**$ 2,850,000**

Assumptions

1. Unit costs obtained from the 2019 Caltrans Construction Cost Index
2. No removal of railway tracks are included. Assumptions are the project can be constructed outside the existing rails.
3. Right-of-way will need not be acquired for any alternative.
4. Full intersection improvements.

HIGHWAY 25 CORRIDOR STUDY

PLANNING COST ESTIMATE SUMMARY

Description **Alternative 2 - Bus Beside Rail**
02-Rail Corridor
From Hollister to Bloomfield Ave **Length: 10 Miles**
Includes rail corridor, Buena Vista end point, Bloomfield Ave end point, unsignalized crossings, Pajaro River crossing, and SR 25/Rail Crossing

Date of Estimate: 11/2019

Roadway Items:	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Clearing and Grubbing	8	AC	$ 10,000.00	$ 80,000	
Roadway Excavation	103,200	CY	$ 30.00	$ 3,096,000	
Remove AC Pavement	200	SY	$ 50.00	$ 10,000	
Rumble Strip 12"	600	STA	$ 20.00	$ 12,000	
HMA (Type A)	45,900	TON	$ 100.00	$ 4,590,000	
Class 2 Aggregate Base	79,900	CY	$ 40.00	$ 3,196,000	
Paint Traffic Stripe	110,700	LF	$ 3.00	$ 333,000	
Hydroseed	227,100	SF	$ 0.10	$ 23,000	
Roadside Signs	200	EA	$ 500.00	$ 100,000	
Soundwall	500	SF	$ 200.00	$ 100,000	
Rail Crossing at SR 25	1	LS	$ 1,000,000.00	$ 1,000,000	
New Bridge Structure (Pajaro River)	11,700	SF	$ 350.00	$ 4,095,000	
				Subtotal I (Roadway)	**$ 16,635,000**
SWPPP (5% of Roadway Items)	1	LS	$ 831,750.00	$ 832,000	
Traffic Handling (5% of Roadway Items)	1	LS	$ 831,750.00	$ 832,000	
Environmental Mitigation (1% of Roadway Items)	1	LS	$ 166,350.00	$ 167,000	
				Subtotal II (Lump Sum Items)	**$ 1,831,000**
Mobilization (10%)	1	LS	$ 1,846,600.00	$ 1,847,000	
Contingency (40%)	1	LS	$ 7,386,400.00	$ 7,387,000	
				Subtotal III (Contingencies)	**$ 9,234,000**
				SUBTOTAL CONSTRUCTION COSTS 2019 YEAR	**$ 27,700,000**

Soft Costs	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Preliminary Eng/Envir (8%)	1	LS	$ 2,216,000	$ 2,216,000	
Final Design (15%)	1	LS	$ 4,155,000	$ 4,155,000	
Construction Administration (12%)	1	LS	$ 3,324,000	$ 3,324,000	
				Subtotal IV (Soft Costs)	**$ 9,700,000**
				GRAND TOTAL	**$ 37,400,000**

Assumptions

1. Unit costs obtained from the 2019 Caltrans Construction Cost Index
2. No removal of railway tracks are included. Assumptions are the project can be constructed outside the existing rails.
3. Right-of-way will need not be acquired for any alternative.

HIGHWAY 25 CORRIDOR STUDY

PLANNING COST ESTIMATE SUMMARY

Description **Alternative 3 - Passenger Rail Service**
01-Track Improvements and
Proposed Hollister & Frazier Lake Rd Stations

Date of Estimate: 11/2019

Track Improvements	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Railroad Track, Structures & Signals - On-Branch					
Replace rail, ties, ballast and turnouts	1	LS	$ 20,380,000.00	$ 20,380,000	
Upgrade/replace 9 public highway crossings	1	LS	$ 4,160,000.00	$ 4,160,000	
Replace/repair Pajaro River Bridge	1	LS	$ 1,800,000.00	$ 1,800,000	
Other bridges, culverts and drianage	1	LS	$ 1,700,000.00	$ 1,700,000	
Storage Tracks	1	LS	$ 3,810,000.00	$ 3,810,000	
Signaling	1	LS	$ 1,740,000.00	$ 1,740,000	
Railroad Track, Structures & Signals - UP Main					
Install new interlocking at Carnadero (3#20 TO)	1	LS	$ 2,220,000.00	$ 2,220,000	
Install new interlocking at East Gilroy (4 #20 TO)	1	LS	$ 2,700,000.00	$ 2,700,000	
Install second track at Route 152	1	LS	$ 660,000.00	$ 660,000	
Options					
Replace rail on UP Main Track	1	LS	$ 1,930,000.00	$ 1,930,000	
				Subtotal I (Track)	**$ 41,100,000**

Station Improvments: Hollister & Frazier Lake Rd	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Clearing and Grubbing	6	AC	$ 50,000.00	$ 300,000	
Roadway Excavation	4,720	CY	$ 30.00	$ 142,000	
HMA (Type A)	4,720	TON	$ 100.00	$ 472,000	
Jointed Plain Concrete Pavement	1,920	CY	$ 800.00	$ 1,536,000	
Paint Traffic Stripe	12,320	LF	$ 3.00	$ 37,000	
Minor Concrete (Sidewalk, Island, Curb Ramp)	1,340	CY	$ 500.00	$ 670,000	
Remove Concrete	5,030	SY	$ 50.00	$ 252,000	
				Subtotal II (Stations)	**$ 3,409,000**
SWPPP (5% of Track & Station Items)	1	LS	$ 2,225,450.00	$ 2,226,000	
Traffic Handling (5% of Track & Station Items)	1	LS	$ 2,225,450.00	$ 2,226,000	
Environmental Mitigation (1% Track & Station Items)	1	LS	$ 445,090.00	$ 446,000	
				Subtotal III (Lump Sum Items)	**$ 4,898,000**
Mobilization (10%)	1	LS	$ 4,940,700.00	$ 4,941,000	
Contingency (40%)	1	LS	$ 19,762,800.00	$ 19,763,000	
				Subtotal IV (Contingencies)	**$ 24,704,000**
				SUBTOTAL CONSTRUCTION COSTS 2019 YEAR	**$ 74,120,000**

Soft Costs	**Quantity**	**Unit**	**Unit Cost**	**Item Total**	**Total**
Preliminary Eng/Envir (8%)	1	LS	$ 5,930,000	$ 5,930,000	
Final Design (15%)	1	LS	$ 11,118,000	$ 11,118,000	
Construction Administration (12%)	1	LS	$ 8,895,000	$ 8,895,000	
				Subtotal V (Soft Costs)	**$ 25,950,000**
				GRAND TOTAL	**$ 100,070,000**

Assumptions

1. Source of unit costs: Hollister/Gilroy Caltrain Extension
2. Rate of escalation 3.5% per year since 2000 study.

APPENDIX D- PUBLIC OUTREACH SURVEY MATERIALS AND RESULTS

SBCOG
Council of San Benito County Governments

Highway 25 – Transit Corridor Study

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10.	Jim Gillio	
11.	Robin Pollard	
12.	John Freeman	
13.	Victor Gomez	
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22.		
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SBCOG
Council of
San Benito
County Governments

Highway 25 – Transit Corridor Study

	Name	Email
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COUNTY EXPRESS

County Express Survey

We need your input! County Express is conducting a quick, anonymous online survey to collect data on travel patterns to help us improve our service to you. You can do in now on the bus (you get a gift!), or online later.

Questions? Please call (831) 637-7665.

County Express On-Board Surveys (Hollister to Gilroy)

County Express Survey

We need your input! County Express is conducting a quick, anonymous online survey to collect data on travel patterns to help us improve our service to you. You can do in now on the bus (you get a gift!), or online later.

Questions? Please call (831) 637-7665.

