

San Benito Regional Transportation Plan

2020-2045

DRAFT EXECUTIVE SUMMARY

November 18, 2021

City of San Juan Bautista - City of Hollister - San Benito County



**A Vision for the Future of
Transportation in
San Benito County**



EXECUTIVE SUMMARY

San Benito County's transportation system exists to connect residents to jobs, housing, services, and recreation. But transportation does far more than connect people and goods to their destinations; it plays a central role in our economic opportunities, cost of living, health, and quality of life.

As the Regional Transportation Planning Agency for the San Benito region, the Council of San Benito County Governments (COG) provides a forum for addressing issues of area wide interest and builds consensus on transportation issues facing the region. The COG Board is comprised of members from the Hollister City Council, San Juan Bautista City Council, and the County Board of Supervisors.

In its core function, the San Benito Regional Transportation Plan (RTP) presents a blueprint for addressing region wide issues, presently and into the future. The Plan identifies the existing transportation conditions and plans future improvements based on growth, approved plans, public input, stakeholder collaboration, and COG board of directors direction. Specifically, the Plan is a 25-year planning document that guides the development of the transportation system in the San Benito region. This document is required by state law, is comprehensively updated every four years, and includes programs to better maintain, operate and expand transportation. The Plan envisions a future in which safety and efficient transportation choices provide access to a variety of trips including to jobs, educational institutions, healthcare facilities, among others.

“The San Benito Regional Transportation Plan is guided by an integrated vision for a future transportation system that was developed with the input of residents, stakeholders, and local partners.” – Mary Gilbert, COG Executive Director

REGIONAL TRANSPORTATION PLAN STRUCTURE

The San Benito Regional Transportation Plan (RTP) is organized into eight chapters and an Executive Summary, each of which carries out the Plan’s overall vision through all-encompassing investments, services, and programs. A summary of each chapter is encapsulated in the following section.

WHAT IS IN THE RTP?

01 CHAPTER

INTRODUCING THE RTP

Introduces the backdrop and context for the chapters to follow. The RTP was developed with the understanding of the regional setting, recent economic events, long term trends, constraints, and opportunities.

03 CHAPTER

REGIONAL SETTING AND TRAVEL PATTERNS

This chapter provides the current setting in which this document was developed and examines the influences of growth and emerging trends in commute and travel patterns.

05 CHAPTER

FINANCING TRANSPORTATION INVESTMENTS

Overview of the fiscal setting and flow of federal, state, regional, and local revenues projected over the next 25 years for the San Benito region.

07 CHAPTER

PUBLIC PARTICIPATION AND COORDINATION

An overview of engagement activities and findings informing the development of the RTP.

02 CHAPTER

OVERALL POLICY APPROACH AND FRAMEWORK

A comprehensive vision for the future of transportation in San Benito region and goals reflecting core values to guide the achievement of that vision.

04 CHAPTER

TRANSPORTATION NETWORK & SYSTEM NEEDS

A description of existing transportation needs at a countywide and local level and a look at trends that will influence transportation planning for years to come.

06 CHAPTER

INVESTMENTS IN OUR TRANSPORTATION FUTURE

Identification of projects to be prioritized over the next 25 years given the funding identified in Chapter 5.

08 CHAPTER

IMPLEMENTATION

Describes how the RTP advances the plan goals and provides a roadmap for implementation.

THE COVID-19 PANDEMIC: IMPACTS & UNCERTAINTIES

The COVID-19 pandemic and associated shelter-in-place policies have resulted in major shifts in behavior and economic conditions. However, the duration and depth of these shifts are unknown, and the consequences over the medium to long-term are uncertain. Some shifts may persist and even grow, whereas others may quickly revert to pre-pandemic conditions. Uncertainties fall into the following overarching categories:



ECONOMIC CONDITIONS - The pandemic has created significant economic uncertainty, raising concerns about long-term impacts on transportation and land use, such as the future of brick-and-mortar retail versus online shopping, traffic congestion levels, the restructuring of transit services, the vitality of historic business districts and downtowns, and the scale of international trade.



SOCIAL BEHAVIOR - Long-term changes to social behavior are uncertain. Some current trends include more remote work and learning, an aversion to shared spaces and public transit, and an increase in home deliveries. Outdoor activities increased locally, and COG participated in bicycle and pedestrian safety outreach. Decreases in commuter traffic, particularly on Highway 25 were anecdotally noticeable.



AGENCY FUNDING - The funding outlook for San Benito and agency partners depends on the length and depth of the reduction in economic activity and funding from federal economic stimulus or new regional or state funding sources. Changes in policies may also affect the types of projects receiving stimulus or other matching funds. COG was the recipient of Stimulus funding needed for its public transit services and overall operations of the agency.



ESSENTIAL WORKERS AND LOW-INCOME COMMUNITIES - Workers who provide essential services and low-income communities have been heavily impacted by the pandemic. Uncertainty about the pace of economic recovery strongly affects their livelihoods, and ensuring safe and affordable transportation options for these groups is especially critical. COG as the Local Transportation Authority provided subsidized trips on its public transit services during the pandemic to help communities particularly affected by the pandemic.

The COVID-19 pandemic occurred as the RTP moved into the final phase of developing the core recommendations. The Council of San Benito County Governments (COG) has a key strategic role to play in the very near-term, particularly in terms of supporting jurisdictions and transit the agency in weathering the immediate crisis.

In response to the pandemic, the San Benito Local Transportation Authority restructured its County Express public transit services by providing for mandated social distancing requirements, frequent sanitation of vehicles, and free transit services to the public for essential travel (employment, shopping, medical, etc.). During the peak of the pandemic, County Express also participated in the Great Plates program by delivering meals to local seniors citizens and other adults at high risk from COVID-19 to stay home and stay healthy by delivering three nutritious meals a day. The State and



Figure 0-1: Local Transportation Authority Assists in Great Plates Program

Source: Council of Governments

County provided essential economic stimulus to local businesses struggling to stay afloat during the COVID-19 crisis.

In addition, State supplemental COVID-19 transportation funding was administered by the Council of Governments and distributed to the local agencies.

Beyond the Regional Transportation Plan (RTP), San Benito COG will continue to listen to the needs of local agencies and the public, evaluate the changing landscape for delivering projects and programs, and stay flexible and nimble to respond as conditions demand.

AN ONGOING COVID-19 STRATEGY WILL SUPPORT THE FOLLOWING FOR SAN BENITO COUNTY:

- The need for safe streets for walking and biking in neighborhoods
- Vulnerable populations uniquely threatened by COVID-19
- Transit recovery and making people feel safe again on transit
- Economic recovery, stimulating the economy and job creation

REGIONAL TRANSPORTATION PLAN HIGHLIGHTS

As part of the Regional Transportation Plan (RTP) update, the Council of Governments (COG) performed a careful analysis of the transportation system, the future growth of the region, and potential new sources of revenue, and embarked on public outreach undertaking to hear what the region had to say about the transportation system. The result of this multi-year effort is the RTP, a shared vision for the region’s sustainable future. Highlights of the new RTP, which focus on the years 2020 through 2045, are summarized in the following section.

Policy Framework

The San Benito RTP is guided by several key principles that are adopted by the COG Board of Directors with each update to the document. These goals support the region’s transportation vision.



ACCESSIBILITY & MOBILITY

Provide convenient, accessible, and diverse travel options while maximizing productivity for all people and goods in the region. Promote cross jurisdictional coordination to bring about improved efficiencies and connectivity.



SYSTEM PRESERVATION AND SAFETY

Preserve, maintain, and ensure a sustainable and safe regional transportation system.



ECONOMIC VITALITY

Raise the region’s standard of living by enhancing the performance of the transportation system. Pursue suitable and flexible funding to maintain and improve the System.



SOCIAL EQUITY

Provide an equitable level of transportation services and projects to all segments of the population. Encourage community participation, including from traditionally underrepresented communities.



HEALTHY COMMUNITIES

Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices. Encourage active transportation.



ENVIRONMENT

Promote environmental sustainability and protect the natural environment.

In meeting the region’s goals, it is vital to consider the factors that influence the patterns of where, how much, and how we travel. The amount and distribution of traffic on highways and local roads can fluctuate based on population, housing, location of jobs and services, the economy, travel choices, goods movement, and other factors.

Regional Setting And Travel Patterns

The RTP looks at population, employment, and housing projections, and provides a plan for investments needed to support the planned growth of the area. The Association of Monterey Bay Area Governments’ (AMBAG) Regional Growth Forecast shows the population for the San Benito region growing from 62,353 in 2020 to 83,366 by the year 2045, Figure 0-2.

Employment projections also show steady increase over the next 25 years. Between the years 2020 and 2045, employment will grow by 12 percent or by 2,863 jobs. Employment opportunities are a factor influencing travel patterns within the region. San Benito is located within an approximate 50-mile drive to higher employment Counties of Santa Clara, Monterey, and Santa Cruz. This has resulted in a high percentage, 48.9 percent,¹ of the workforce traveling outside the County for employment. Locating job opportunities within the San Benito region continues to be a priority for local government agencies.

The housing market will also continue to increase to accommodate future growth. The San Benito region as a whole is projected to have a 29 percent or 5,862 increase in housing units between 2020 and the year 2045.

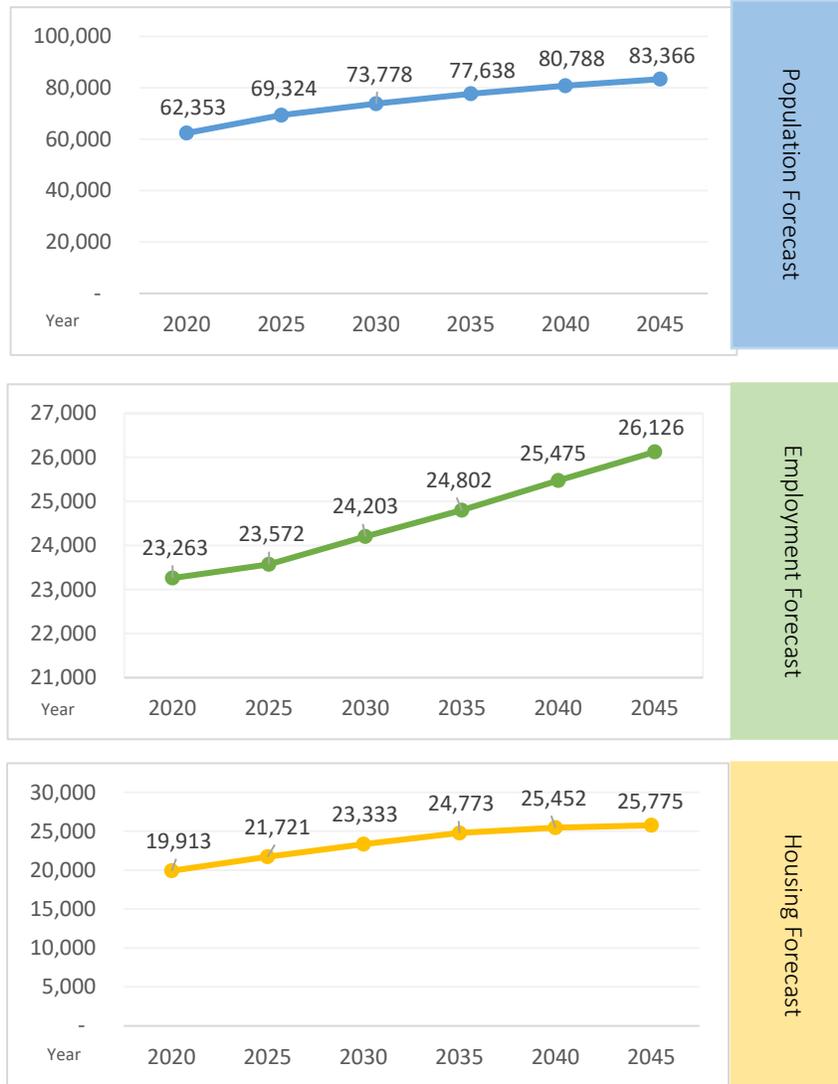


Figure 0-2: Population, Employment and Housing Projections

Source: Association of Monterey Bay Area Governments Regional Growth Forecast (2018)

¹ 2010 U.S. Census

The above-mentioned projections are critical in planning for the future. Knowing how people travel is a necessary element in determining what transportation investments are needed to meet the challenges and opportunities that will face the region through the year 2045.

ADDRESSING MOBILITY NEEDS

Over the next 25-years, the Regional Transportation Plan identifies (RTP) over \$1.6 billion in transportation project costs across all modes, as illustrated in Figure 0-3.

The greatest project category cost (77%) is identified for local roads and the regional highway system. Local roads accounts for 28 percent or \$467 million of the overall cost, while the regional highway system accounts for 49 percent or over \$804 million of the total cost.

A summary of San Benito region’s existing transportation system needs, by mode, is identified in *Chapter 4: Snapshot of the Existing Transportation Network and System Needs*. A list of the region’s planned infrastructure projects is included as part of Appendix A.

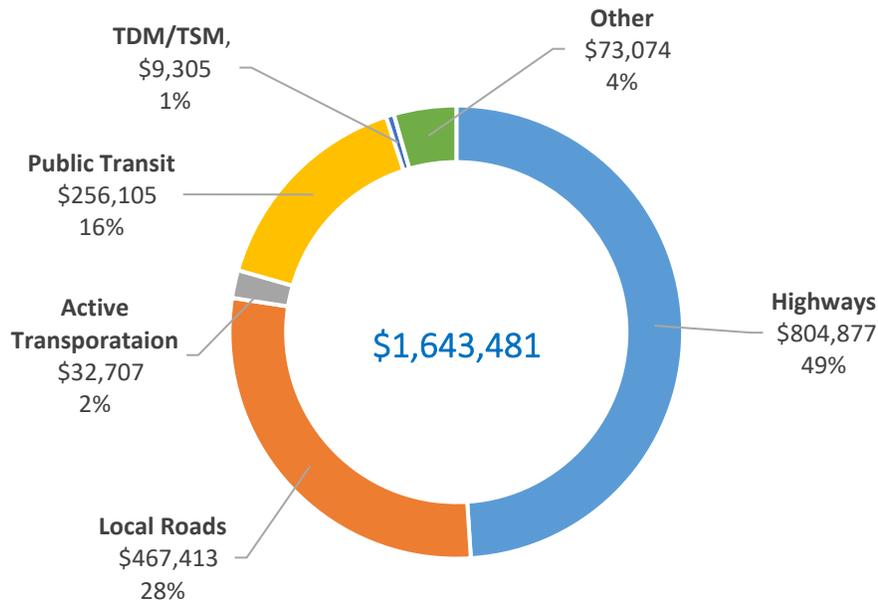


Figure 0-3, 25-Year Transportation Project Costs (000's)

Source: Council of San Benito County Governments

*TDM/TSM: Transportation Demand Management/Transportation System Management

FUNDING TRANSPORTATION PROJECTS

Transportation projects in San Benito County are funded through a variety of federal, state, regional, and local funding sources, Figure 0-4. A summary of the revenue anticipated for the San Benito region over the next 25 years is included as Appendix B.

Less than half (47%) of the revenue projected for the San Benito region is provided by federal and State funding sources. Local funding provides 53 percent of the anticipated revenue for transportation projects and programs. The projected Measure G sales tax revenue and the Regional Transportation Impact Mitigation Fee Program will provide a significant portion of the revenue allocated for local projects. The fees from the Impact Mitigation Fee Program are collected from commercial, industrial, and residential developers as a requirement for a building permit. The primary objective of the program is to ensure that new development pays its fair share of the transportation costs associated with growth and the increased demand on the transportation network.