2. What bus stop do you start your journey at in Hollister?

- ◯ Veterans Park
- ◯ 4th and San Benito
- ◯ 4th and Miller

3. Where is your final destination?

- ◯ Gavilan College
- ◯ Gilroy
- ◯ Morgan Hill
- ◯ San Jose
- ◯ Other (please specify City)

- ◯ Mountain View
- ◯ Cupertino
- ◯ Sunnyvale

4. If your destination is north of Gilroy, what is the second form of transportation that you use? (Please select all that apply)

- ☐ VTA Bus
- ☐ CALTRAIN
- ☐ Greyhound/AMTRAK
- ☐ Other (please specify)

- ☐ Apple Bus
- ☐ Google Bus
- ☐ Not applicable

5. How often do you commute on the County Express bus?

- ◯ 1 time a week
- ◯ 2 times a week
- ◯ 3 times a week

- ◯ 4 times a week
- ◯ 5 times a week

6. How do you commute on other days of the week if you do not use the County Express bus every day? (Please select all that apply)

- [ ] Carpool
- [ ] Drive alone
- [ ] Not applicable
- [ ] Other (please specify)

7. What time do you typically commute on the County Express bus in the morning? (Please select all that apply)

- [ ] 5:00 AM (Veterans Park)
- [ ] 5:05 AM (4th & San Benito)
- [ ] 5:06 AM (4th and Miller)
- [ ] 5:30 AM (Veterans Park)
- [ ] 5:35 AM (4th and San Benito)
- [ ] 6:10 AM (Veterans Park)
- [ ] 6:15 AM (4th and San Benito)
- [ ] 6:55 AM (Veterans Park)
- [ ] 7:00 AM (4th and San Benito)
- [ ] 7:01 AM (4th and Miller)
- [ ] 7:00 AM (Veterans Park)
- [ ] 7:05 AM (4th and San Benito)
- [ ] 7:20 AM (4th and San Benito)
- [ ] 7:21 AM (4th and Miller)
- [ ] 7:35 AM (Veterans Park)
- [ ] 7:45 AM (4th and San Benito)
- [ ] 7:46 AM (4th and Miller)
- [ ] 8:10 AM (4th and San Benito)
- [ ] 9:55 AM (Veterans Park)
- [ ] 10:05 AM (4th and San Benito)
- [ ] 10:06 AM (4th and Miller)
- [ ] Other (please specify the time and stop)

8. What time do you typically ride the County Express bus in the afternoon/evening (Please select all that apply)

- [ ] 1:15 PM (Gavilan College)
- [ ] 3:40 PM (Gavilan College)
- [ ] 4:30 PM (Gavilan College)
- [ ] 5:20 PM (Gavilan College)
- [ ] 5:40 PM (Caltrain Station)
- [ ] 6:20 PM (Caltrain Station)
- [ ] 7:05 PM (Caltrain Station)
- [ ] 7:35 PM (Gavilan College)
- [ ] Other (please specify time and location)

9. How do you get to/from your home to the County Express bus stop? (Please select all that apply)

- [ ] Drive alone
- [ ] Walk
- [ ] Carpool
- [ ] Rideshare
- [ ] Bicycle/Scooter
- [ ] Other (please specify)

10. Do you have friends, family, or colleagues who do not ride the County Express bus, but are interested?

- ( ) Yes
- ( ) No

11. If yes, why do they not ride the County Express bus (Select all that apply)

- [ ] The bus is slow
- [ ] Cost
- [ ] The bus does not run frequently enough
- [ ] Other (please specify)

COUNTY EXPRESS

Encuesta de County Express

¡Necesitamos su opinión! County Express está realizando una rápida encuesta anónima en línea para recopilar datos sobre patrones de viaje para ayudarnos a mejorar nuestro servicio. Puede hacerlo ahora en el autobús (¡recibes un regalo!) o en línea más tarde.

¿Preguntas? Por favor llame al (831) 637-7665.

County Express On-Board Surveys (Hollister to Gilroy)

Encuesta de County Express

¡Necesitamos su opinión! County Express está realizando una rápida encuesta anónima en línea para recopilar datos sobre patrones de viaje para ayudarnos a mejorar nuestro servicio. Puede hacerlo ahora en el autobús (¡recibes un regalo!) o en línea más tarde.

¿Preguntas? Por favor llame al (831) 637-7665.

12. En que parada de autobús comienza su viaje en Hollster?

- ◯ Parque Veterans
- ◯ 4th y San Benito
- ◯ 4th y Miller

13. Cual es tu destino final?

- ◯ Gavilan College
- ◯ Gilroy
- ◯ Morgan Hill
- ◯ San Jose
- ◯ Otro (Por favor especifique la ciudad)
- ◯ Mountain View
- ◯ Cupertino
- ◯ Sunnyvale

14. Si su destino es al norte de Gilroy, cual es la segunda forma de transporte que puede usar? (elija todas las opciones que correspondan)

- ☐ Autobús VTA
- ☐ Caltrain
- ☐ Greyhound/AMTRAK
- ☐ Otro (Por favor especifique)
- ☐ Autobús de Apple
- ☐ Autobús Google
- ☐ No aplica

15. Con que frecuencia viaja en el autobús County Express?

- ◯ Una vez a la semana
- ◯ Dos veces a la semana
- ◯ Tres veces a la semana
- ◯ Cuatro veces a la semana
- ◯ Cinco veces a la semana

16. Como viaja todos los dias de la semana si no usa el autobús County Express? (elija todas las opciones que correspondan)

- [ ] Compartiendo vehiculo - carpool
- [ ] Conduzco solo
- [ ] No aplica
- [ ] Otro (Por favor especifique)

17. A qué hora normalmente viaja en el autobús County Express por la mañana?(elija todas las opciones que correspondan)

- [ ] 5:00AM (Parque Veterans)
- [ ] 5:05AM (4th y San Benito)
- [ ] 5:06AM (4th y Miller)
- [ ] 5:30AM (Parque Veterans)
- [ ] 5:35AM (4th y San Benito)
- [ ] 6:10AM (Parque Veterans)
- [ ] 6:15AM (4th y San Benito)
- [ ] 6:55AM (Parque Veterans)
- [ ] 7:00AM (4th y San Benito)
- [ ] 7:01AM (4th y Miller)
- [ ] 7:00AM (Parque Veterans)
- [ ] 7:05AM (4th y San Benito)
- [ ] 7:20AM (4th y San Benito)
- [ ] 7:21AM (4th y Miller)
- [ ] 7:35AM (Parque Veterans)
- [ ] 7:45AM (4th y San Benito)
- [ ] 7:45AM (4th y Miller)
- [ ] 8:10AM (4th y San Benito)
- [ ] 9:55AM (Parque Veterans)
- [ ] 10:05AM (4th y San Benito)
- [ ] 10:06AM (4th y Miller)
- [ ] Otro (especifique la hora y parada)

18. A qué hora normalmente viaja en el autobús County Express por la tarde / noche(elija todas las opciones que correspondan)

- [ ] 1:15PM (Gavilan College)
- [ ] 3:41PM (Gavilan College)
- [ ] 4:30PM (Gavilan College)
- [ ] 5:20PM (Gavilan College)
- [ ] 5:41PM (estación de Caltrain)
- [ ] 6:20PM (estación de Caltrain)
- [ ] 7:05PM (estación de Caltrain)
- [ ] 7:35PM (estación de Caltrain)
- [ ] Otro (por favor especifique hora y lugar)

19. Cómo llega a su casa desde / hacia la parada de autobús County Express?(elija todas las opciones que correspondan)

- [ ] Conduzco solo
- [ ] Caminando
- [ ] Compartiendo vehiculo - carpool
- [ ] Viaje compartido
- [ ] Bicicleta /Scooter
- [ ] Otro (Por favor especifique)

20. Tiene amigos, familiares o colegas que no viajan en el autobús County Express, pero están interesados?

- ( ) Si
- ( ) No

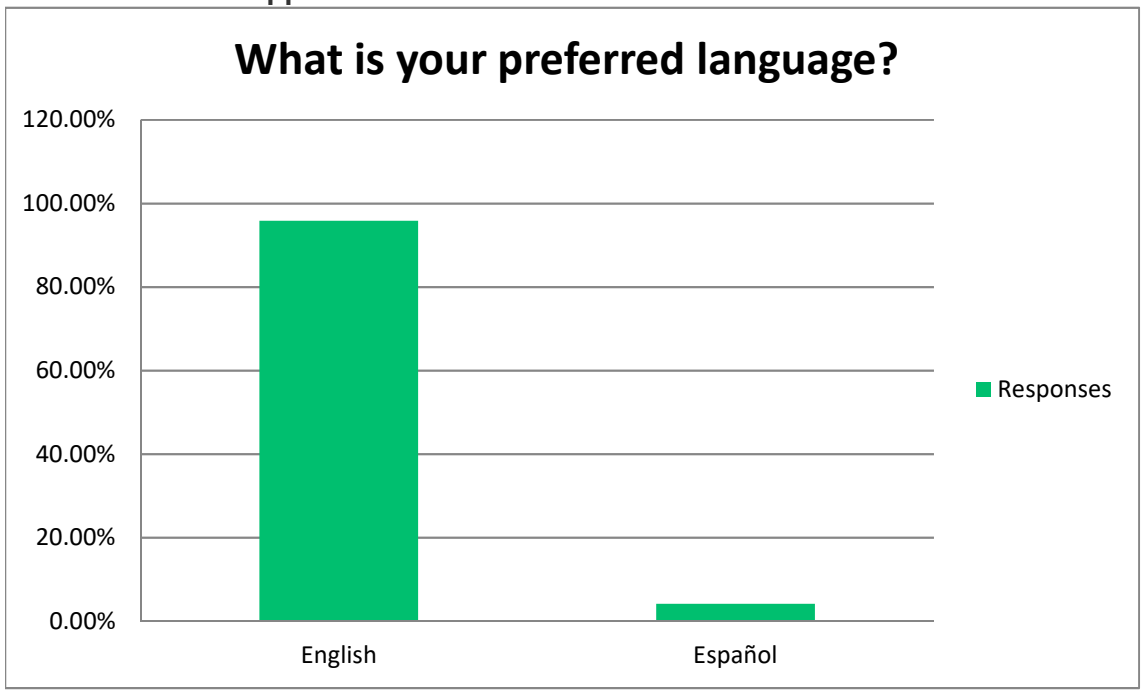
21. En caso afirmativo, ¿por qué no viajan en el autobús County Express (Seleccione todos los que correspondan)

- [ ] El autobús es lento
- [ ] Costo
- [ ] El autobús no circula con frecuencia suficiente
- [ ] Otros (especifique)

County Express On-Board Surveys (Hollister to Gilroy)

What is your preferred language?

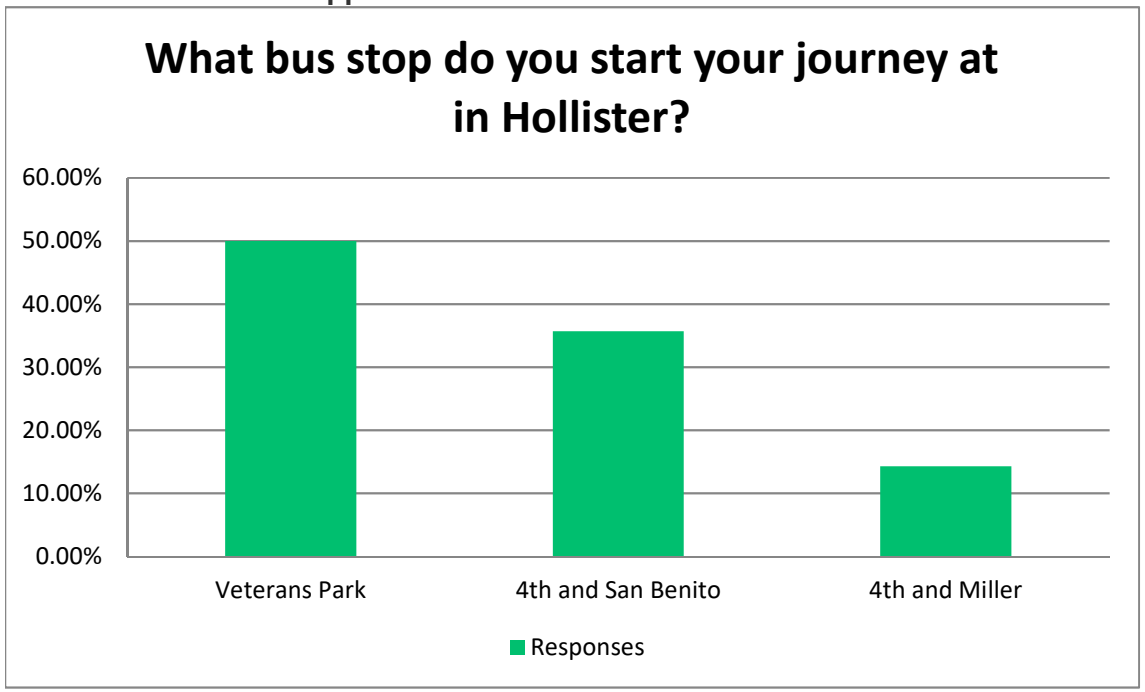
Answer Choices	Responses	
English	95.83%	69
Español	4.17%	3
	Answered	**72**
	Skipped	**1**



County Express On-Board Surveys (Hollister to Gilroy)

What bus stop do you start your journey at in Hollister?

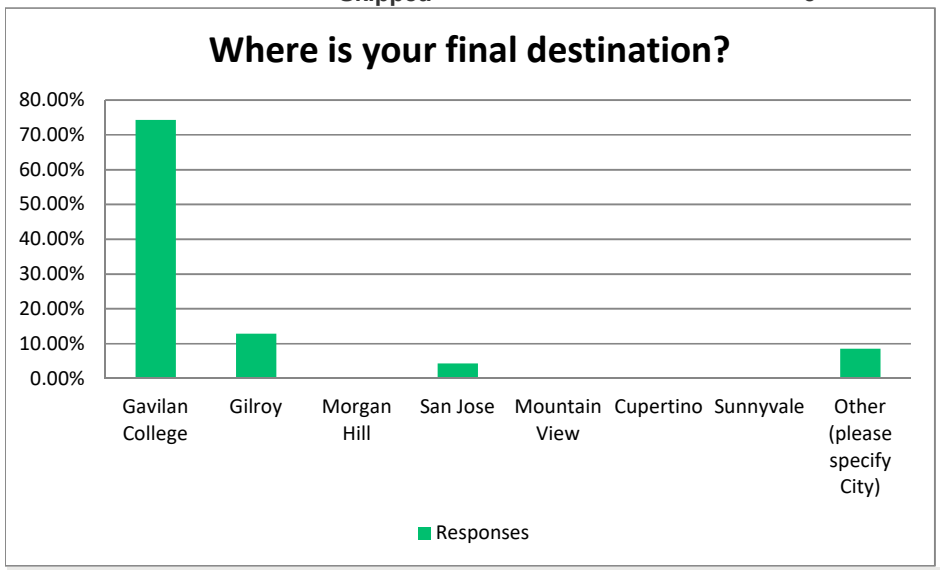
Answer Choices	Responses					
	English		Spanish		Combined	
Veterans Park	50.75%	34	33.33%	1	35	50.00%
4th and San Benito	34.33%	23	66.67%	2	25	35.71%
4th and Miller	14.93%	10	0.00%	0	10	14.29%
	Answered	**67**		**3**	70	
	Skipped	**6**		**70**		



County Express On-Board Surveys (Hollister to Gilroy)

Where is your final destination?

Answer Choices	Responses	English		Spanish		Combined	
Gavilan College	76.12%	51	0.3333	1	52	74.29%	
Gilroy	11.94%	8	0.3333	1	9	12.86%	
Morgan Hill	0.00%	0	0	0	0	0.00%	
San Jose	2.99%	2	0.3333	1	3	4.29%	
Mountain View	0.00%	0	0	0	0	0.00%	
Cupertino	0.00%	0	0	0	0	0.00%	
Sunnyvale	0.00%	0	0	0	0	0.00%	
Other (please specify City)	8.96%	6	0	0	6	8.57%	
	Answered	**67**		**3**	70		
	Skipped	**6**		**70**			

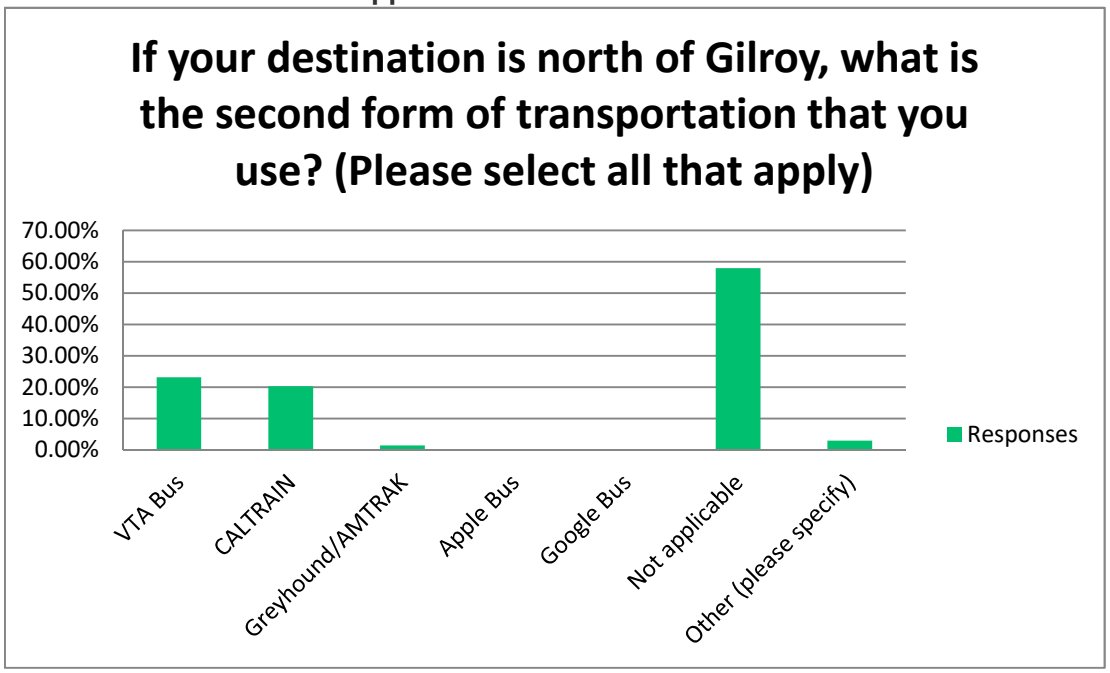


Respondents	Response Date	Other (please specify City)	Tags
1	Dec 03 2019 1	San Juan	
2	Dec 03 2019 0	Palo Alto	
3	Dec 03 2019 0	menlo park	
4	Dec 03 2019 0	Redwood City	
5	Dec 03 2019 0	Oakland	
6	Dec 03 2019 0	Santa clara	