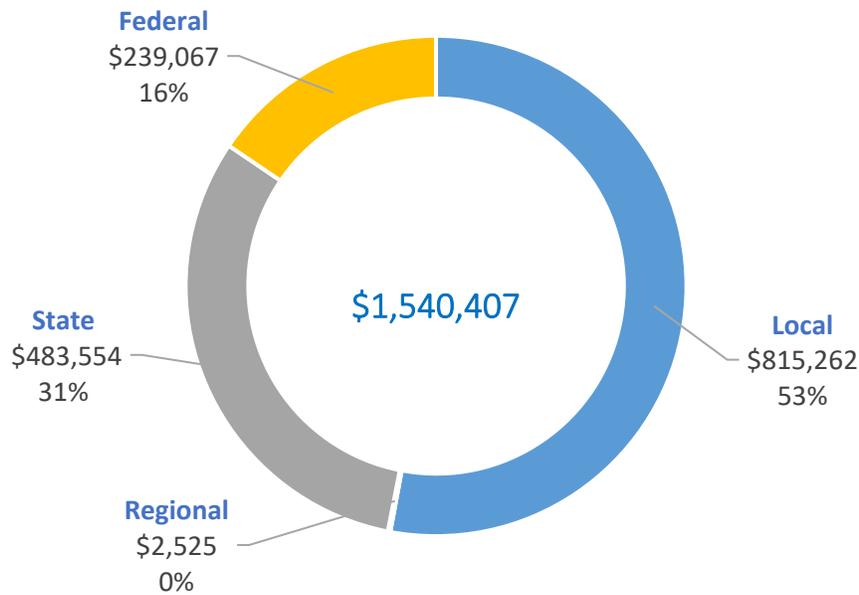


Figure 0-4: San Benito 25-year Projected Revenues (000's)

Source: Council of San Benito County Governments

The shortfall of transportation funding is the biggest challenge facing the San Benito region in its ability to deliver transportation projects and programs, Figure 0-5.

Based on projected revenues, \$1.5 billion is reasonably anticipated to be available to finance \$1.6 billion of transportation project costs between the years 2020 through 2045, Figure 0-5. There is a \$103 million funding shortfall needed to meet the entire infrastructure needs of the San Benito region over the next 25-years. Funding forecasts show that project costs exceed the projected revenues – affecting the number of identified projects that may be delivered over the next 25 years.

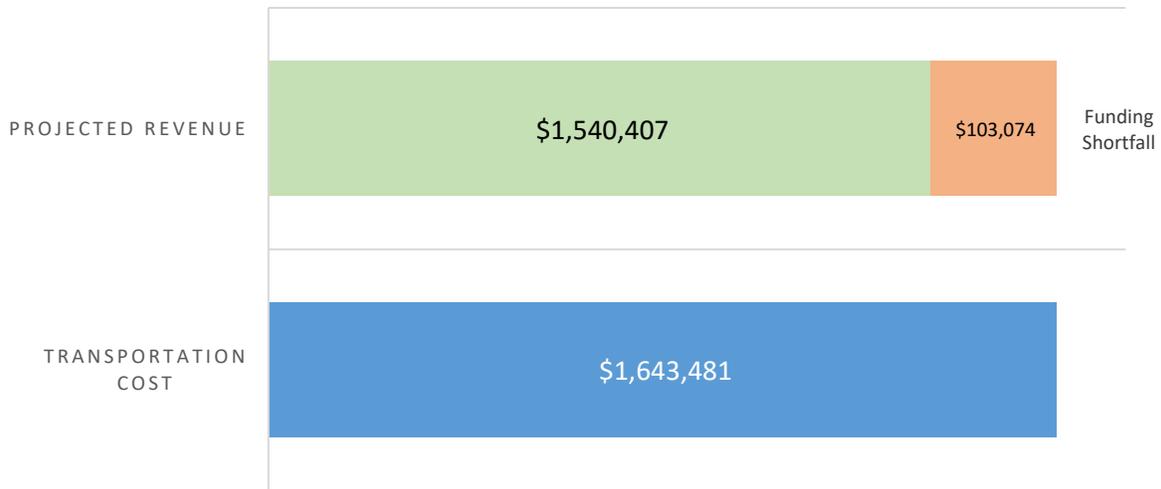


Figure 0-5: Transportation Costs vs. Projected Revenue, Shortfall (000's)
Source: Council of San Benito County Governments

TRANSPORTATION INVESTMENTS

The San Benito Regional Transportation Plan (RTP) identifies a list of financially constrained transportation projects and programs that are expected to be funded with the projected revenues of \$1.5 billion. These projects are aimed at meeting the San Benito region’s mobility needs.

The category of investments, by mode of transportation, are shown in Figure 0-6. This illustration shows how much funding is projected to be available for the following:

- 1) Regional Highways
- 2) Local Roads
- 3) Public Transit
- 4) Active Transportation (e.g., bikeways and pedestrian paths)
- 5) TDM/TSM Transportation Demand Management and Transportation System Management (e.g., ridesharing and technology projects)

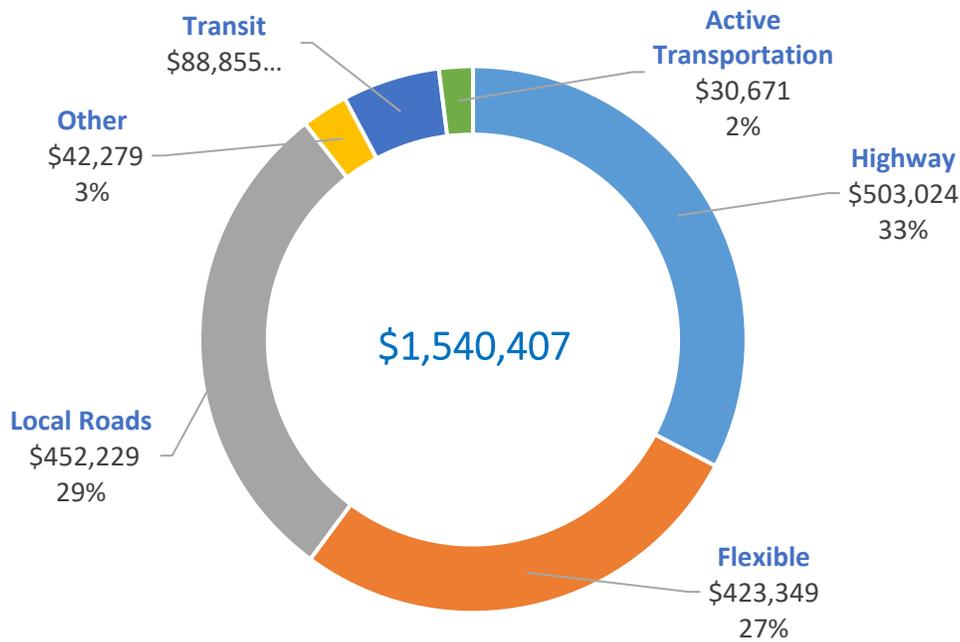


Figure 0-6 List of Financially Constrained Projects (000’s)

Source: Council of San Benito County Governments

*TDM/TSM: Transportation Demand Management/Transportation System Management

TRANSPORTATION PLANNING

Public Outreach

Public outreach for the San Benito Regional Transportation Plan (RTP) was conducted with the overarching goal of identifying projects that address the needs of the public. The investments proposed are reflective of the Council of Governments' (COG) policy goals as well as the suggestions expressed by interested community groups, policy makers, partner agencies, stakeholders, and members of the public. COG conducted public outreach between the years 2021 and 2022, please refer to Chapter 7.

Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS)

As the San Benito region transforms, locating employment opportunities where there is an increased potential for transit usage, as well as walking and biking opportunities, will become critical. Land use planning and transportation options will dictate how people travel within the San Benito region. Integrating the two will have a key role in shaping the area and in delivering social, economic, and environmental sustainability.

Senate Bill 375 set forth a requirement for the Association of Monterey Bay Area Governments (AMBAG) as the region's Metropolitan Planning Organization to develop a Sustainable Communities Strategy (SCS) as part of their Metropolitan Transportation Plan (MTP). The SCS identifies transportation and land use strategies to reduce greenhouse gas emissions from cars



and light trucks. Both documents provide local jurisdictions with forecasted development patterns, that when paired with the appropriate transportation investments are intended to reduce greenhouse gas emissions from vehicles. AMBAG coordinates the development of the MTP with Regional Transportation Planning Agencies, including: the Council of San Benito County Governments, the Santa Cruz County Regional Transportation Commission and the Transportation Agency for Monterey County, transit providers, the Monterey Bay Air Resources District (MBARD), state and federal governments, and organizations having interest in or responsibility for transportation planning and programming.

As the San Benito region changes, innovative methods of planning and delivering projects will also play a critical role moving into the future.

THE FUTURE OF TRANSPORTATION

Signs of change to the transportation landscape are rolling across the United States. Technology is evolving how transportation systems are built and maintained, affecting how people travel, and goods are transported. Generally rural communities, such as San Benito, experience these changes at a slower pace than more urbanized areas.

Zero-Emission Vehicle (Zev) Technology

In California, the transportation system mobility relies primarily on petroleum-based fuels, this is projected to change dramatically by the year 2035. As discussed in the California Transportation Plan, State policies to encourage cleaner fuels and vehicles will continue as part of the 2045-year outlook. On a per capita basis, consumption of gasoline has been steadily declining since 1990, which is attributed to increased vehicle efficiency.

Transportation currently accounts for more than 41 percent of California's Greenhouse Gas Emissions - California Air Resources Board 2017

Gasoline consumption is likely to continue to decline and the demand for alternative fuels and methods, such as electrification, are expected to increase.² In 2020, California Governor Gavin Newsom signed Executive Order 79-20 moving the state further away from its reliance on climate change-causing fossil fuels while retaining and creating jobs and spurring economic growth.

A significant reduction in greenhouse gas emissions is expected to occur with the implementation of EO-N79-20, which requires 100 percent zero-emission vehicle sales in California by 2035. The shift to a predominately zero-emission vehicle fleet would result in reductions that surpass the State's legislative target of reducing GHG emissions to 80% below 1990 levels by 2050, while also leading to [improve air quality, public health outcomes, and quality of life](#).



The executive order requires sales of all new cars and passenger trucks to be zero-emission by 2035 and additional measures to eliminate harmful emissions from the transportation sector. California currently has the largest alternative fuel network of any state.³

² 2050 California Transportation Plan

³ Over 3,000 electric vehicle (EV) charging and twenty hydrogen fueling stations, and an increasing number of natural gas stations

The success of long-term transportation electrification will depend in part on the near-term deployment of charging infrastructure. In the San Benito region, there are several public electric vehicle charging stations and residential chargers, Figure 0-7.

COG is a partner of the Monterey Bay Electric Vehicle Alliance (MBEVA), a public-private partnership comprised of diverse stakeholders in the tri-county region of Monterey, San Benito, and Santa Cruz Counties. MBEVA’s overall mission is to promote rapid adoption of plug-in electric vehicles.

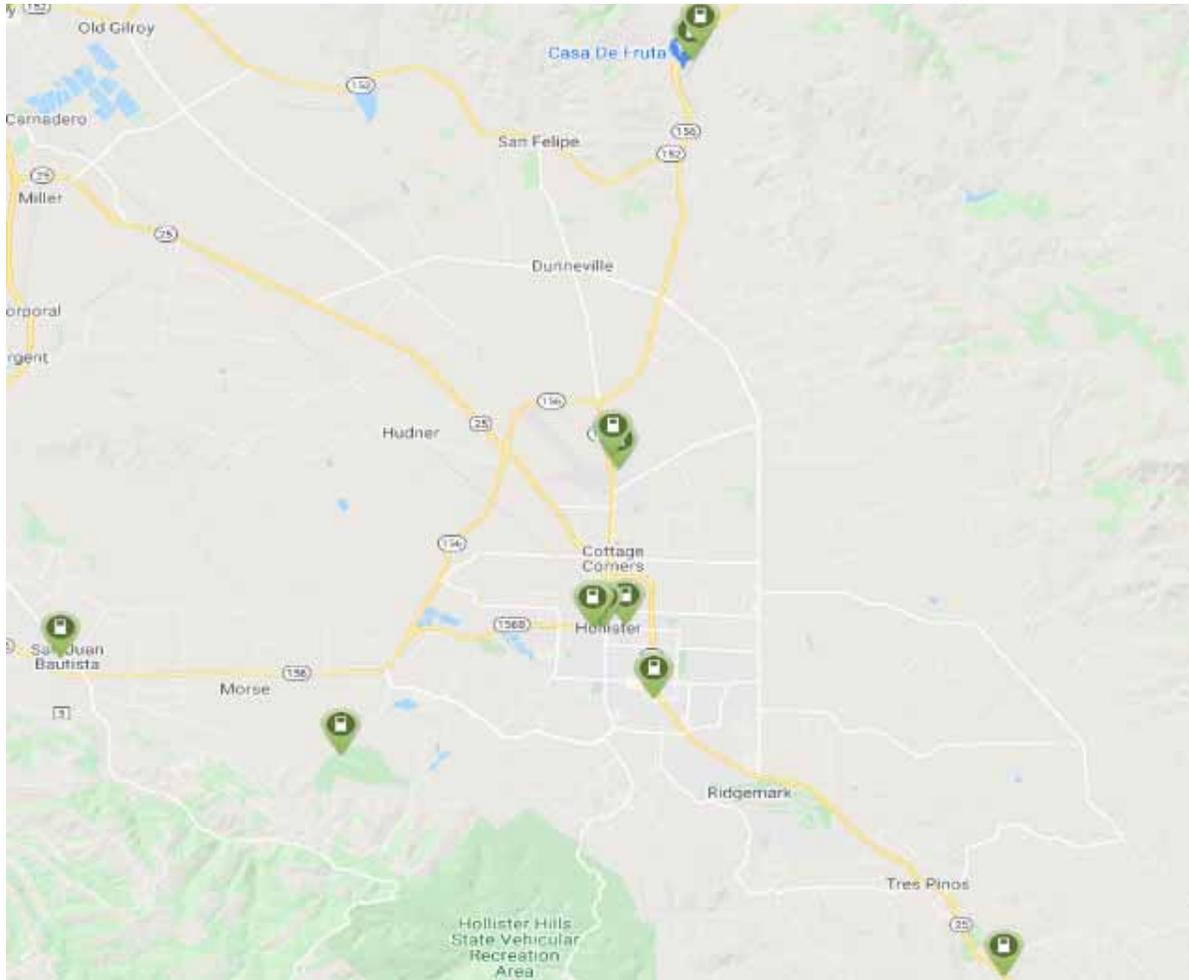


Figure 0-7 San Benito Electric Vehicle Charging Stations
Source: PlugShare

ZERO-EMISSION TRANSIT BUS FLEET

In 2018, the California Air Resources Board also approved a first-of-its-kind regulation in the United States that sets a statewide goal for public transit agencies to gradually transition to 100 percent zero-emission bus fleets by the year 2040.

The Innovative Clean Transit regulation is part of the statewide effort to reduce emissions from the transportation sector, which accounts for 50% of greenhouse gas emissions and 80-90% of smog-forming pollutants. The transition to zero-emission technologies, where feasible, is essential to meeting California’s air quality and climate goals.

To transition successfully to an all zero-emission bus fleet by the year 2040, each transit agency will submit a rollout plan under the regulation demonstrating how it plans to purchase clean buses, build out necessary infrastructure, and train the required workforce.



Figure 0-8: The Future of the Way We Move: Electric Vehicles, Emceed by the Council of Governments

Source: Women in Transportation

As the demand for economically and environmentally efficient vehicles grows, new technologies enter into the marketplace. As noted in the 2050 California Transportation Plan, the State will continue to demonstrate its environmental stewardship and leadership, priming the market for new technologies with its own vehicle choices and through incentives and integration into existing and future transportation systems.

CONCLUSION

Overall, the RTP accomplishes the goals set forth and provides a menu of transportation options for a growing community with various mobility needs. The projects and programs make the best use of limited federal, State, and local transportation dollars. The continuing gap in available transportation funding and needs is an issue in San Benito County and throughout the region and State. The Council of Governments continues to advocate for more transportation funding, and alternative and innovative strategies to deliver projects in the San Benito Region.

The Council of Governments will implement the San Benito RTP through planning, funding, project delivery, and advocacy.