County Express On-Board Surveys (Hollister to Gilroy)

If your destination is north of Gilroy, what is the second form of transportation that you use? (Please select all that apply

Answer Choices	Responses					
	English		Spanish		Combined	
VTA Bus	21.21%	14	66.67%	2	16	23.19%
CALTRAIN	21.21%	14	0.00%	0	14	20.29%
Greyhound/AMTRAK	1.52%	1	0.00%	0	1	1.45%
Apple Bus	0.00%	0	0.00%	0	0	0.00%
Google Bus	0.00%	0	0.00%	0	0	0.00%
Not applicable	60.61%	40	0.00%	0	40	57.97%
Other (please specify)	1.52%	1	33.33%	1	2	2.90%
	Answered	**66**		**3**	69	
	Skipped	**7**		**70**		

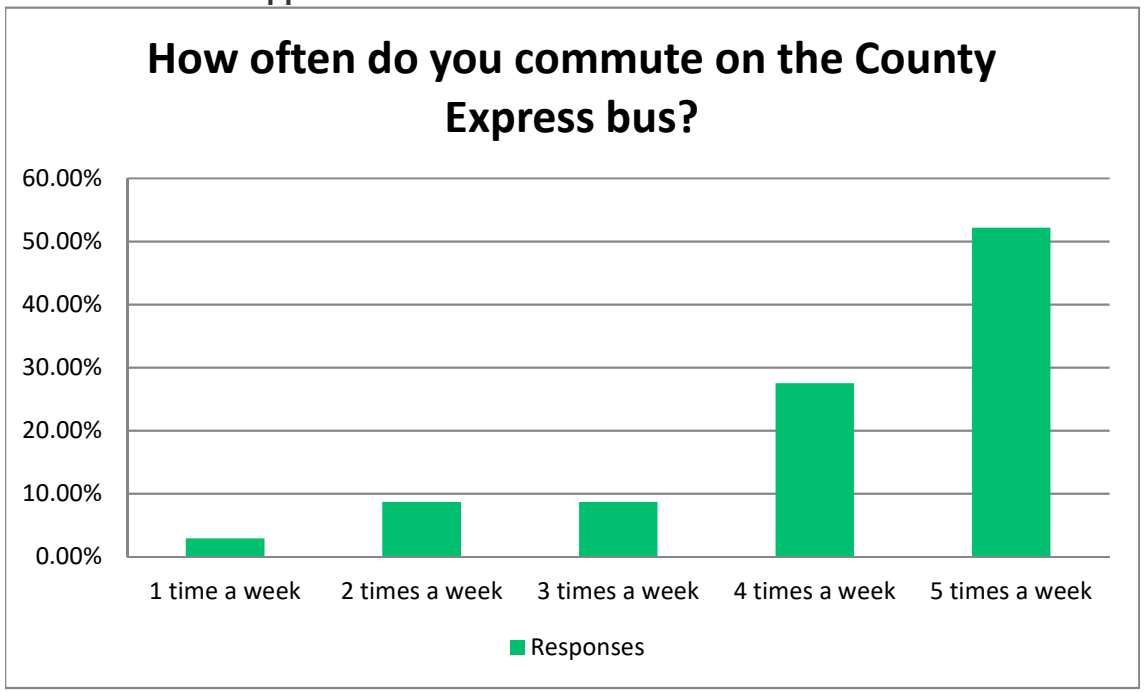


Respondents	Response Date	Other (please specify)	Tags
1	Dec 03 2019 1	Car	

County Express On-Board Surveys (Hollister to Gilroy)

How often do you commute on the County Express bus?

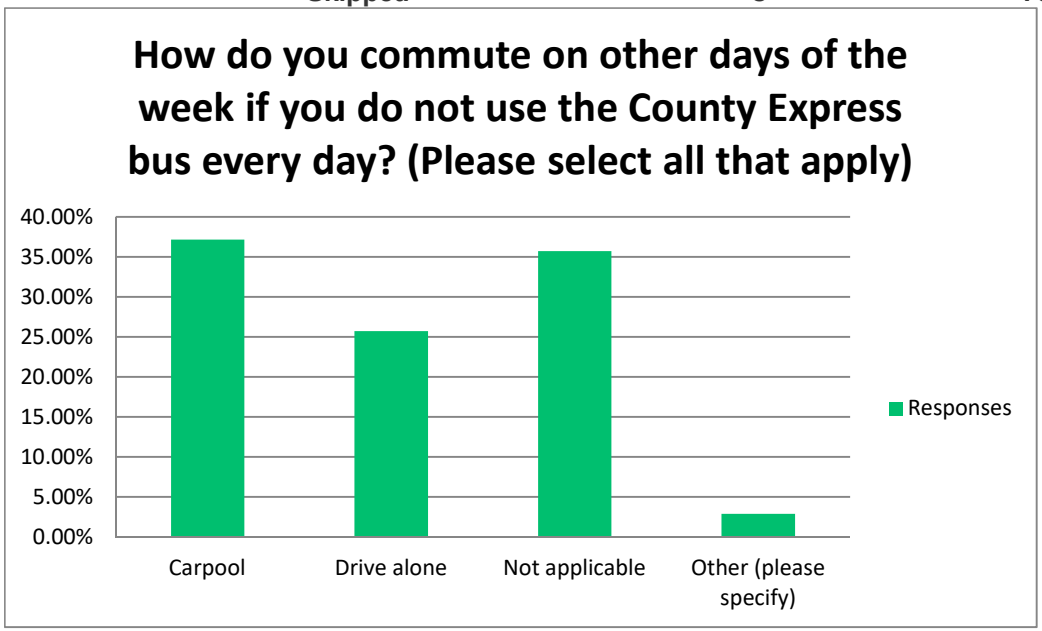
Answer Choices	Responses					
	English		Spanish		Combined	
1 time a week	3.03%	2	0.00%	0	2	2.90%
2 times a week	9.09%	6	0.00%	0	6	8.70%
3 times a week	9.09%	6	0.00%	0	6	8.70%
4 times a week	27.27%	18	33.33%	1	19	27.54%
5 times a week	51.52%	34	66.67%	2	36	52.17%
	Answered	**66**		**3**	69	
	Skipped	**7**		**70**		



County Express On-Board Surveys (Hollister to Gilroy)

How do you commute on other days of the week if you do not use the County Express bus every day? (Please select all that apply)

Answer Choices	Responses					
	English		Spanish		Combined	
Carpool	38.81%	26	0.00%	0	26	37.14%
Drive alone	26.87%	18	0.00%	0	18	25.71%
Not applicable	34.33%	23	66.67%	2	25	35.71%
Other (please specify)	1.49%	1	33.33%	1	2	2.86%
	Answered	**67**		**3**	70	
	Skipped	**3**		**70**		

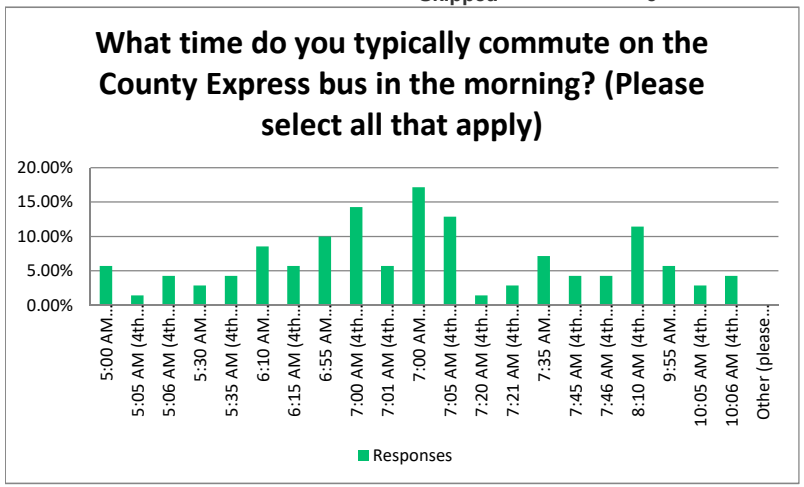


Respondents	Response Date	Other (please specify)	Tags
1	Dec 03 2019 1	Get a ride from a family me	

County Express On-Board Surveys (Hollister to Gilroy)

What time do you typically commute on the County Express bus in the morning? (Please select all that apply)

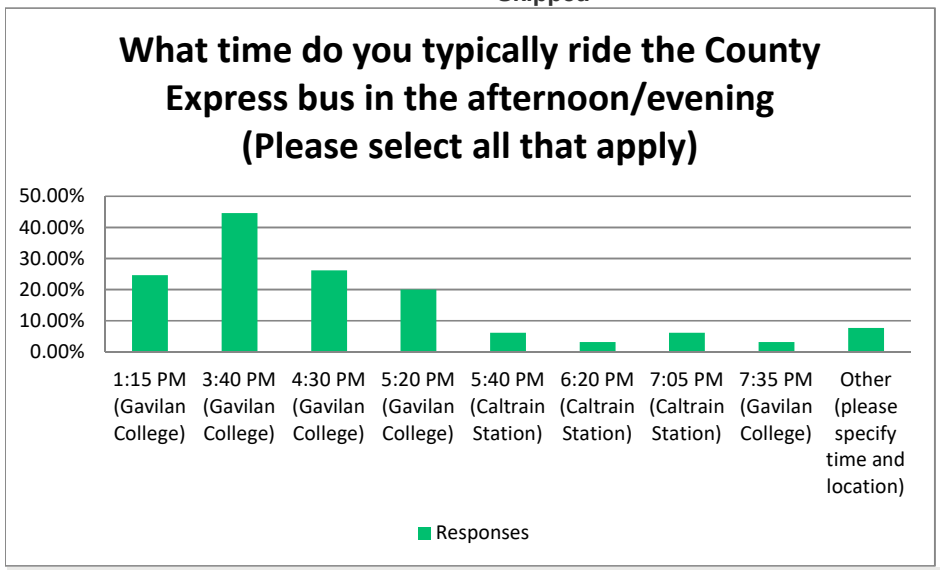
Answer Choices	Responses					
	English		Spanish		Combined	
5:00 AM (Veterans Park)	5.97%	4	0.00%	0	4	5.71%
5:05 AM (4th & San Benito)	1.49%	1	0.00%	0	1	1.43%
5:06 AM (4th and Miller)	4.48%	3	0.00%	0	3	4.29%
5:30 AM (Veterans Park)	2.99%	2	0.00%	0	2	2.86%
5:35 AM (4th and San Benito)	2.99%	2	33.33%	1	3	4.29%
6:10 AM (Veterans Park)	7.46%	5	33.33%	1	6	8.57%
6:15 AM (4th and San Benito)	5.97%	4	0.00%	0	4	5.71%
6:55 AM (Veterans Park)	10.45%	7	0.00%	0	7	10.00%
7:00 AM (4th and San Benito)	14.93%	10	0.00%	0	10	14.29%
7:01 AM (4th and Miller)	5.97%	4	0.00%	0	4	5.71%
7:00 AM (Veterans Park)	17.91%	12	0.00%	0	12	17.14%
7:05 AM (4th and San Benito)	13.43%	9	0.00%	0	9	12.86%
7:20 AM (4th and San Benito)	1.49%	1	0.00%	0	1	1.43%
7:21 AM (4th and Miller)	2.99%	2	0.00%	0	2	2.86%
7:35 AM (Veterans Park)	7.46%	5	0.00%	0	5	7.14%
7:45 AM (4th and San Benito)	2.99%	2	33.33%	1	3	4.29%
7:46 AM (4th and Miller)	4.48%	3	0.00%	0	3	4.29%
8:10 AM (4th and San Benito)	10.45%	7	33.33%	1	8	11.43%
9:55 AM (Veterans Park)	5.97%	4	0.00%	0	4	5.71%
10:05 AM (4th and San Benito)	2.99%	2	0.00%	0	2	2.86%
10:06 AM (4th and Miller)	4.48%	3	0.00%	0	3	4.29%
Other (please specify the time and stop)	0.00%	0	0.00%	0	0	0.00%
	Answered	**67**		**3**	70	
	Skipped	**6**		**70**		



County Express On-Board Surveys (Hollister to Gilroy)

What time do you typically ride the County Express bus in the afternoon/evening (Please select all that apply)

Answer Choices	Responses	English		Spanish		Combined	
1:15 PM (Gavilan College)	24.62%	16		0.00%	0	16	23.53%
3:40 PM (Gavilan College)	44.62%	29		33.33%	1	30	44.12%
4:30 PM (Gavilan College)	26.15%	17		33.33%	1	18	26.47%
5:20 PM (Gavilan College)	20.00%	13		0.00%	0	13	19.12%
5:40 PM (Caltrain Station)	6.15%	4		66.67%	2	6	8.82%
6:20 PM (Caltrain Station)	3.08%	2		0.00%	0	2	2.94%
7:05 PM (Caltrain Station)	6.15%	4		0.00%	0	4	5.88%
7:35 PM (Gavilan College)	3.08%	2		0.00%	0	2	2.94%
Other (please specify time and location)	7.69%	5		0.00%	0	5	7.35%
	Answered	**65**			**3**	68	
	Skipped	**8**			**70**		



Respondents	Response Date	Other (please specify time and location)	Tags
1	Dec 03 2019 1	10:50 (Gavilan College)	
2	Dec 03 2019 1	None	
3	Dec 03 2019 1	N/A	
4	Dec 03 2019 1	11:00AM (Gavilan College)	
5	Dec 03 2019 1	Anzac Highschool	

County Express On-Board Surveys (Hollister to Gilroy)

How do you get to/from your home to the County Express bus stop? (Please select all that apply)

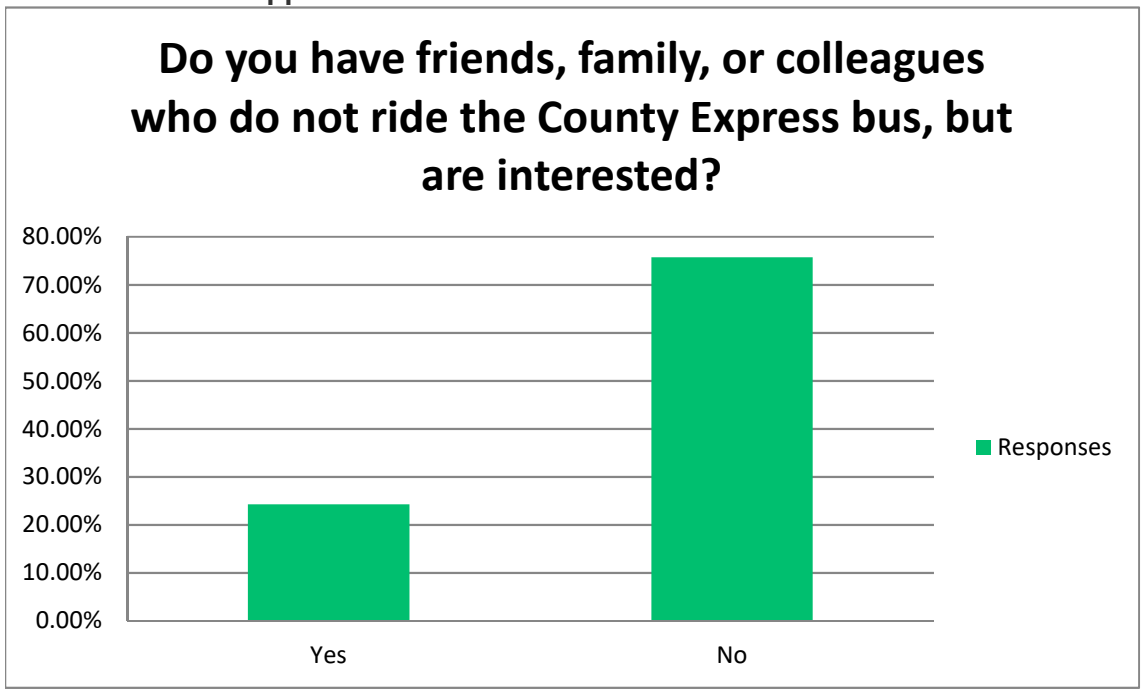
Answer Choices	Responses					
	English		Spanish		Combined	
Drive alone	22.39%	15	0.00%	0	15	21.43%
Carpool	34.33%	23	0.00%	0	23	32.86%
Bicycle/Scooter	1.49%	1	0.00%	0	1	1.43%
Walk	49.25%	33	66.67%	2	35	50.00%
Rideshare	4.48%	3	33.33%	1	4	5.71%
Other (please specify)	5.97%	4	0.00%	0	4	5.71%
	Answered	**67**		**3**	70	
	Skipped	**6**		**70**		

Respondents	Response Date	Other (please specify)	Tags
1	Dec 03 2019 1	Dial-A-Ride	
2	Dec 03 2019 1	Get a ride from family member	
3	Dec 03 2019 1	Dropped off	
4	Dec 03 2019 0	Husband drops me off at stop	

County Express On-Board Surveys (Hollister to Gilroy)

Do you have friends, family, or colleagues who do not ride the County Express bus, but are interested?