San Benito Regional Transportation Plan

2020-2045

DRAFT

November 18, 2021

City of San Juan Bautista - City of Hollister - San Benito County



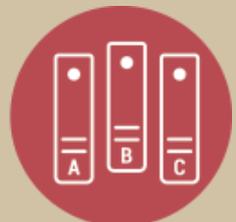
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VISION & MISSION

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

SBCOG improves the mobility of San Benito County travelers by planning for and investing in a multi-modal transportation system that is safe, economically viable, and environmentally friendly.





BOARD OF DIRECTORS

Ignacio Velazquez, Chair, Hollister City Council

Mary Vazquez Edge, Vice Chair, San Juan Bautista City Council

Rolan Resendiz, Hollister City Council

Peter Hernandez, San Benito County Board of Supervisors

Bob Tiffany, San Benito County Board of Supervisors

AGENCY STAFF

Mary Gilbert, Executive Director

Veronica Lezama, RTP Project Manager

Norma Rivera, Administrative Services Specialist

Regina Valentine, Transportation Planner

Monica Gomez, Clerk of the Board

Griselda Arevalo, Office Assistant

Regional Transportation Plan Structure

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Chapter 1: Introducing a Vision for the Future of Transportation

Chapter 1 introduces the backdrop and context for the chapters to follow. The Regional Transportation Plan was developed with the understanding of the regional setting, recent economic events, long term trends, and constraints and opportunities.

REGIONAL TRANSPORTATION PLANNING AGENCY

Established in 1973, the Council of San Benito County Governments (COG) is the regional transportation planning agency representing the County of San Benito, and the Cities of Hollister and San Juan Bautista. COG provides a forum for addressing transportation matters of area wide interest and builds consensus on transportation issues facing the San Benito region. #

Our Roll in the Community

Council of San Benito County Governments (COG) improves the mobility of San Benito county travelers by planning for an investing in a multi modal transportation system that is safe, economically viable, and environmentally friendly

The COG Board of Directors include two City Council representatives from the City of Hollister, one representative from the San Juan Bautista City Council, and two from the County Board of Supervisors. In addition to serving as the Regional Transportation Planning Agency for San Benito County, the COG Board serves in a variety of capacities, including as the:

Local Transportation Authority (LTA)

The LTA was formed by a Joint Powers Agreement between the Cities of Hollister and San Juan Bautista and the County of San Benito to administer the regional transit program.

Airport Land Use Commission (ALUC)

The purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of local airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.

Service Authority for Freeways and Expressways (SAFE)

SAFE was established in September 1998 by the City Councils of Hollister and San Juan Bautista and the San Benito County Board of Supervisors. This agency is responsible for the area's emergency motorist aid program, which consists of emergency call boxes and other motorist aid programs such as additional CHP enforcement. There are currently 40 call boxes in San Benito County along highways 25, 101, 129, 146, 156 and Panoche Road.

Measure A Authority

Measure A is a ballot measure that was passed by the voters of San Benito County in 1988. It consists of a half cent sales tax over a period of ten years to be used for a number of local transportation improvement projects. The Measure A Authority has since expired.

REGIONAL TRANSPORTATION PLAN

As a core function, the Council of San Benito County Governments (COG) develops a 25-year vision that guides local transportation decision making, which is presented in this document as the Regional Transportation Plan (RTP). The RTP is updated every four years and includes both long and short-range program of strategies and actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The RTP was developed based on the unique needs and characteristics of the San Benito region and helps shape the economy, environment, and social future, and communicates regional and vision to the State of California and federal government.

“The Regional Transportation Plan 2045 is guided by an integrated vision for a future transportation system that was developed with the input of residents, stakeholders, and local partners.”

Mary Gilbert, COG Executive Director

As the region’s comprehensive transportation planning document, the RTP also serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements. An RTP communicates the vision of a community and looks into the future. Specifically, the RTP considers the potential impacts of projected housing, population, and employment growth on the transportation network and identifies solutions to meet the increased demand on all modes, including highways, local roads, bicycle, pedestrian, public transit, among others.



This plan sets a vision and establishes priorities for transportation in the San Benito region.

PROGRESS SINCE THE PREVIOUS RTP

With each adopted Regional Transportation Plan (RTP), the Council of Governments (COG) aims at planning and delivering a system that provides for consideration of all transportation modes and ultimately meets the growing needs of the region. Since the previously adopted RTP in 2018, the San Benito region has made notable progress. Particularly in the realm of transportation funding, project delivery, context sensitive planning, public engagement, and in other focus areas, as discussed in the following sections.

Transportation Funding

During the November 6, 2018 election, Measure G was approved by **69.77%** of San Benito County voters. The Measure is a one-cent sales tax authorization dedicated to transportation improvements and was sponsored by the Council of San Benito County Governments (COG).



The Measure was developed following a thorough conversation with community members, elected officials, and others to evaluate the greatest transportation needs and challenges of the San Benito County region. Identified needs included widening Highway 25, repairing local streets and roads, and bicycle and pedestrian improving mobility, and transit services.

Out of those conversations, COG staff developed a detailed expenditure plan, called the San Benito County Roads and Transportation Safety Investment Plan (TSIP), which was implemented with the passage of Measure G. Construction and planning efforts are underway on the projects identified in the TSIP, which includes a full project list that divides San Benito County transportation projects into three tiers:

An infographic with a dark red background, divided into three columns. Each column has a white icon at the top, followed by a tier label, a title, and a brief description.

- Tier I:** Icon of vertical lines representing a road. Title: **Highway 25**. Description: Widen Highway 25 to reduce traffic congestion.
- Tier II:** Icon of a hand holding a pencil. Title: **Local Road Improvement**. Description: Maintain local roads, repair potholes, and improve traffic flow.
- Tier III:** Icon of a bus. Title: **Bike, Pedestrian & Public Transit**. Description: Improve bicycle & pedestrian safety, bus services for seniors, people with disabilities, and youth.

PROJECT DELIVERY

Highways System

Highway 25

The expansion of highways has slowed considerably over the last decade due to federal, state, and local financial constraints. Still, several strides have been made to improve access, close critical gaps, and congestion chokepoints in the regional highway network.



Figure 1-1: Highway 25, San Benito County

In 2020, the Council of Governments (COG), Caltrans, and San Benito County planning staff and engineers developed six construction alternatives for the Highway 25

Project (State Route 25 Expressway Conversion Project) during a value analysis study that met community needs and accelerate the widening project while staying within budget. The first segment of the Highway 25 Project will convert the existing two-lane conventional highway into a four-lane expressway from San Felipe Road in the City of Hollister to Hudner Lane north of State Route 156 in San Benito County. An interchange at SR 25/SR 156 will replace the existing signalized intersection (roundabout), and has been identified as the first phase of the project. The environmental phase of the Highway 25 project will commence in the Spring of 2022.

Work is also under way to build an innovative, multi-lane roundabout at the Highway 25/Highway 156 intersection north of Hollister. This is a critical safety project that will immediately reduce the number and severity of collisions at the intersection. Caltrans is planning to begin construction of the roundabout in February 2022.



Figure 1-2: SR 25/ SR 156 , Turbo Roundabout
Source: Caltrans

The Measure G-funded project to widen Highway 25 (to be completed over the coming years) will also include a permanent interchange at this intersection to improve safety.

Highway 156

Another critical project in San Benito County is the State Route 156 Conversion Project which is set to begin construction in the Spring of 2022. Work is now under way to build the new Highway 156 4-Lane Expressway between San Juan Bautista and Hollister. The project is being paid for with state highway funds and developer fees. Caltrans expects to complete construction in 2024. The existing highway will remain open during construction of the new Expressway. Project milestones and schedule include the following:

- **Design Phase:** Complete
- **Utility Work:** Ongoing, Complete Winter 2021
- **Advertising for Bids:** December 2021/January 2022
- **Construction:** Begins March/April 2022



Figure 1-3: Highway 25, San Benito County

Source: Caltrans

Local Streets and Roads

Local roadways are constructed and maintained by the City of San Juan Bautista, City of Hollister, and County of San Benito, respectively.

The Council of Governments (COG) has an adopted Regional Transportation Impact Mitigation Fee Program, which finances improvements to the regional network of local roads and bicycle improvements that are needed to mitigate the traffic impact of new development. The County of San Benito and the Cities of Hollister and San Juan Bautista are continuing their efforts to implement the projects identified in the program.

Since the last update to the Regional Transportation Plan (RTP), San Benito County voters approved Measure G. As noted in the previous funding section, Measure G will provide critical revenues to address local street and road rehabilitation and maintenance needs in the Cities of San Juan Bautista and City of Hollister, and County of San Benito.



MEASURE G WEBSITE
SanbenitoCog.org/MeasureG

- Project updates
- Interactive map
- Citizens Oversight Committee



Figure 1-4: First project completed under Measure G, Third Street Pavement Resurfacing Project, City of San Juan Bautista

Source: City of San Juan Bautista

Since the passage of Measure G, the local government agencies have completed several key projects. The County of San Benito completed several pavement rehabilitation projects including those of Union Road, Buena Vista Road, and Union Road in the year 2020 and 2021. The City of San Juan Bautista completed the first project funded under the Measure.

Active Transportation

The region is making steady progress in encouraging more people to embrace active transportation methods of moving. In the San Benito region, planning, designing, and constructing complete streets are being tailored to the local context and the particular needs and opportunities of each project.

Beyond the built environment of human-made infrastructure (i.e., bicycle lanes, etc.), COG continued its focus of engaging community through annual events such as Walk to School Day, Bike Week, Kids at the Park, and community sponsored bicycle rides.



Figure 1-5: COG staff participates in *Un Paseo en Bicicleta* a bicycle ride in the City of San Juan Bautista, Helmet Fitting event at Kids at the Park, and Walk to School Day at R.O. Hardin Elementary School

Source: Council of San Benito County Governments

Public Transit

Transit services in the San Benito region provide mobility benefits to the community. Significant progress has been made toward completing capital projects for transit, including the purchase of new vehicles, upgrading dispatch software, and planning for the implementation of Mobility on Demand and the Tripper service.

In the summer of 2021, the San Benito Local Transportation Authority (LTA) launched two new services in response to the COVID-19 pandemic.

- County Express On-Demand will be the first on-demand bus service offered in Hollister. Buses will not have a fixed schedule; instead, riders can schedule a ride up to one hour in advance using the County Express On-Demand mobile phone app.
- The Tripper service is an added bus service during peak school travel times—students and the general public may ride.



Figure 1-6: Mobility on Demand mobile App
Source: LTA

The San Benito LTA also completed the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study and kicked off an update to the Short-Range Transit Plan in the Fall of 2021.

Aviation

There are two airports in the San Benito County region, including the Hollister Municipal Airport and Frazier Lake Airpark.

Frazier Lake Airpark is a privately-owned airport for public use located in the northwest area of San Benito County approximately 8 miles northwest of Hollister, 40 miles southeast of San Jose, and 40 miles northeast of Monterey. The Airport is located on 156 acres of land, at an elevation of 153 feet above mean sea level. The Airport is owned and operated by the Frazier Lake Airpark Corporation. Frazier Lake Airpark is unique in two



Figure 1-6: Frazier Lake Airpark
Source: Frazier Lake Airpark

respects; one of its runways is irrigated turf, the other runway surface is water. The turf runway attracts pilots from other airports due to the unique experience of landing on a grass surface and is the only public-use irrigated turf runway in the state.

The City of Hollister owns and operates the Hollister Municipal Airport, which is located at the North end of Hollister, on the west side of San Felipe Road. The Airport supports general aviation activities and plays host to a number of airport related businesses, such as Cal Fire Air Attack Base which plays an important role in suppressing wildfires in six counties.

Over 53,000 that land and take off from the Hollister airport every year.

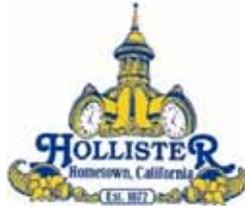


Figure 1-7: Hollister Municipal Airport

Source: City of Hollister

REGIONAL TRANSPORTATION PLANNING IN SAN BENITO COUNTY

The regional transportation planning process for this document is led by the Council of Governments (COG) and is a collaborative effort that is widely participated by various key stakeholders and the general public. The process is designed to foster involvement by all interested parties. Particularly, planning on the development of the San Benito County Regional Transportation Plan (RTP) involve the collaboration of various regional partners, including: the City of San Juan Bautista, City of Hollister, County of San Benito, Association of Monterey Bay Area Governments (AMBAG), Department of Transportation (Caltrans), community organizations, stakeholders, and the general public.



The San Benito RTP was prepared in accordance with the California Transportation Commission's Regional Transportation Plan Guidelines.



Chapter 2: Overall Policy Approach & Performance Measures

This chapter sets the Regional Transportation Plan's goals, policies, policy framework and performance measures, reflecting changing priorities and practices at the local, regional, state, and federal levels.

OVERALL POLICY APPROACH

There are several federal, state, regional, and local goals and requirements that govern the San Benito Regional Transportation Plan (RTP).

The San Benito local goals and recommendations evolved through an open and collaborative planning process from transportation partners, stakeholders, advocacy groups, and the public. The set of local policy goals, illustrated in Figure 3-1, are responsive to the needs of the community and the region’s transportation system. These policy goals are crafted to guide policymakers in their comprehensive and day-to-day decision making about transportation.

While the RTP focuses on San Benito County, it is important to consider the transportation network as it operates regionally, while also meeting state and national goals. The local, state, and federal goals are further described below.

Local Transportation Goals And Strategies



Accessibility & Mobility

Provide convenient, accessible, and reliable travel options for local residents and visitors alike.



System Preservation and Safety

Preserve the existing system with ongoing maintenance and rehabilitation.



Economic Vitality

Support Investments in transportation that have a direct impact on retail spending and job growth.



Social Equity

Provide an equitable level of transportation services to all segments of the population.



Healthy Communities

Encourage active transportation projects and programs.



Environment

Promote environmental sustainability and protect the natural environment of the region.

The San Benito County Regional Transportation Plan calls for a safe, sustainable, multimodal transportation system that provides reliable and efficient mobility and accessibility for people, goods, and services. The following section is structured around both short-term and long-term strategies and

actions for meeting the overall goals, while supporting development of healthy communities, preserving the environment, ensuring the equitable distribution of investments, and enhancing the local economy.



Accessibility & Mobility

Provide convenient, accessible, and reliable travel options for local residents and visitors alike.

Short Range Strategies:

- Improve pavement conditions by investing in local roads.
- Provide safe, attractive, and affordable modes of travel (e.g., walking, bicycling, etc.) that improve access to key destinations.
- Improve transportation system efficiency by pursuing traditional and non-traditional funding sources.
- Improve public transit mobility and access to other transit connections. Encourage transit-oriented development.

Long Range Strategies:

- Monitor local roadway Pavement Conditions Index.
- Monitor and address safety accident data related to bicycle and pedestrian injuries.
- Improve travel time reliability of the transportation system between key origins and destinations.



System Preservation and Safety

Preserve the existing system with ongoing maintenance and rehabilitation.

Short Range Strategies:

- Prioritize rehabilitation and maintenance of the existing roadways.
- Support “good” or higher Pavement Condition Index.
- Decrease fatalities and injuries for all travel modes.
- Improve transit options by linking residents to new employment.
- Implement roundabouts as a proven countermeasure to reduce crashes that result in serious injury.

Long Range Strategies:

- Implement projects that reduce the severity of traffic incidents.
- Increase the pavement condition index of the roadway system.
- Encourage transportation projects that shorten the disconnect between jobs and housing.



Economic Vitality

Support Investments in transportation that have a direct impact on retail spending and job growth.

Short Range Strategies:

- Support Surface Transportation Assistance Act (STAA) truck routes that bolster economies, while minimizing impacts to local traffic.
- Use Transportation System Management strategies such as Intelligent Transportation System technologies. These measures include signal synchronization.
- Improve freight access to key strategic economic centers.