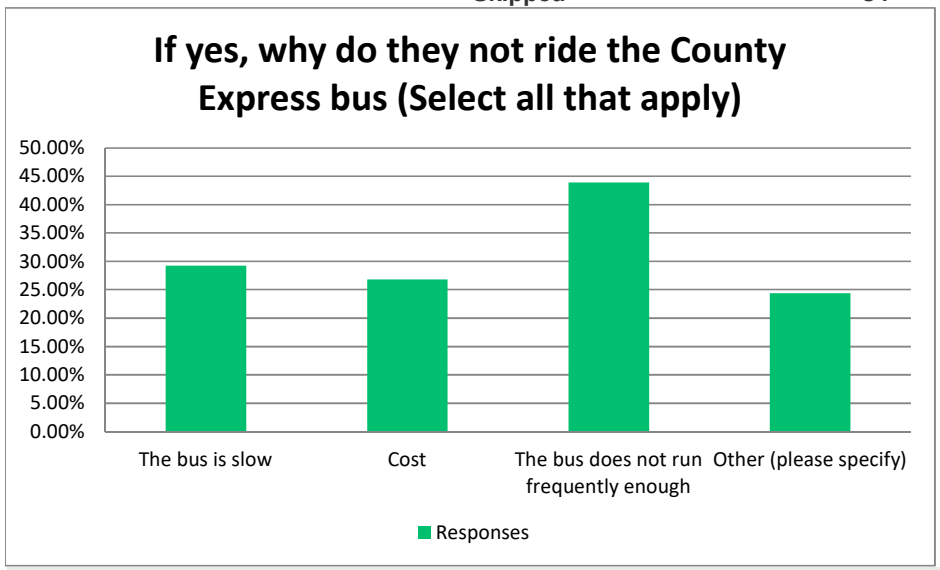
Answer Choices	Responses					
	English		Spanish		Combined	
Yes	22.39%	15	66.67%	2	17	24.29%
No	77.61%	52	33.33%	1	53	75.71%
	Answered	**67**		**3**	70	
	Skipped	**6**		**70**		



County Express On-Board Surveys (Hollister to Gilroy)

If yes, why do they not ride the County Express bus (Select all that apply)

Answer Choices	Responses					
	English		Spanish		Combined	
The bus is slow	30.77%	12	0.00%	0	12	29.27%
Cost	25.64%	10	50.00%	1	11	26.83%
The bus does not run frequently enough	43.59%	17	50.00%	1	18	43.90%
Other (please specify)	25.64%	10	0.00%	0	10	24.39%
	Answered	**39**		**2**	41	
	Skipped	**34**		**71**		

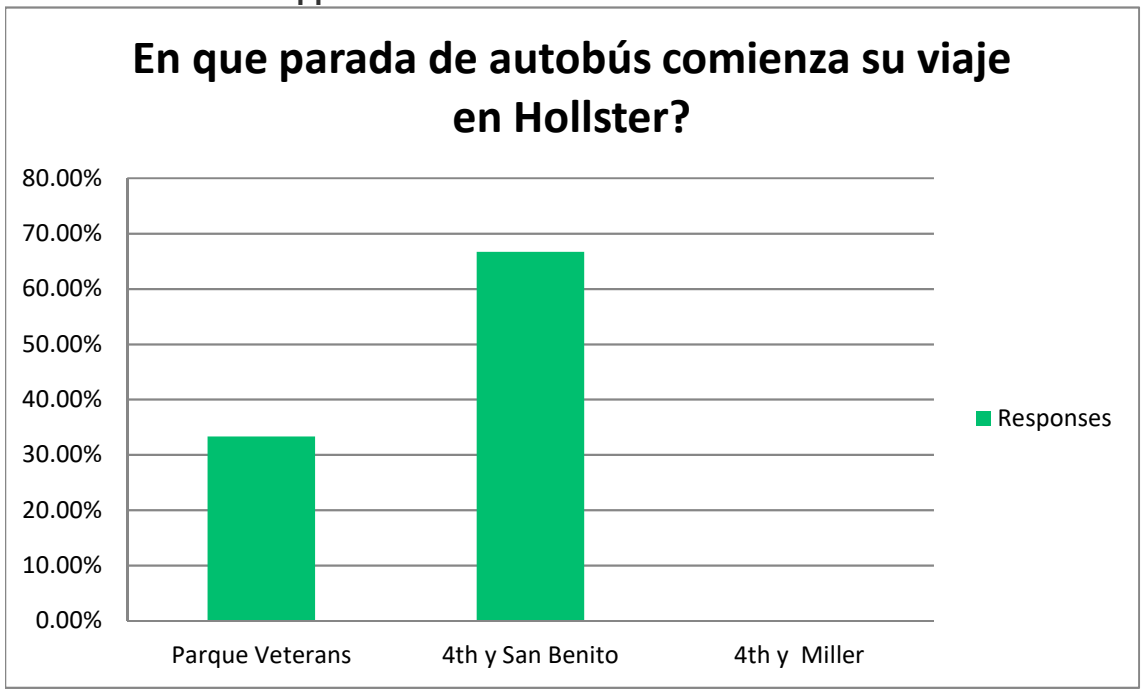


Respondents	Response Date	Other (please specify)	Tags
1	Dec 03 2019 1	They drive their own car.	
2	Dec 03 2019 1	I usually ride alone	
3	Dec 03 2019 1	I don’t know	
4	Dec 03 2019 1	N/A	
5	Dec 03 2019 1	They have their own cars.	
6	Dec 03 2019 1	No one I know wants to ride the bus.	
7	Dec 03 2019 1	Not in school	
8	Dec 03 2019 1	Hard to use	
9	Dec 03 2019 0	Car	
10	Dec 03 2019 0	test	

County Express On-Board Surveys (Hollister to Gilroy)

En que parada de autobús comienza su viaje en Hollster?

Answer Choices	Responses	
Parque Veterans	33.33%	1
4th y San Benito	66.67%	2
4th y Miller	0.00%	0
	Answered	**3**
	Skipped	**70**



County Express On-Board Surveys (Hollister to Gilroy)

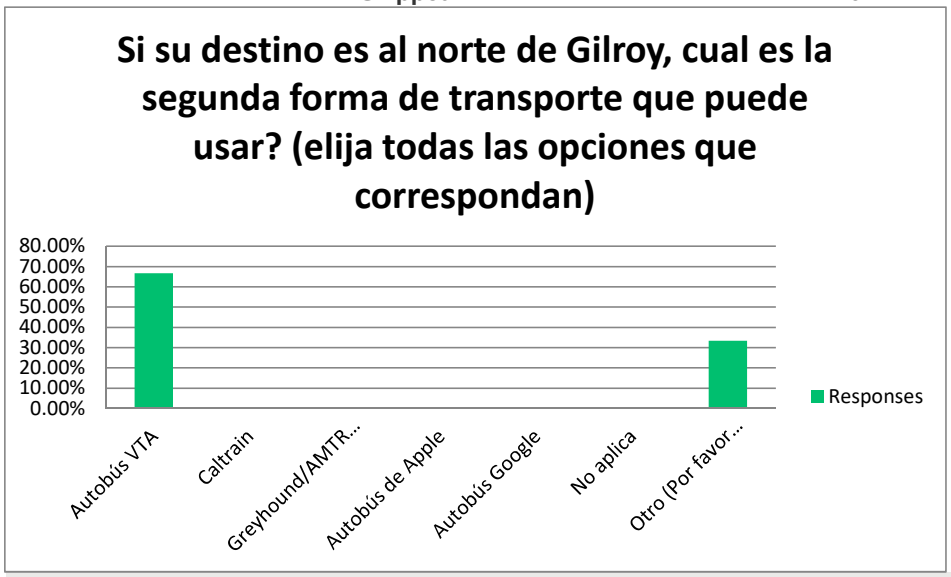
Cual es tu destino final?