Long Range Strategies:

- Improve accessibility for freight and reduce truck hours of delay.
- Promote safe and efficient strategies to improve the movement of goods by air, rail, and truck.
- Support transportation improvements that improve economic revitalization of commercial corridors.



Social Equity

Provide an equitable level of transportation services to all segments of the population.

Short Range Strategies:

- Demonstrate that planned investments reduce or eliminate disparities in access and mobility, economic benefit, and safety and health objectives between transportation-disadvantaged populations.
- Use a variety of methods to engage the public, encouraging representation from persons of color.

Long Range Strategies:

- Demonstrate that traditionally disadvantage communities do not experience disproportionate impacts from transportation construction or operations.



Healthy Communities

Encourage active transportation projects and programs.

Short Range Strategies:

- Improve health by encouraging trips made through active transportation modes, such as by bicycle, on foot, and by transit.
- Attend health-related meetings to ensure collaboration between transportation and health advocates.
- Encourage *Complete Streets* implementation by local jurisdictions.

Long Range Strategies:

- Promote bicycle and pedestrian activities to generate long term healthy habits for school age children.
- Promote Context Sensitive Solutions, which improve the quality of life, including health, for all who have a stake in the system.



Environment

Promote environmental sustainability and protect the natural environment of the region.

Short Range Strategies:

- Avoid or minimize impacts to local, state, and federally defined environmental sensitive areas.
- Encourage efficient development patterns that maintain agricultural viability and natural resources.

Long Range Strategies:

- Invest in transportation projects that reduce greenhouse gas emissions.
- Support infrastructure that encourages electrification of the transportation system.

In order to achieve its goals, the Council of Governments has identified a series of performance measures, discussed in the following section, which are used to capture how well the transportation system performs.

Performance Measures

In meeting the intended goals of the San Benito Regional Transportation Plan, the Council of Governments has identified performance measures that demonstrate the effectiveness of the system of transportation improvement projects, Figure 3-1.

Goal	Policy Objective	Performance Measures
Accessibility and Mobility	Provide convenient, accessible, and reliable travel options for local residents and visitors alike.	Work trips within 30 minutes by mode (percent) Commute travel time (minutes)
Economic Vitality	Raise the region’s standard of living by enhancing the performance of the transportation system.	Jobs near high quality transit (percent) Daily truck delay (hours)
Environment	Promote environmental sustainability and protect the natural environment.	Projected greenhouse gas emissions (tons) Open space consumed (acres) Farmland converted (acres)
Healthy Communities	Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.	Harmful airborne pollutants – all vehicles (tons/day) Bicycle, pedestrian, and transit mode share (percent)
Social Equity	Provide an equitable level of transportation services to all segments of the population.	Distribution of investments for traditionally disadvantaged populations (percent) Access to transit within ½ mile of a transit stop for low-income populations (percent) Translated documents and provide interpreting at public meeting for Limited English Proficiency individuals.
System Preservation and Safety	Preserve and ensure a sustainable and safe regional transportation system.	Number of fatalities and injuries (per capita) Peak period congested vehicle miles of travel (miles) Maintain the transportation system (percent of funding)

Figure 3-1 San Benito County Performance Measures

Performance-based planning is the application of performance management within the planning process is intended to help the federal government, states, and regional agencies achieve desired outcomes for the multimodal transportation system. The benefits of well-designed and appropriately used performance measures are transparency about the benefits of the Regional Transportation Plan, not only for transportation system performance, but also for other regionally important priorities such as improved public health, housing affordability, farmland conservation, habitat preservation, and cost-effective infrastructure investment.

At the State and Federal level, the State Department of Transportation, Caltrans, is now required to report transportation system performance measures to the Federal Highway Administration (FHWA). The federal performance measures, known as Performance Management (PM) 1, PM 2, and PM 3.



Performance Management 1, Highway Safety (five-year rolling averages):

- Number of Fatalities.
- Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT).
- Number of Serious Injuries.
- Rate of Serious Injuries per 100 Million VMT.
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries.

Performance Management 2, Bridge and Pavement

- Bridge - Percent of National Highway System bridges classified as in Good condition; percent of National Highway System bridges classified as in Poor condition.
- Pavement - Percent of Interstate pavements in Good condition; percent of Interstate pavements in Poor conditions; percent of non-Interstate National Highway System pavements in Good condition; percent of non-Interstate National Highway System pavements in Poor condition.

Performance Management 3, System Performance and Freight Movement

- System Performance - Percent of person-miles traveled on the Interstate that are reliable; percent of person-miles traveled on the non-Interstate National Highway System that are reliable.
- Freight Movement - Truck Travel Time Reliability (TTTR) Index.

- Congestion Mitigation and Air Quality Improvement - annual hours of Peak Hour Excessive Delay (PHED) per capita; percent of non-Single Occupancy Vehicle (SOV) travel; total emissions reduction.

The Council of Governments is not required to report directly to Federal Highway Administration (FHWA). FHWA will coordinate directly with Caltrans and AMBAG for any San Benito County performance measure reporting.

STATE PLANNING GOALS

At the State level, Caltrans established several goals as part of their California Transportation Plan (CTP). The State of California participates in several statewide planning efforts related to transportation. The CTP is a state-level transportation plan that combines statewide transportation goals with regional transportation and land use plans to produce a unified multimodal strategy. The California Transportation Plan defines performance-based goals, policies, and strategies to achieve a collective vision and recommendations for California’s future, statewide, integrated, multimodal transportation system over the next 25+ years.

The CTP defines performance-based goals, policies, and strategies to achieve our collective vision for California’s future statewide, integrated, multimodal transportation system, Figure 3-2. The CTP is prepared in response to federal and state requirements and is updated every five years.

These statewide modal plans help regions like San Benito develop a framework for long-range transportation planning locally.

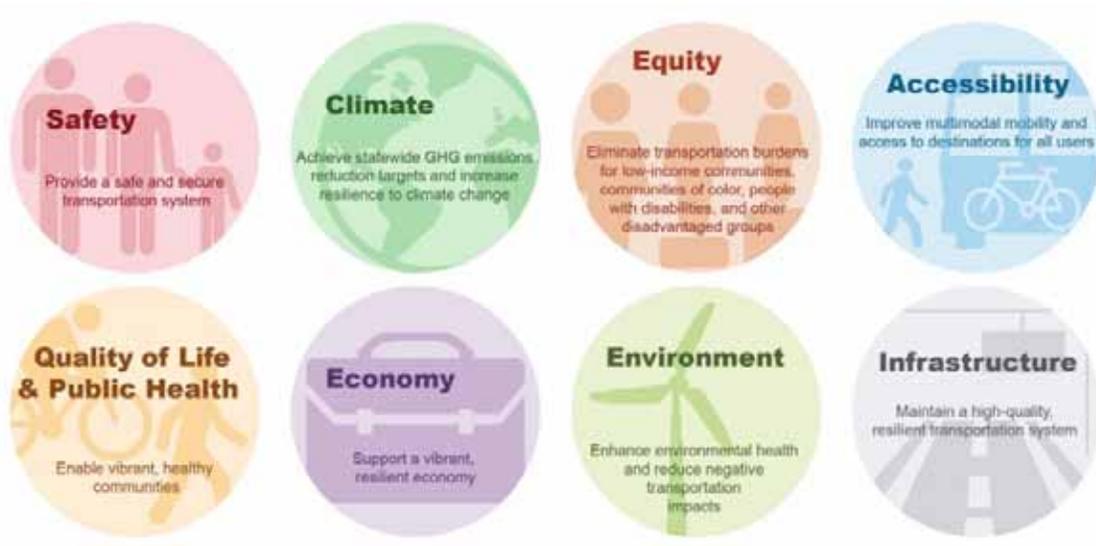


Figure 3-2 Goals California Transportation Plan
Source: California Transportation Plan

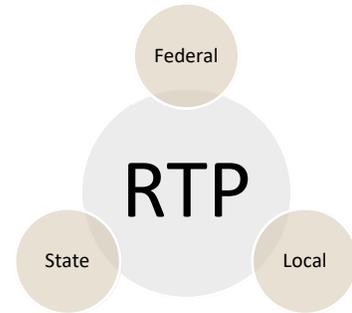
FEDERAL TRANSPORTATION PLANNING FACTORS

The Federal Planning Factors are issued by Congress and emphasize planning factors from a national perspective and are revised or reinstated with each new reauthorization bill. These federal regulations incorporating both MAP-21/FAST changes were updated by the Federal Highway Administration and Federal Transit Administration. The ten Federal Planning Factors requirements are summarized below.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system of motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operations.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

CONSISTENCY WITH OTHER PLANNING DOCUMENTS

The Council of San Benito County Governments referenced some of the following federal, state, and local prepared transportation planning documents to establish the Regional Transportation Plan framework. Regional Transportation Plan consistency with these documents can be described as a balance and reconciliation between different policies, programs, and plans. This uniformity will ensure that no conflicts would impact future transportation projects.



FEDERAL AND STATE PLANS:

- California Transportation Plan (CTP)
- Interregional Transportation Improvement Program (ITIP)
- California Freight Mobility Plan
- Statewide Transit Strategic Plan
- Regional Transportation Improvement Program (Consistent with the STIP first 4-years)
- Federal Transportation Improvement Program (FTIP)
- Transportation Concept Reports
- District System Management Plans
- Strategic Highway Safety Plan (SHSP)
- California Strategic Highway Safety Plan, and Corridor System Management Plans
- California Statewide Transit Strategic Plan
- California State Bicycle And Pedestrian Plan
- Transportation Funding In California 2020

LOCAL AND REGIONAL PLANS:

- Cities and County General Plans (Circulation and Housing Elements)
- Monterey Bay Area Metropolitan Transportation Plan
- Regional Transportation Improvement Program (RTIP)
- Local Public Health Plans
- San Benito Bikeway and Pedestrian Master Plan
- Regional Transportation Impact Mitigation Fee Nexus Study
- Local Capital Improvement Programs
- Monterey Bay Coordinated Public Transit/Human Services Transportation Plan
- San Benito LTA Short- and Long-Range Transit Plan
- Airport Land Use Compatibility Plans



Chapter 3: Regional Setting and Travel Patterns

This chapter provides projections on population, housing, and employment and how these affect the regional setting and travel patterns.

GEOGRAPHIC SETTING

San Benito County is a rural and agricultural community in the Central Coast Region, south of Silicon Valley. The County is surrounded by the Counties of Santa Clara, Santa Cruz, Monterey, Fresno, and Merced. Land area is 1,389 square miles. Terrain varies from flat valley floor to hilly rangeland in the east, to 5,450-foot peaks far south.

The City of Hollister where the County seat is located is at an elevation of 229 feet. The north and northwest segments of the County are comprised of urban areas, leaving the southern portion of the County primarily rural. The population in the County was 55,269 according to the 2010 U.S. Census.



Figure 3-1 Map of San Benito County

The County has two incorporated cities – Hollister, population 35,000, and San Juan Bautista, population 1,700 – and various unincorporated communities (Aromas, Tres Pinos, Panoche, Ridgemark, and Paicines). Major transportation routes bisecting the County include State Routes 129, 156, 25 and U.S. 101.

Regional Setting

Many factors influence the patterns of where, how much, and how we travel. The amount and distribution of traffic on highways, local roads, bicycle lanes, sidewalks, and buses can fluctuate based on population, housing, location of jobs and services, the economy, travel choices, goods movement, and other factors.

At a regional level, the designated Metropolitan Planning Organization (MPO) for the Central Coast is the Association of Monterey Bay Area Governments (AMBAG). AMBAG is the federally designated agency tasked with preparing the Regional Growth Forecast (RGF) for the tri-county region, which includes San Benito County. The RGF projects population, housing units, and employment for San Benito, Santa Cruz, and Monterey Counties. The RGF is used as a baseline for developing the 2020-2045 San Benito Regional Transportation Plan.

Another critical component in planning for the future is an understanding of existing and projected travel patterns. Knowing how people travel is a necessary element in determining what transportation investment strategies are needed to meet the challenges and opportunities that will face the region through the year 2045.



Figure 3-2 Map of San Benito County
Source: San Benito County General Plan

Community Character

One of San Benito County’s distinguishing characteristic is its rural, small-town character. Surrounded by large open spaces composed of agrarian landscapes and natural areas, the county’s traditional communities and residential settlements were relatively compact and self-contained. Unincorporated communities, including the census designated places of Aromas, Ridgemark, and Tres Pinos, and the community of Paicines, have a historical land use pattern and historical structures. Preserving this community character requires both the preservation of historical structures and development patterns, as well as the preservation of the surrounding agricultural land and open space. It also requires promoting infill development within existing communities that fosters the maintenance and improvement of community character, in addition to the development of new neighborhoods and new communities that reflect traditional development patterns.

DEMOGRAPHICS

According to the 2010 United States Census data, of the County’s 55,269 residents, 31,186 identify themselves as Hispanic or Latino, as further illustrated in Figure 3-3.

Population by Ethnicity	
Hispanic or Latino	31,186
Non Hispanic or Latino	24,083

The remaining 24,083 San Benito County residents identify themselves as non-Hispanic or Latino. The population by race is further broken down in Figure 3-3.

Population by Race	
White	35,181
African American	483
Asian	1,443
American Indian and Alaska Native	895
Native Hawaiian and Pacific Islander	94
Other	14,471
Identified by two or more	2,702

Figure 3-3 San Benito County Population Data

Source: 2010 U.S. Census

Income

There are 16,785 households in San Benito County. In the County, the median household income was \$65,570, while the Per Capita Income was \$26,300. Additionally, 11.3% of the

County’s population is considered to be below or at the Federal Poverty Level. Of the total number of households, 646 households do not own a personal vehicle.

Social Equity

The Association of Monterey Bay Area Governments (AMBAG) Draft 2045 Metropolitan Transportation Plan (MTP) / Sustainable Communities Strategy (SCS) identifies portions of San Benito County as Low-income, Minority, and Low-income and Minority. The low income and minority areas are shown in Figure 3-4.

Distribution of Transportation Investments

The RTP includes investments in the transportation system across the Cities of San Juan Bautista and Hollister, and County of San Benito, see Chapter Ch. 6 - Investments in Our Transportation Future.

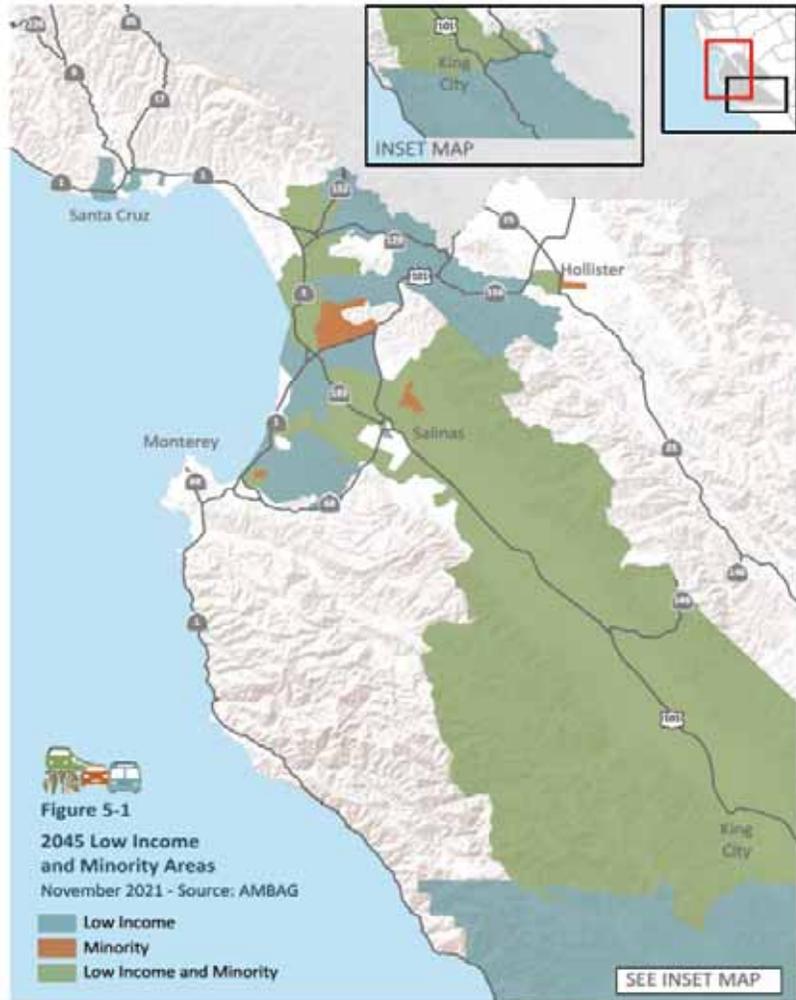


Figure 3-4 Map of Low-Income Minority Areas
Source: AMBAG 2045 MTP/SCS

Population Growth Forecast

Population growth is one of the main drivers and indicators of travel behavior in the Monterey Bay Area region. According to AMBAG, the population in the region is growing at a lower rate than California as a whole.

In 2020, AMBAG reported 774,729 people living in the tri-county region spread over an area of 5,767 square miles. By 2045, the population is expected to reach 869,776, as illustrated in Figure 3-5.

County	2020 (Year)	2045 (Year)	Percent Increase
San Benito	62,353	83,366	34%
Monterey	441,143	491,443	11%
Santa Cruz	271,233	294,967	9%
Total	774,729	869,776	12%

San Benito, as a whole, will be the fastest growing County in the AMBAG region.¹ The County’s geographical advantages, housing market, and quality of life contribute to the growth. Specifically, the population in San Benito County is expected to increase by 34 percent between the years 2020 and 2045 from 62,353 to 83,366. When compared to Monterey and Santa Cruz Counties, San Benito will have the greatest absolute growth percent (34 %) with more than 21,013 people projected through the year 2045.

Figure 3-5 Population Forecast
Source: AMBAG Regional Growth Forecast

As shown in Figure 3-6, the highest percent growth rate will occur in the unincorporated parts of the County (80%, approx. 15,736 people) followed by the City of San Juan Bautista (15%, approx. 324 people), and with less percentage growth forecasted for the City of Hollister (12%, approx. 4,953 people). With the projected growth, there will be a greater demand for housing, employment, and improved transportation infrastructure to accommodate the additional traffic.

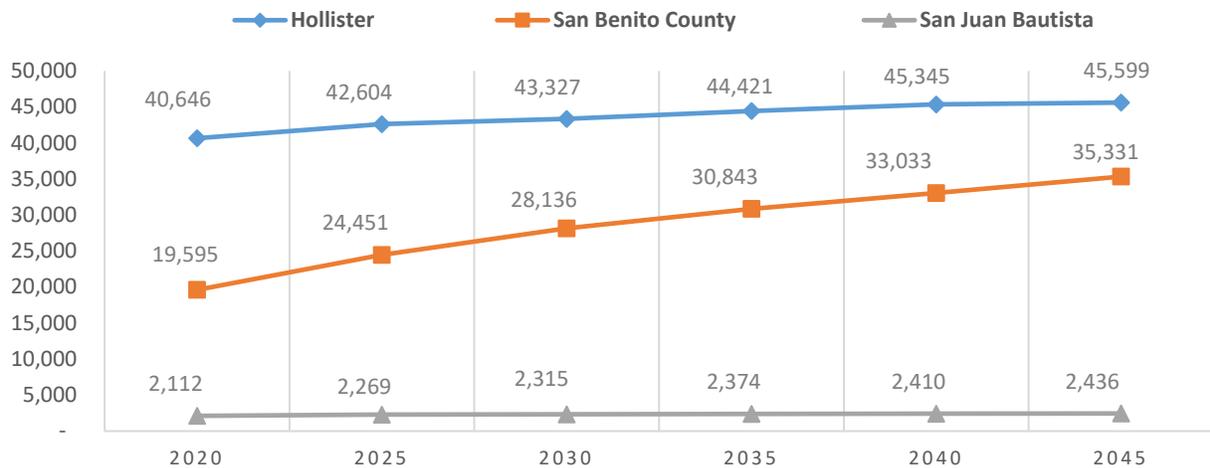


Figure 3-6 Population Forecast by San Benito Jurisdiction
Source: AMBAG Regional Growth Forecast

¹ 2018 Regional Growth Forecast

HOUSING GROWTH FORECAST

Primarily due to the availability of housing at lower costs than surrounding communities to the north and to the west of San Benito, the County is a place where many residents travel long distances for employment.

The housing market will continue to develop to accommodate future growth. Currently, the Monterey Bay Area region supports an estimated 267,812 housing units. Forecasts suggest that by 2045, the housing market will grow to 304,900 - accommodating an additional 37,088 housing units, as illustrated in Figure 3-7.

County	2020 (Year)	2045 (Year)	Percent Increase
San Benito	19,913	25,775	29%
Monterey	141,764	165,328	17%
Santa Cruz	106,135	113,797	7%
Total	267,812	304,900	14%

Figure 3-7 Housing Projections
 Source: AMBAG Regional Growth Forecast

The San Benito region as a whole is projected to have a 29 percent (5,862 housing units) increase between 2020 and the year 2045. The breakdown of units includes a 18.5 percent (2,205 housing units) increase in the City of Hollister, 19 percent (156 housing units) in the City of San Juan Bautista, and 49 percent (3,501 housing units) in the unincorporated areas of the County, as illustrated in Figure 3-8. The County of San Benito will have the greatest absolute growth with 3,501 housing units projected through the year 2045.

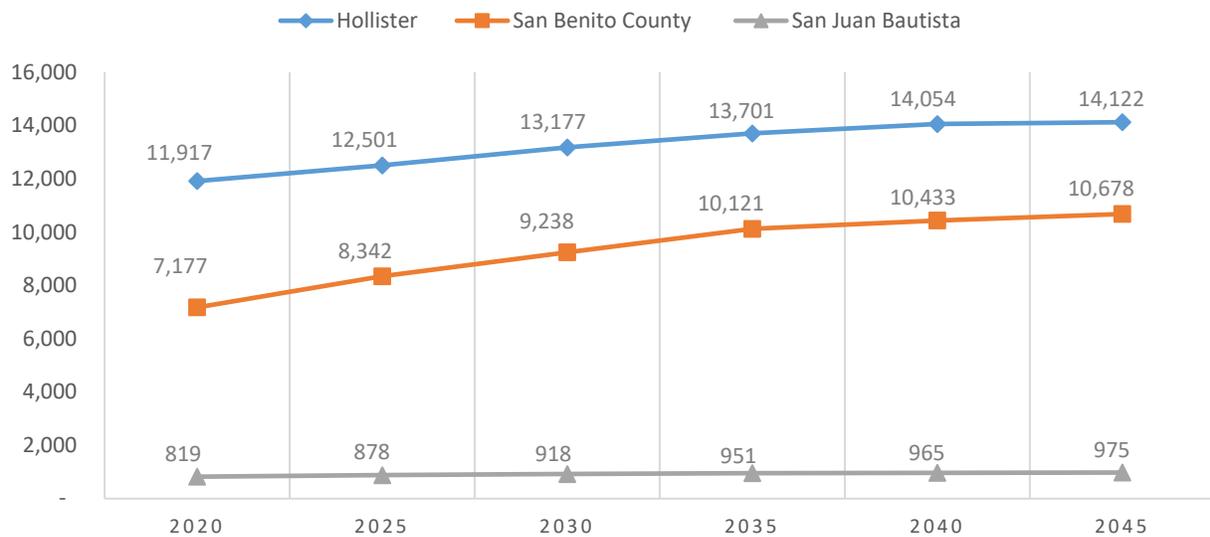


Figure 3-8 Housing Projections by San Benito Jurisdiction
 Source: AMBAG Regional Growth Forecast

Employment Growth Forecast

The Regional Transportation Plan forecasts shows a 12 percent (2,863 jobs) increase in employment within the San Benito region over the next 25 years, as illustrated in Figure 3-9. The neighboring Counties of Monterey and Santa Cruz are forecasted to have an employment growth rate of 8 percent and 9 percent, respectively.

County	2020 (Year)	2045 (Year)	Percent Increase
San Benito County	23,263	26,126	12%
Monterey County	243,015	263,437	8%
Santa Cruz County	140,002	153,261	9%
Total	406,280	442,824	9%

Figure 3-9 Employment Projections

Source: AMBAG Regional Growth Forecast

As illustrated in Figure 3-10, the employment projections’ aggregate data shows a 14 percent (2,121 jobs) increase in the City of Hollister, a 10 percent (55 jobs) in the City of San Juan Bautista, and a 10 percent (687 jobs) in the County of San Benito jurisdictions through the year 2045.

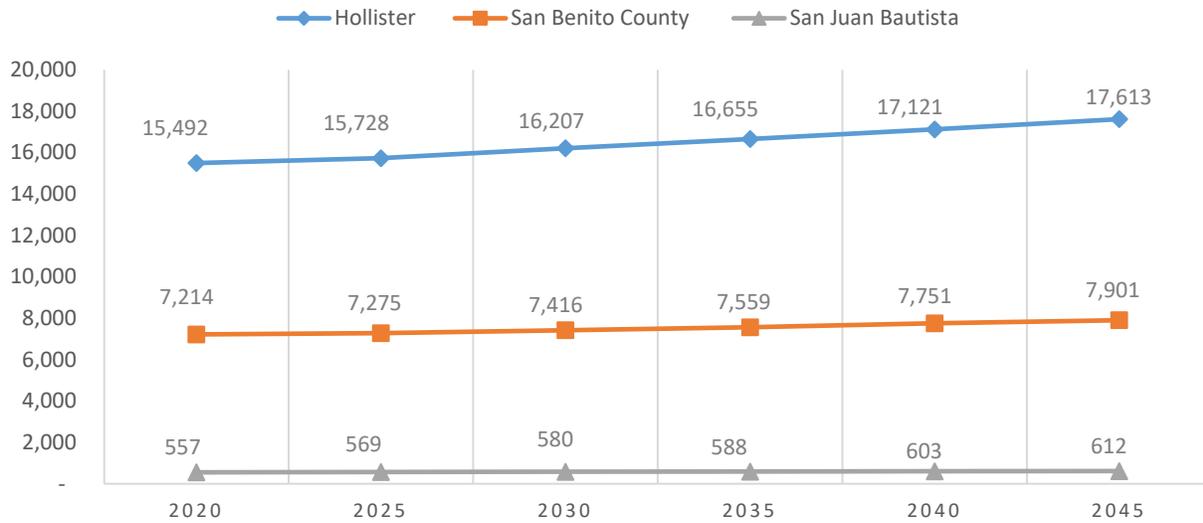


Figure 3-10 Employment Projections by San Benito Jurisdiction

Source: AMBAG Regional Growth Forecast

The location of employment and where people live directly influences the choices made in how they travel within the San Benito region.

As shown in Figure 3-11, the COVID 19 Pandemic caused a significant shift in unemployment rates from 7.0 in March of 2020 to 18.8 in the following month in April of 2020. As of August 2021, the unemployment rate in San Benito County is 6.9.



Figure 3-11 San Benito County Unemployment Rate

Source: U.S. Bureau of Labor Statistics, August 2021

The most common job groups, by number of people living in San Benito County are Office & Administrative Support Occupations (11.9 %), Sales & Related Occupations (9.6 %), and Management Occupations (9.3 %). Figure 3-12 illustrates the share breakdown of the primary industries for residents of San Benito County, some of these employees may live in the County but work outside the County. Census data is identified to a residential address, not an employment address.



Figure 3-12 Employment Industries by All San Benito County Residents (Includes Commuters) (2010-2015)
 Source: American Community Survey, U.S. Census Bureau, ACS 5-year Estimate 2018,
<https://datausa.io/profile/geo/san-benito-county-ca>

Travel Patterns

Outbound Commuting

As previously stated, the primary influence on commuting is the relationship between where people live and where they work. This relationship has become an increasingly important issue locally as the spatial mismatch between jobs and affordable housing is causing growing numbers of workers to reside farther from their workplaces.

The San Benito region is home to a high percent of commuters. According to the Employment Development Department’s Labor Market Information Division, approximately 48.9 percent of San Benito County employed residents commute to jobs outside of the County for employment.²

According to a 2017 Special Report released by the American Community Survey, the U.S. Census Bureau reported that for the period between 2009 to 2013 of the total San Benito County workforce (29,367) regardless of residency, 12,499 or (42%) of them commuted outside the County for employment (Figure 3-13).

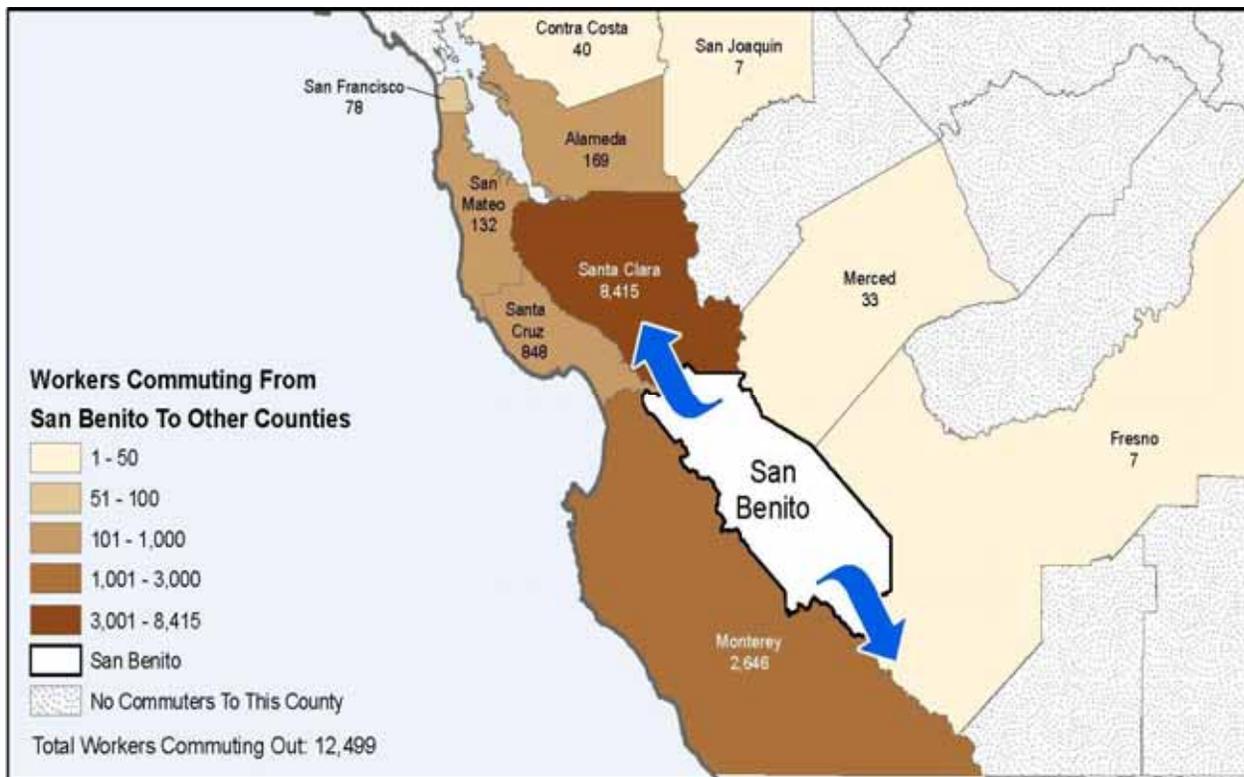


Figure 3-13 Workers Commuting from San Benito County to Other Counties

Source: American Community Survey, U.S. Census Bureau, 2017

Note: Special Report of 2009 to 2013 County-to-County Commuting Flows

² Special Report of 2006 to 2010 County-to-County Commuting Flows

Of that 42 percent (12,499) of San Benito residents that travel outside the County for employment, the majority commute into Bay Area and Central Coast Counties in search of higher paying jobs (Figure 3-14).