Answer Choices	Responses	
Gavilan College	33.33%	1
Gilroy	33.33%	1
Morgan Hill	0.00%	0
San Jose	33.33%	1
Mountain View	0.00%	0
Cupertino	0.00%	0
Sunnyvale	0.00%	0
Otro (Por favor especifique la ciudad)	0.00%	0
	Answered	**3**
	Skipped	**70**

County Express On-Board Surveys (Hollister to Gilroy)

Si su destino es al norte de Gilroy, cual es la segunda forma de transporte que puede usar? (elija todas las opciones que correspondan)

Answer Choices	Responses	
Autobús VTA	66.67%	2
Caltrain	0.00%	0
Greyhound/AMTRAK	0.00%	0
Autobús de Apple	0.00%	0
Autobús Google	0.00%	0
No aplica	0.00%	0
Otro (Por favor especifique)	33.33%	1
	Answered	**3**
	Skipped	**70**

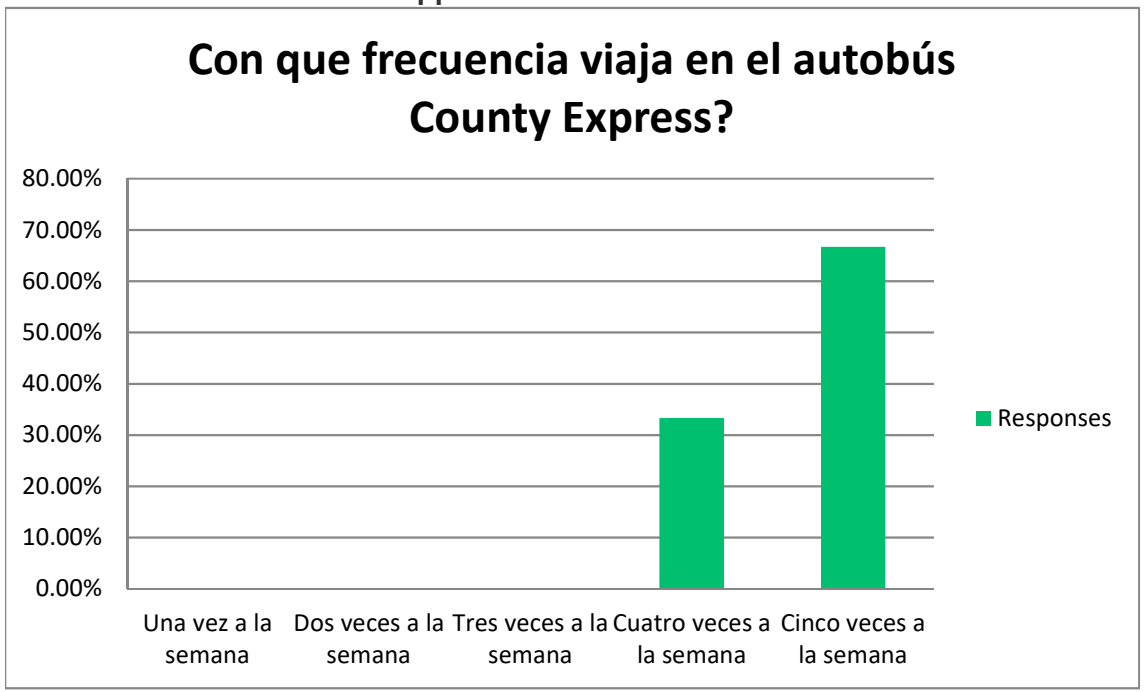


Respondents	Response Date	Otro (Por favor especifique)	Tags
1	Dec 03 2019 1	Nose	

County Express On-Board Surveys (Hollister to Gilroy)

Con que frecuencia viaja en el autobús County Express?

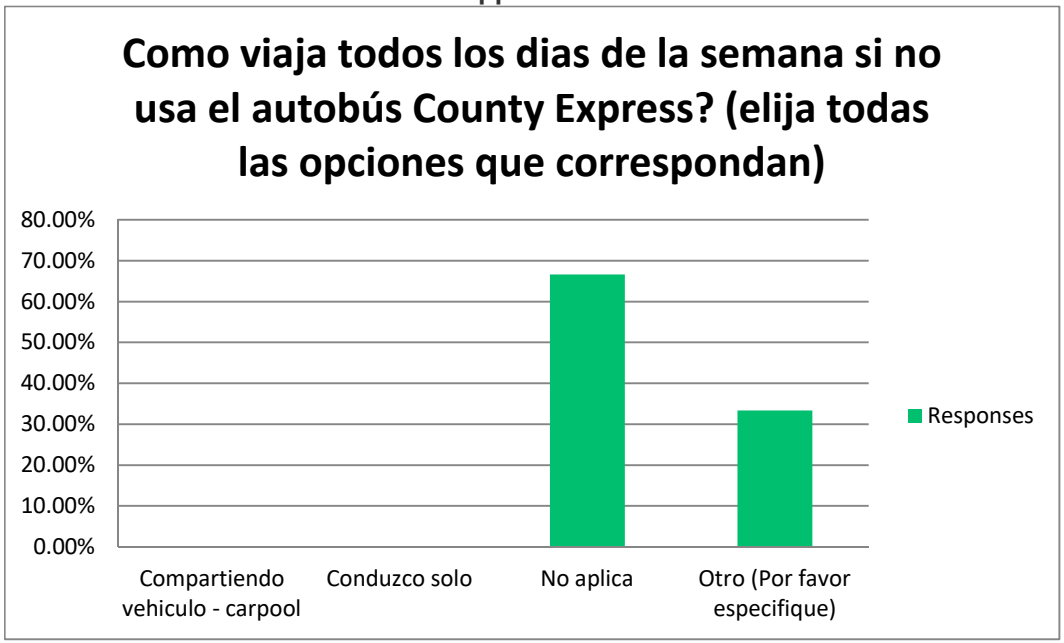
Answer Choices	Responses	
Una vez a la semana	0.00%	0
Dos veces a la semana	0.00%	0
Tres veces a la semana	0.00%	0
Cuatro veces a la semana	33.33%	1
Cinco veces a la semana	66.67%	2
	Answered	**3**
	Skipped	**70**



County Express On-Board Surveys (Hollister to Gilroy)

Como viaja todos los dias de la semana si no usa el autobús County Express? (elija todas las opciones que correspondan)

Answer Choices	Responses	
Compartiendo vehiculo - carpool	0.00%	0
Conduzco solo	0.00%	0
No aplica	66.67%	2
Otro (Por favor especifique)	33.33%	1
	Answered	**3**
	Skipped	**70**

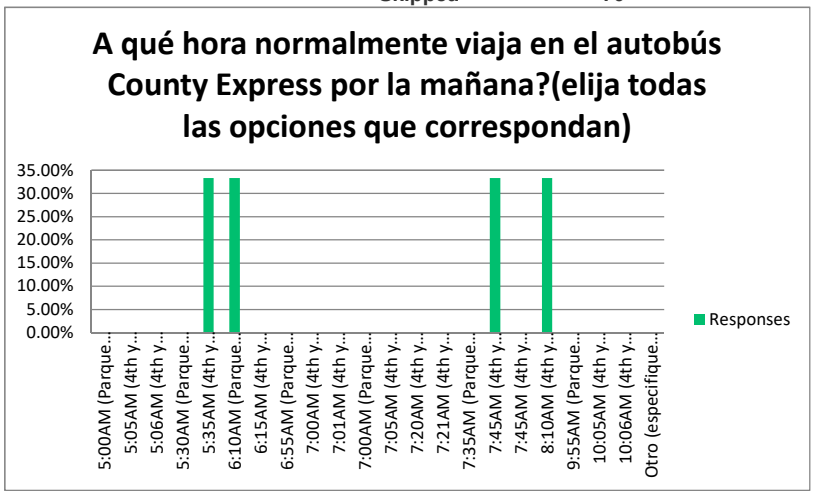


Respondents	Response Date	Otro (Por favor especifique)	Tags
1	Dec 03 2019 1	Me llevan	

County Express On-Board Surveys (Hollister to Gilroy)

A qué hora normalmente viaja en el autobús County Express por la mañana?(elija todas las opciones que correspondan)