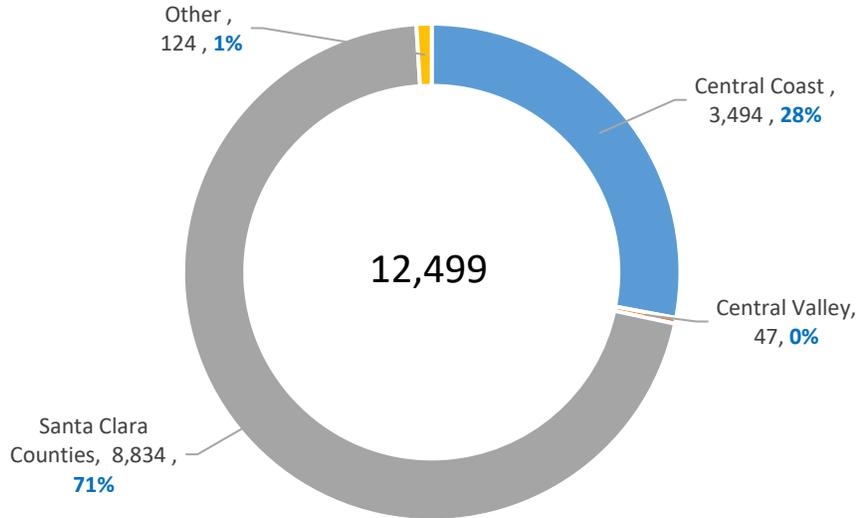


Figure 3-14 Workers Commuting from San Benito County to Other Counties by Percent

Source: American Community Survey, U.S. Census Bureau, 2017

Note: Special Report of 2009 to 2013 County-to-County Commuting Flows

High commute rates and interregional travel are the leading cause of congestion on 156 during commute peak times. State Routes 25 also experiences congestion during commute peak times, which is primarily attributed to local commute traffic traveling to Counties north of San Benito County.

Long-distance commuting (>30 miles) has become an increasingly common mobility necessity among San Benito County’s resident workforce. This situation is not unique to San Benito County, long-distance commuting in sparsely populated areas continues to surge, as increase in housing prices in more urbanized areas causes a population shift toward rural areas.

Inbound and Local Commuting

While it is important to track outbound commute patterns, it is also necessary to factor in people who both live and work in San Benito County and those traveling into San Benito County for employment from other counties.

The data from the most recent 2017 U.S Census Special Report, 2009 to 2013 County-to-County Commuting Flows, indicates that 11,644 people both live and work in San Benito County. The data also shows that an additional 5,224 people commute from other Counties into the County for employment. The majority of commuters traveling into the County are primarily traveling from Monterey, Santa Clara, and Merced Counties, Figure 3-15.



Figure 3-15 Workers Commuting from Other Counties into San Benito County

Source: American Community Survey, U.S. Census Bureau, 2017

Note: Special Report of 2009 to 2013 County-to-County Commuting Flows

The above-mentioned aggregate data is critical to understanding travel patterns and local economic impacts. In particular, the data shows that 16,868 (11,644 Total Workers Who Live And Work in San Benito + Total Workers Commuting in 5,224) jobs were provided by the local

economy. That includes commuters traveling into the County from other regions (5,224 people) and people who both live and work in the County (11,644 people).

The number of workers residing in the San Benito region continue to exceed the number of employment opportunities available locally— resulting in a high percent of commuters traveling out of the county for employment. The most common commute modes of those that commute outside the County for employment and those who live and work in San Benito County included *driving alone* and *carpooling*.

In 2018, of San Benito County’s total workers 22,000 (79.7%) of them *drove alone* to work, followed by those who *carpooled* to work at 3,540 (12.8%), and those who *worked at home* (3.7%). Precisely 446 *walked* to work (1.6%), 161 workers (0.6%) chose public transit and 74 (0.3%) *biked* to work. Lastly, those traveling by motorcycle and by other means had a combined total of 361 (1.3%) workers who chose mode as their preferred option.

The following chart shows the number of workers using each mode of transportation over time, using a logarithmic scale on the y-axis to help better show variations in the smaller means of commuting. As noted, nearly 80 percent of San Benito County workers are traveling alone as their preferred mode of transportation. Single-occupancy vehicles and limited capacity infrastructure are a significant contributor to congestion within the region.

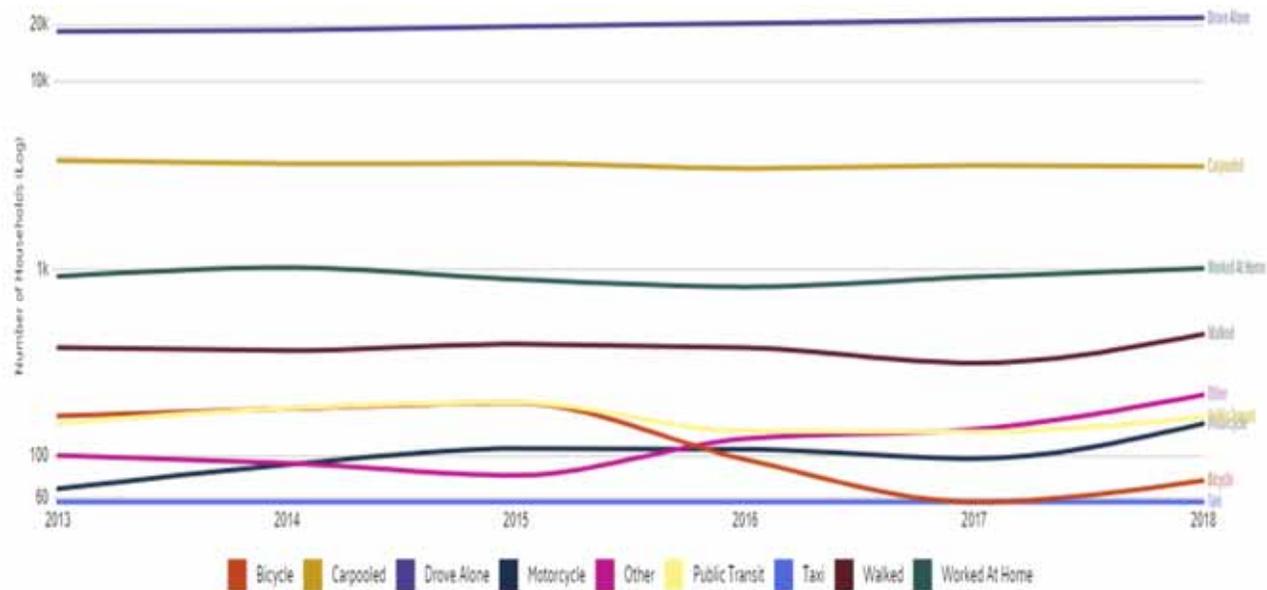


Figure 3-16 Mode Choice Peer Comparison by Percent

Source: American Community Survey, U.S. Census Bureau, ACS 5-year Estimate 2018,

<https://datausa.io/profile/geo/san-benito-county-ca>

In a peer comparison, Figure 3-17, with Tuolumne (pop. 53,932) and Calaveras (pop. 45,235) Counties, San Benito County’s “drove alone” mode choice ranked comparable. However, when compared with larger populated Counties, such as Yolo (pop. 214,977) and Santa Cruz (pop. 274,255), San Benito County had a higher percent of commuters driving alone.

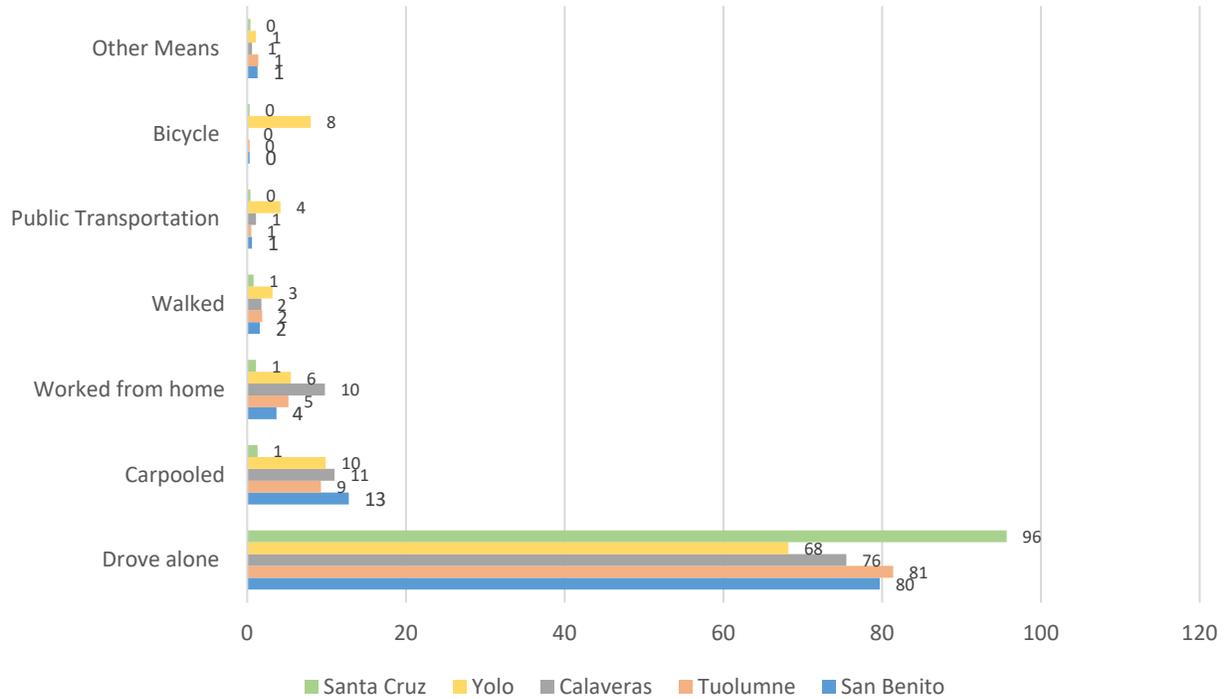


Figure 3-17 Mode Choice Peer Comparison by Percent

Source: American Community Survey, U.S. Census Bureau, ACS 5-year Estimate 2018, <https://datausa.io/profile/geo/san-benito-county-ca>

The continued reliance on single occupant vehicles adds to the congestion during peak commute times. Within the San Benito region, the majority of all workers, 46 percent, travel between 6:00 a.m. and 8:00 a.m.³ Another 13.9 percent commute between 5:00 a.m. and 6:00 a.m.

Additionally, 72 percent of all San Benito workers travel more than 15 minutes to work, as noted in Figure 3-18. This data is important because most travel at the same time of day on the same roads and highways – exceeding road capacity during peak times. These workers also have longer than average commute time. San Benito commuters travel 34 minutes on average, which is above the national average of 25.3 minutes. Another 9 percent of the workforce in San Benito County have “super commutes” in excess of 90 minutes, which is higher than the national average of 2.8 percent.⁴

Travel Time to Work	
Time	Percent
Less than 5 minutes	3.5%
5 to 10 minutes	11.3%
10 to 14 minutes	13.4%
15 to 19 minutes	9.07%
20 to 24 minutes	7.11%
25 to 29 minutes	3.8%
30 to 34 minutes	10%
35 to 39 minutes	2.76%
40 to 44 minutes	5.19%
45 to 59 minutes	10.8%
60 to 89 minutes	13.8%
90 or more minutes	9.32%

Figure 3-18 San Benito Travel Time to Work
 Source: U.S. Census Bureau, 2013-2019 American Community Survey

Figure 3-19 shows how the average commute time for San Benito County commuters over a five-year time period, and compares it to that of its neighboring Counties. When compared to Santa Clara, Monterey, Merced, and Santa Cruz Counties, San Benito County’s average commute time in 2018 was 34 minutes, which is above its neighboring counterparts.

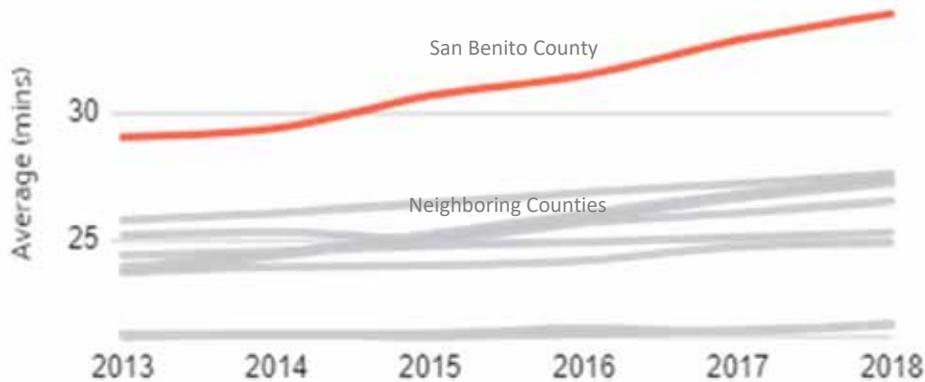


Figure 3-19 Average Travel Time to Work
 Source: U.S. Census Bureau, 2013-2018 American Community Survey

³ U.S. Census Bureau, 2011-2015 American Community Survey

⁴ U.S. Census Bureau, 2018, Census Bureau ACS 5-year Estimate (<https://datausa.io/profile/geo/san-benito-county-ca#economy>)

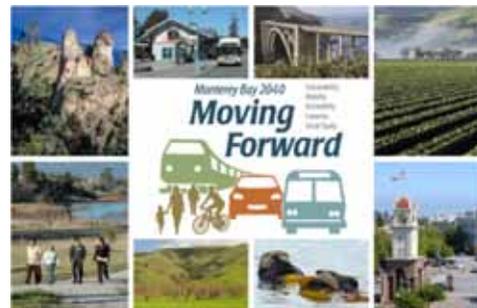
Commute times are attributed to long-distance commuting, travel time, means of transportation, time of departure for work, vehicles available, and expenses associated with the commute. Accessibility to the transportation network goes beyond utilitarian trips to and from work. Providing people access to various destinations such as education, medical care, shopping, recreation, or other activities is essential to one's daily needs.

TRANSPORTATION AND LAND USE CONNECTION

Never before have the linkage and interrelationship between the regional transportation system and commercial and residential land uses have been more important. As the San Benito region transforms, locating employment opportunities where there is an increased potential for transit usage, as well as walking and biking opportunities, will become critical. This is supportive of a multimodal system, while also promoting mode alternatives to the single passenger car. Land use planning and transportation options will dictate how people travel within the San Benito region. Integrating the two will have a key role in shaping the region and in delivering social, economic, and environmental sustainability.

Ultimately, the San Benito Regional Transportation Plan aims at building a system that keeps pace with projected population, housing, and employment growth. The gradual upswing in employment and housing will allow public agencies to have more windows of opportunity to direct future development in urbanized areas and advance the sustainability goals of the Regional Transportation Plan and AMBAG's Metropolitan Transportation Plan (MTP) and its Sustainable Community Strategy (SCS).

In keeping with this interconnection between land use planning and transportation, the San Benito Regional Transportation Plan was developed in close coordination with AMBAG's 2045 MTP/SCS.⁵ The SCS came about as a result of Senate Bill 375, Sustainable Communities and Climate Protection Act of 2008. The bill requires the 18 MPO's in California, which includes AMBAG, to reduce transportation related per capita greenhouse gas



emissions through a coordinated land use and transportation plan. For example, the Plan identifies locations ideal for compact development with a focus on infill development, and access to travel options including transit and bike/pedestrian facilities.

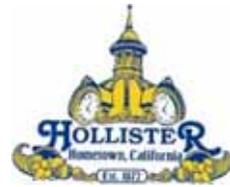
⁵ AMBAG Website: <http://www.ambag.org/programs-services/planning/metro-transport-plan>

Major Growth Corridors

The Regional Transportation Plan also assesses projected land uses in the region and identifies major growth corridors in order to plan for future transportation infrastructure.

City Of Hollister

The City of Hollister’s General Plan includes a phasing diagram that indicates the City’s priorities for locating future growth, as illustrated in Figure 3-20. The new residential areas include land northeast, south, east, and eventually northwest of the City respectively as the preferred progression of development. New employment growth is focused within the existing downtown, new retail gateways north and west of the downtown, and in the industrial park near the airport.



The City’s General Plan Circulation Element facilitates the orderly, efficient, and context sensitive expansion and development of Hollister’s circulation systems in support of the Land Use Element, as illustrated in Figure 3-21.



Figure 3-20 City of Hollister Phasing Strategy
Source: City of Hollister 2005 General Plan



Figure 3-21 City of Hollister Circulation Diagram
Source: City of Hollister 2005 General Plan

City of San Juan Bautista

The City of San Juan Bautista’s General Plan identifies a Clustered Growth Alternative, which focuses development on five key areas in the City. These areas were selected based on existing conditions, public opinion, and overall potential for creating accessible mixed-use areas.



The Clustered Growth Alternative arranges growth into central areas, placing retail, jobs, services, and recreation in walkable and bikeable distances. The major linear corridor encompasses four of the five clusters, where development is focused on the proposed Muckelemi Street Gateway leading into the redevelopment of the 3rd Street Downtown Corridor. South of the City, the fifth cluster creates higher density housing, more commercial and mixed-use land uses, and a linear park connecting Old San Juan-Hollister Road to the Downtown Corridor. The dotted clusters are featured in order to provide a vision for growth beyond 2035. The three key growth areas are illustrated in Figure 3-22.

The City of San Juan Bautista’s Circulation Element has a critical impact on land use patterns, economic development, public health, and social interaction. A balanced multimodal system encourages compact land use, efficiency of access, commercial development, and increased physical activity, as illustrated in Figure 3-23.

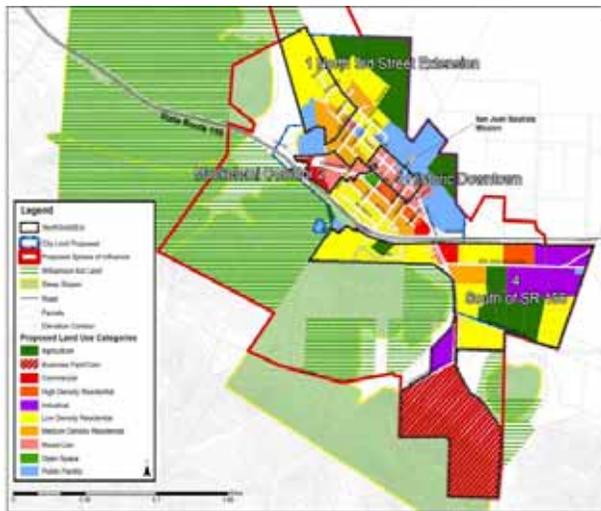


Figure 3-22 Clustered Development Key Growth Areas

Source: City of San Juan Bautista 2035 General Plan

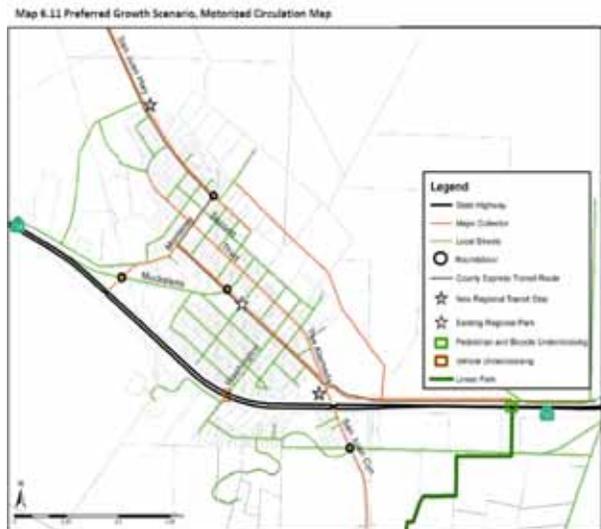


Figure 3-23 Preferred Growth Scenario, Circulation Map

Source: City of San Juan Bautista 2035 General Plan

COUNTY OF SAN BENITO

As noted in the County of San Benito’s General Plan, Figure 3-24, the County will focus future development in areas around cities where infrastructure and public services are available, within existing unincorporated communities, and within a limited number of new communities, provided they meet the goals of the General Plan and demonstrate a fiscally neutral or positive impact on the County.



The Circulation Element of the General Plan provides the framework for decisions in unincorporated San Benito County concerning the countywide transportation system. While the Circulation Element strives to encourage a multi-modal transportation system that serves the mobility needs of all residents, it also reflects the rural nature of the County. Policies encourage public transit and pedestrian and bicycle facility improvements in appropriate areas of the County where they will be most beneficial for linking residents to work, shopping, and leisure destinations. In rural areas of the County, policies in this Element encourage an efficient and economical transportation system to move goods for the agricultural and manufacturing industries.

The Circulation Element supports existing and proposed development under the Land Use Diagram for the General Plan horizon year of 2035, as illustrated in Figure 3-25. Circulation Elements play a critical role in how people travel and by what transportation mode.

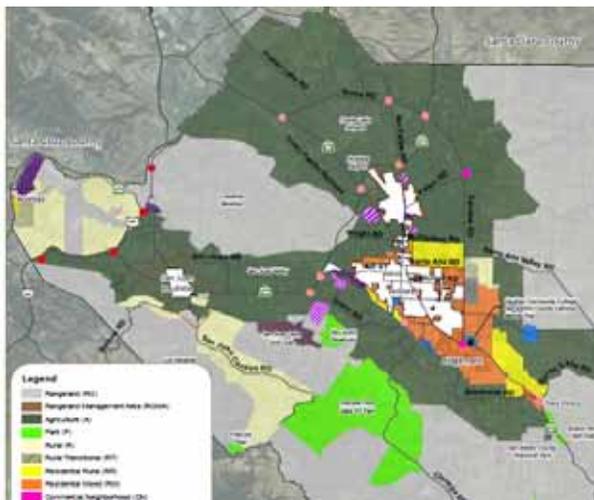


Figure 3-24 Specific Area Plan, County of San Benito
Source: 2023 City of Hollister General Plan



Figure 3-25 Circulation Diagram, County of San Benito
Source: 2035 San Benito County General Plan

Chapter 4 provides a snapshot of the existing transportation network, and its system needs.



Chapter 4: Snapshot of the Existing Transportation Network & System Needs

This chapter provides a snapshot of the facilities that make up the San Benito region's multi-modal transportation network and discusses the existing system needs.

SNAPSHOT OF THE EXISTING TRANSPORTATION NETWORK & SYSTEM NEEDS

The strength of the San Benito region’s multi-modal transportation system lies in its vast network of roads, highways, bus routes, sidewalks, bicycle lanes, and airports. This chapter provides a snapshot of the existing facilities that make up San Benito County’s multi-modal transportation network. Cities, counties, regional agencies, transit agencies, and the State of California have ownership and operating responsibility for the various parts of the system.

This chapter also discusses the San Benito region’s financial, and system needs for all existing transportation modes. Ultimately, those needs reflect the priorities of the region’s residents, businesses, Cities, and County over the next 25-years. The needs assessment was prepared in a way that would support the future infrastructure improvements recommended in *Chapter 6: Investments in our Transportation Future*.



Over the next 25 years, the San Benito Regional Transportation Plan (RTP) identifies a transportation system need of over \$1.6 billion in projects across all modes, as illustrated in Figure 4-1 (Appendix A).

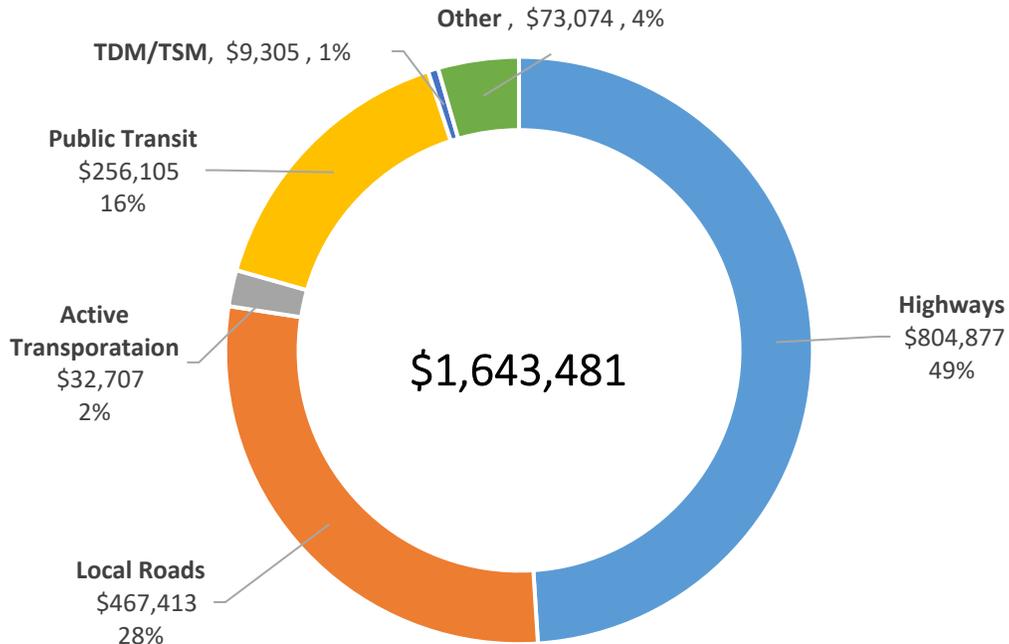


Figure 4-1: 25-Year Transportation Project Costs by Mode (000s)
Source: Council of San Benito County Governments

A summary of the San Benito region’s existing transportation system cost by mode, are identified in the following section.

FEDERAL AND STATE HIGHWAYS

The overall transportation project need for the San Benito regional highway system exceeds \$804 million over the next 25-years.

The San Benito region includes several highways that connect people between counties, including Monterey, Santa Cruz, Santa Clara, Merced, and beyond.

The Federal U.S. Bureau of Land Management and the National Park Service maintain a combined total of 11.16 miles within the County.¹ The California Department of Transportation (Caltrans) highway system extends over 90.3 maintained miles within San Benito County.² Specifically, Caltrans maintains one federal and four state highways, which include routes U.S. 101, SR 25, SR 129, SR 146, and SR 156. With the exception of U.S. 101, the highways in San Benito County are primarily two-lane conventional highways. Caltrans also implements highway maintenance and safety projects.



Figure 4-2: California State Highway System

Source: California Department of Transportation

While safety is a top priority for Caltrans, congestion on the highway system is a longstanding issue in the State. In 2013, Caltrans conducted a National Household Travel Survey to obtain insight on the top transportation concerns of California residents. The price of travel was the primary concern with 29% of the participants. This is not surprising, as in most cases, transportation costs are typically the second or third largest expense in a family budget.

The second chief concern of those surveyed, 20%, was congestion on the highway system.³ Those sentiments were echoed by San Benito residents in a survey conducted by the Council of Governments (COG) in 2018.

¹ California Public Road Data 2019

² California Public Road Data 2019

³ 2040 California Transportation Plan

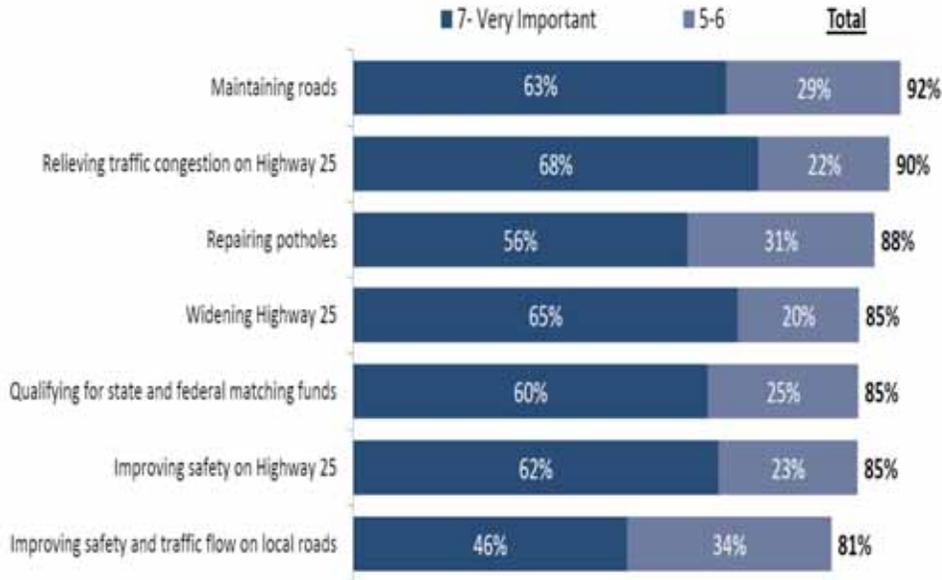


Figure 4-3: Transportation Telephone Survey of San Benito County Voters
 Source: EMC Research, 2016

Of those surveyed, over 90% expressed relieving traffic congestion on Highway 25 as a top priority for the region. This indicates that highway congestion remains a top concern for local residents traveling to Santa Clara County and points north. The purpose of the survey was to obtain insight on the transportation priorities of the community and to acquire insight as to whether a transportation sales tax proposal would be supported for the 2018 election. Measure G was approved by San Benito County voters in November of 2018 and includes a one cent sales tax for improving transportation throughout the entire region. The approved measure commits up to fifty percent of the tax revenues for Highway 25.#

A summary of San Benito’s existing highway investments, by project, are discussed in the following section.

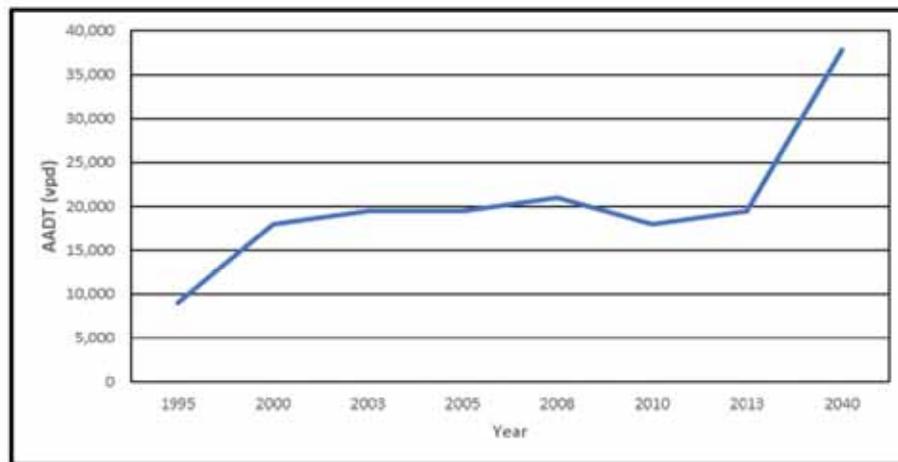
HIGHWAY 25

State Route 25 traverses the entire length of San Benito County from the south at the junction of SR 198 in Monterey County, north through Paicines, Tres Pinos, and Hollister to the northern county boundary near Gilroy, where it connects to U.S. 101. This primarily rural route functions as a two-lane conventional highway, with the exception of a short section in Hollister where there are three miles consisting of four and six lanes with access control. There are two creek crossings, two railroad crossings, and numerous local road and private driveway intersections.



Highway 25 is the primary commuter route between Hollister to Santa Clara County and points north. Between 1998 and 2003, Highway 25 experienced a high number of traffic accidents and fatalities along the corridor. Average daily traffic at the San Benito/Santa Clara County line has more than doubled since the mid-1990’s and is expected to double again by the year 2040, Figure 4-4. Peak-period traffic volumes on Highway 25 impact parallel County roads as commuters seek alternative routes to get to Hollister. County roads are not equipped or designed to carry the traffic from Highway 25.