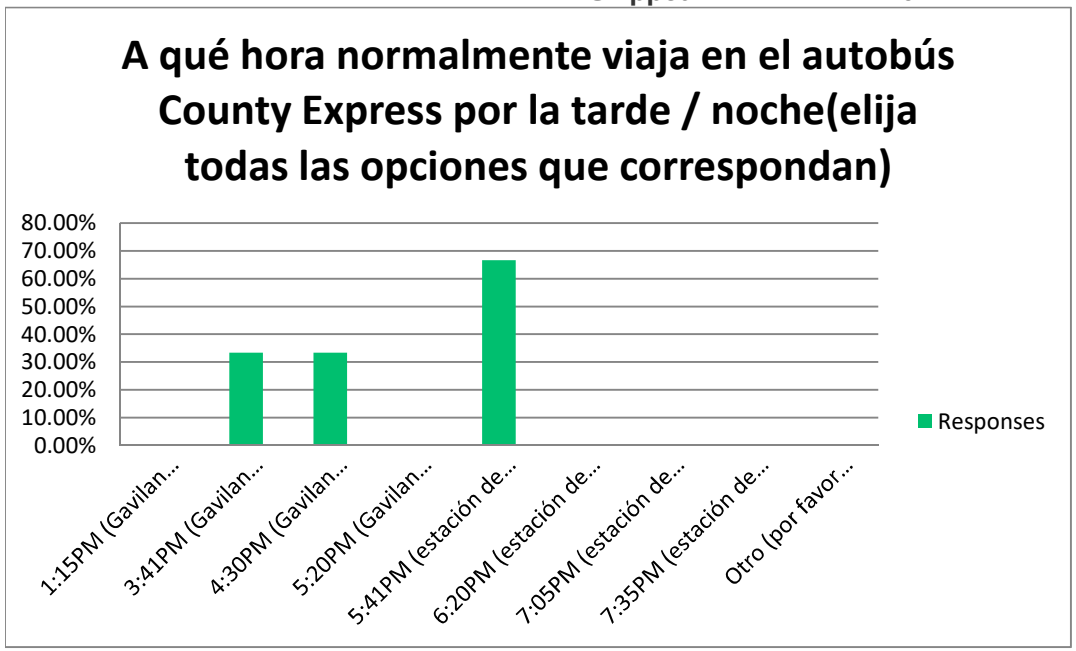
Answer Choices	Responses	
5:00AM (Parque Veterans)	0.00%	0
5:05AM (4th y San Benito)	0.00%	0
5:06AM (4th y Miller)	0.00%	0
5:30AM (Parque Veterans)	0.00%	0
5:35AM (4th y San Benito)	33.33%	1
6:10AM (Parque Veterans)	33.33%	1
6:15AM (4th y San Benito)	0.00%	0
6:55AM (Parque Veterans)	0.00%	0
7:00AM (4th y San Benito)	0.00%	0
7:01AM (4th y Miller)	0.00%	0
7:00AM (Parque Veterans)	0.00%	0
7:05AM (4th y San Benito)	0.00%	0
7:20AM (4th y San Benito)	0.00%	0
7:21AM (4th y Miller)	0.00%	0
7:35AM (Parque Veterans)	0.00%	0
7:45AM (4th y San Benito)	33.33%	1
7:45AM (4th y Miller)	0.00%	0
8:10AM (4th y San Benito)	33.33%	1
9:55AM (Parque Veterans)	0.00%	0
10:05AM (4th y San Benito)	0.00%	0
10:06AM (4th y Miller)	0.00%	0
Otro (especifique la hora y parada)	0.00%	0
	Answered	**3**
	Skipped	**70**



County Express On-Board Surveys (Hollister to Gilroy)

A qué hora normalmente viaja en el autobús County Express por la tarde / noche(elija todas las opciones que correspondan

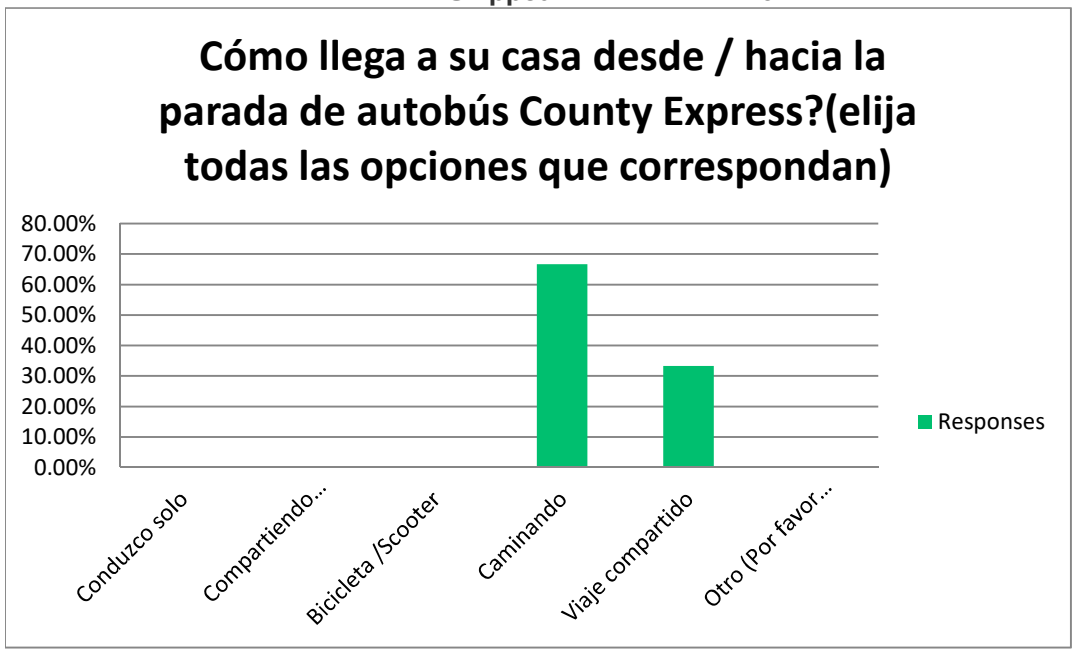
Answer Choices	Responses	
1:15PM (Gavilan College)	0.00%	0
3:41PM (Gavilan College)	33.33%	1
4:30PM (Gavilan College)	33.33%	1
5:20PM (Gavilan College)	0.00%	0
5:41PM (estación de Caltrain)	66.67%	2
6:20PM (estación de Caltrain)	0.00%	0
7:05PM (estación de Caltrain)	0.00%	0
7:35PM (estación de Caltrain)	0.00%	0
Otro (por favor especifique hora y lugar)	0.00%	0
	Answered	**3**
	Skipped	**70**



County Express On-Board Surveys (Hollister to Gilroy)

Cómo llega a su casa desde / hacia la parada de autobús County Express?(elija todas las opciones que correspondan)

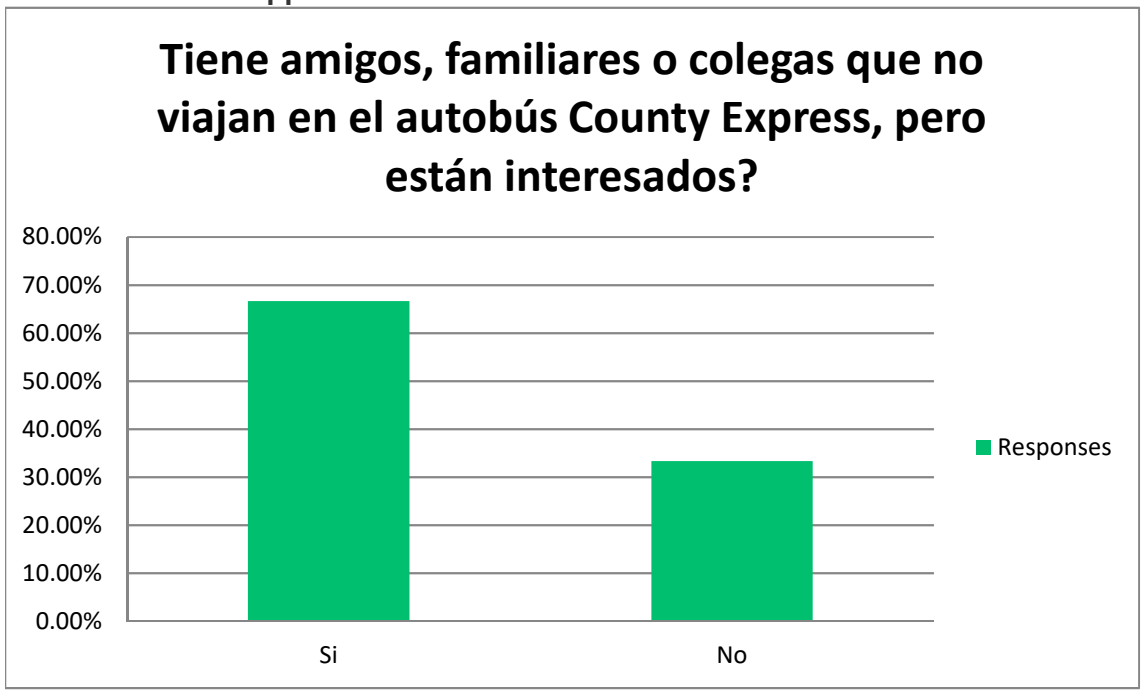
Answer Choices	Responses	
Conduzco solo	0.00%	0
Compartiendo vehiculo - carpool	0.00%	0
Bicicleta /Scooter	0.00%	0
Caminando	66.67%	2
Viaje compartido	33.33%	1
Otro (Por favor especifique)	0.00%	0
	Answered	**3**
	Skipped	**70**



County Express On-Board Surveys (Hollister to Gilroy)

Tiene amigos, familiares o colegas que no viajan en el autobús County Express, pero están interesados?

Answer Choices	Responses	
Si	66.67%	2
No	33.33%	1
	Answered	**3**
	Skipped	**70**



County Express On-Board Surveys (Hollister to Gilroy)

En caso afirmativo, ¿por qué no viajan en el autobús County Express (Seleccione todos los que correspondan)

Answer Choices	Responses	
El autobús es lento	0.00%	0
Costo	50.00%	1
El autobús no circula con frecuencia suficiente	50.00%	1
Otros (especifique)	0.00%	0
	Answered	**2**
	Skipped	**71**