Historical trends in daily two-way traffic volumes on Highway 25 at the San Benito/Santa Clara County line are shown in Figure 4-4. Daily traffic volumes at this location have increased from 9,000 vehicles per day (vpd) in the mid-1990’s to 19,500 vpd in 2013. By 2040, the volumes are forecast to increase to 37,800 vpd.⁴



Note: AADT – Annual Average Daily Traffic; vpd – vehicles per day
 Source: Caltrans Traffic Data (<http://traffic-counts.dot.ca.gov/>); and Draft SR 25 Transportation Concept Report, dated 2016

Figure 4-4: Historical Daily 2-Way Traffic Volumes on SR 25 at County Line

⁴ Highway 25 Widening Design Alternatives Analysis Study, 2016

When traffic volumes exceed the capacity of a two-lane roadway, 100 percent of time is spent following other vehicles and average travel speeds of less than 30 mph.⁵ Commercial trucks and public transit vehicles travel through the area and are also subject to delays due to the congestion. Agricultural trucks also use the facility to access adjacent fields located along Highway 25.

According to the latest Caltrans traffic data from 2014, truck traffic makes up about 6.5 percent of the total traffic on Highway 25 near the US 101 junction. Traffic is often delayed by vehicles turning into and/or out of the numerous driveways and local roads, affecting the flow of the faster-moving vehicles. Conflicts between faster-moving vehicles and slower moving agricultural traffic occur during off-peak traffic hours. This segment of Highway 25 is a conventional highway, so access to driveways is not limited. Between San Felipe Road and US 101 there are approximately 48 private driveways and 11 local road intersections along the Highway 25 corridor. Several intersections do not currently have left-turn channelization lanes.

In October of 2016, Caltrans submitted documentation to the California Transportation Commission for the preferred Highway 25 route adoption alignment, which was subsequently approved. A route adoption allows San Benito and Santa Clara counties to adopt a specific corridor for a future expressway into their General Plans. The route adoption study extends from San Felipe Road within the City of Hollister (post mile 51.5) to the San Benito/Santa Clara County line (post mile 60.1) and on to the end of State Route 25 at U.S. 101, south of the City of Gilroy (post miles 0.0 to 2.6 in Santa Clara County). The Route Adoption baseline concept proposed an alignment that was located west of the existing alignment from San Felipe Road to 0.6 mile north of the proposed Grant Line Road at-grade intersection. The Route Adoption concept is estimated far in excess of the voter approved Measure G funding for the project (available over 30 years). The project therefore needed to determine value alternatives that deliver as much benefit to the community and the end users of the facility as possible – and do so within the current funding and schedule constraints.



Figure 4-5: Highway 25
Source: Caltrans

The *Value Analysis* study was tasked with considering the Route Adoption baseline concept and exploring potential options to deliver that concept or a similar concept in fundable and logically constructible phases which would still address the underlying purpose and need of the project. In

⁵ Highway 25 Widening Design Alternatives Analysis Study, 2016

2020, Caltrans completed the *Value Analysis* for the Highway 25 Project. The *Value Analysis* team included representatives from COG, Caltrans, CHP, County of San Benito, and City of Hollister. The *Value Analysis* process analyzed the potential project alignment alternatives that optimize the project scope to meet the need and purpose of the project, while addressing constraints and challenges. The alternatives developed by the team included a preferred alignment, which would construct the SR-25/SR-156 interchange as well as the northern segment of the project (Hudner Lanen to Bloomfield Road with integration with the SR-25/US-101 interchange project). The southern segment of the project – from the SR-25/SR-156 interchange to San Felipe Rd - would convert into a four-lane expressway, Figure 4-6.

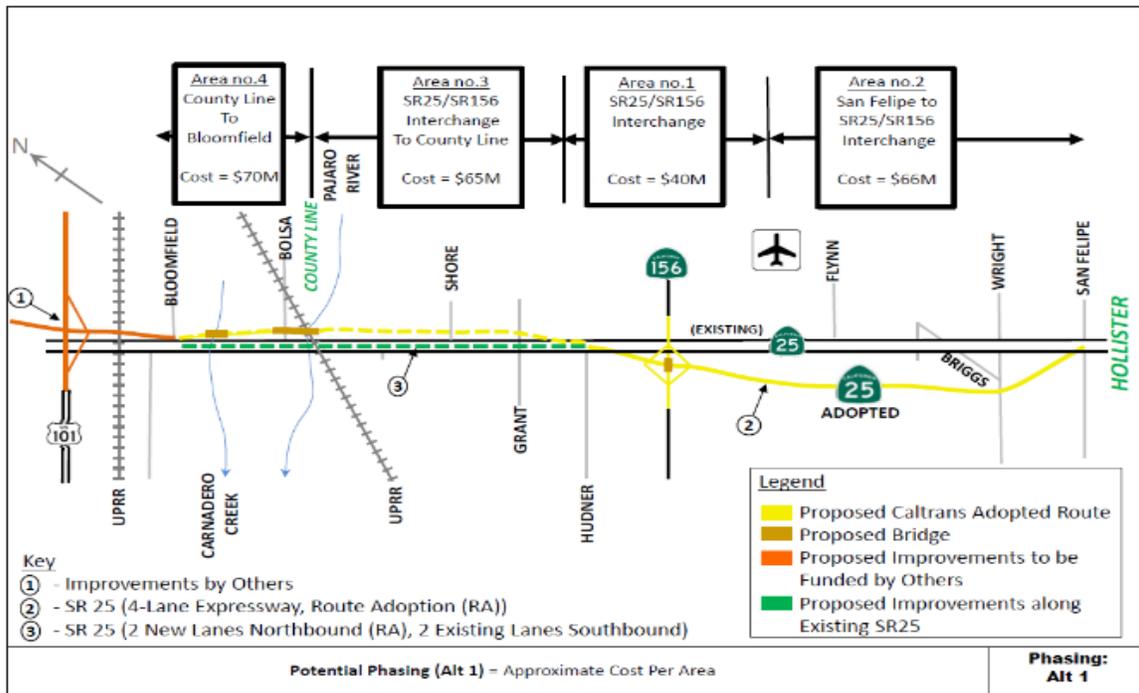


Figure 4-6: Highway 25 Value Analysis Phasing
Source: Council of San Benito County Governments

Since the completion of the *Value Analysis* study, COG has entered into a Cooperative Agreement with Caltrans for the preparation of the environmental document for the Highway 25 Project and has secured State and possible federal dollars.

Over the last two decades COG, in partnership with Caltrans and local government agencies, have implemented numerous projects that address the needs of Highway 25 travelers.

- **Highway 25 Bypass - Constructed**

The Measure A Authority, a 1988 transportation sales tax measure, managed by COG constructed the Highway 25 Bypass, which opened to the public in February of 2009. The Bypass Project is a six and four-lane urban arterial with bicycle lanes that begins at the intersection of SR 25 at Sunnyslope Road and extends north intersecting East Park Street, Hillcrest Road, Meridian Street, and Santa Ana Road in the City of Hollister. The new facility continues north and then west to connect to San Felipe Road and Highway 25 in the County of San Benito. The route is located parallel and to the east of downtown Hollister.



Figure 4-7: Highway 25 Bypass
Source: Morgan Hill Times

In 2014, COG worked in partnership with Caltrans to designate the Bypass as the SR 25 Pinnacles National Park Highway within the City of Hollister limits. Prior to the construction of the Bypass, Highway 25 ran through downtown Hollister, which has since been relinquished and is now a City of Hollister owned street. The transfer of the Bypass to the State was made in May 2014.

Highway 25 Safety and Operational Enhancements Project – Constructed

In 2010, COG in partnership with Caltrans, completed construction of the Highway 25 Safety and Operational Enhancements Project. The purpose of the Project was to reduce the potential for cross centerline collisions by constructing a median barrier and consolidating private driveways. This project is located on SR 25 between San Felipe Road and Shore Road in San Benito County.



Figure 4-8: Highway 25
Source: Council of Governments

SR 156 / SR 25 Turbo Roundabout – Planned

The SR 156 / SR 25 Turbo Roundabout project proposes to construct a roundabout at the intersection of SR 156 and SR 25 north of the City of Hollister in San Benito County. The purpose of the project is to reduce the severity and frequency of collisions at the SR 25 / SR 156 intersection. The project is being funded through the State Highway Operation and Protection Program (SHOPP), which includes projects designed to maintain the safety and operational integrity of the state highway system. This safety project is needed because the intersection is experiencing a pattern of broadside and rear end collisions due to a recurrence of red light runs. All work will be conducted within the existing State right-of-way. Construction on this project is slated for the Spring of the year 2022.



Figure 4-9: SR 156/ SR 25 Turbo Roundabout
Source: Caltrans

U.S. Highway 101

U.S. 101 passes through the northwestern portion of San Benito County for 7.5 miles and serves primarily interregional traffic. It is the main north/south route that Caltrans classified as a principal arterial and includes it as part of the Interregional Route System. San Benito County has designated the route as a Scenic Highway from the Monterey County line to SR 156, and is eligible for inclusion in the California Scenic Highway Program.



U.S. 101 in San Benito County starts as a four-lane expressway at the Monterey/San Benito County Line and changes to four-lane freeway 1.6 miles north. The route continues as a four-lane freeway to the Pajaro River Bridge at the San Benito/Santa Clara County Line. State Routes 156 and 129 intersect U.S. 101 in San Benito County. Caltrans has identified a route concept for U.S. 101 that is a six-lane freeway configuration, which is currently unfunded.

In 2013, the location in the County with the highest *absolute* number of trucks was at the junction of U.S. 101 and Route 156 east, with 22,000 average daily trucks.⁶ This location also was the highest when measured by trucks as a percent of total vehicle Average Annual Daily Trucks (AADT), at 22 percent. The high truck volumes at this location are due to a combination of agriculture activities in Monterey County, including transportation between coolers and shippers, as well as proximity to the Central Valley for trade.



Figure 4-10 Truck Volumes & Percent Traffic that is Trucks on US 101

Source: Caltrans data. Note: AADT stands for Average Annual Daily Traffic

⁶ U.S. 101 Central Coast California Freight Strategy

State Route 156

State Route 156 traverses northern San Benito County, from U.S. 101 through San Juan Bautista and Hollister to the San Benito/Santa Clara County line where it connects with SR 152. SR 156 is a four-lane expressway from U.S. 101 to San Juan Bautista, where it narrows into a conventional two-lane rural highway. In the Hollister area, SR 156 becomes a two-lane expressway, as it bypasses Hollister and maintains that configuration to the San Benito/Santa Clara County line.



The corridor serves interregional traffic traveling east and west, including a substantial number of trucks during the week and recreational traffic between the Central Valley, Monterey Bay, and the San Francisco Bay Area on the weekends. Caltrans classifies SR 156 as a rural minor arterial and includes it as part of the Interregional Road System and is a Focus Route. In a 2013 study, U.S. 101 Central Coast California Freight Strategy, the location with the highest absolute number of trucks along the U.S. 101 stretch between Santa Barbara and San Benito Counties, was at the junction of U.S. 101 and SR 156 in San Benito County. With 22,000 (27.9% Annual Average Daily Traffic) Trucks And 56,853 (72.1% Annual Average Daily Traffic) vehicles.

The route has a high priority for completion to facility standards in order to handle higher volumes of interregional trip movements and connect all urban areas, goods movement gateways, and rural areas. It is also designated as a Federal Aid Primary Route and is part of the Freeway and Expressway System, although a large portion of the route is a conventional highway. SR 156 is also a major corridor for residents of Hollister, San Juan Bautista, and San Benito County traveling to Monterey, Santa Clara, and Merced Counties. While portions of the facility have been upgraded to handle increased demand, the segment between San Juan Bautista and Hollister remains a two-lane facility. With conflicts between commuters and agricultural operations, improving safety on this highway segment is a priority for Caltrans and San Benito policy makers.



Figure 4-11: SR 156 Between Hollister and San Juan Bautista
Source: BenitoLink

According to the Caltrans Traffic and Vehicle Data Systems Unit and the 2008 traffic data, generally, for a two-way highway, truck traffic averages 13 to 15 percent of the total traffic volume. For this project, the average daily truck traffic is approximately 9.7 percent, with truck traffic averaging approximately 9 percent during peak-hour traffic between The Alameda (post mile 3.2) and Union Road (post mile 7.25).

The existing two-lane conventional highway within the project limits is designed to handle a maximum of 20,000 vehicles each day. According to the Caltrans Historical Traffic Data, traffic volumes for the segment of State Route 156 between The Alameda and Union Road has increased on an average from 14,000 vehicles in the year 1992, to 20,300 vehicles in the year 2000, to its current average volume of 26,200 vehicles. Figure 4-11 shows the average annual daily traffic counts, the Design Hourly Volume, and Level of Service for this segment of the project for the year 2006. The estimated Traffic and Level of Service with, and without the project, are also shown for the years 2014 and 2034 (future conditions).

Year	Design Hourly Volume	Average Annual Daily Traffic (number of vehicles)	Level of Service
			Without Project
2006	2,400	26,200	E
2014	2,920	29,344	F
2034	4,221	37,531	F

Figure 4-12: Average Annual Daily Traffic and Level of Service with No Project
 Source: Route 156 Improvement Project Final Environmental Impact Report

The State Route 156 Conversion Project will build a new 4-lane expressway between San Juan Bautista and Hollister. Construction on the project is scheduled to start in the Spring of 2022. Once constructed, the existing highway will become a San Benito County road and will serve as access for residents living on the north side. A multi-modal enhancement study is underway of the proposed relinquished route. The study proposes to identify conceptual designs that improve bicycle and pedestrian connectivity between Hollister and San Juan Bautista. SR 156 from the Monterey County line to the Santa Clara County line is eligible for inclusion in the California Scenic Highway Program.

State Route 129

As a two-lane conventional highway, SR 129 extends from Santa Cruz County into the northwestern portion of San Benito County connecting to U.S 101 approximately 2.6 miles from the Santa Cruz/San Benito County line.

The Highway provides access from SR 1, in Santa Cruz County to U.S. 101 for truck traffic generated by food processing plants in the Watsonville area and a sand and gravel quarry in southeastern Santa Cruz County. The route also serves agricultural production areas used



Figure 4-13: SR 129 in San Benito County

Source: Caltrans

by farm equipment and slow-moving trucks carrying farm produce. SR 129 provides access to Santa Cruz and Monterey County beaches.

Truck traffic originating from Santa Cruz County traverses on SR 129 - impacting local rural roads such as San Juan Highway and San Justo Road, both of which are narrow two-lane ill-equipped to handle heavy loads and large vehicles. Agricultural-related businesses located on San Juan Highway are generating much of this truck traffic, which impact the county's roads as trucks move through the area toward SR 156. In addition, Anzar High School, which is also located on San Juan Highway, generates motor vehicle traffic in the area during school hours. The route concept for SR 129 is a two-lane conventional highway with passing lanes where appropriate. The highest percent of trucks on the corridor was at the junction of U.S. 101 and Route 129 in San Benito County where 27.8 percent of all traffic was a truck.

State Route 146

SR 146, in San Benito County is a two-lane conventional highway used primarily to provide access from SR 25 to Pinnacles National Park. Caltrans classifies this route as a minor arterial. San Benito County has designated the route as a local Scenic Highway and the corridor has been identified as eligible for inclusion in the California Scenic Highway Program. SR 146 is expected to accommodate anticipated growth through the long-term 2045 forecast without major capacity improvements. The route concept for SR 146 is to maintain the corridor as a two-lane conventional highway. Caltrans relinquished a portion of SR 146 to the National Park Service.

SURFACE TRANSPORTATION ASSISTANCE ACT (STAA) TRUCK ROUTES

The highway system plays an integral part of the economy, providing households with access to jobs, education, markets, and recreation activities - allowing business to conduct transactions. The federal and state highway systems are also central to the distribution of goods throughout the region.

Supporting Surface Transportation Assistance Act (STAA) truck routes helps provide adequate access, limited-service interruptions, and congestion alleviation that bolster State and local economies. Trucks and commercial vehicles provide goods and essential services to residents every day. In addition to the highway system, there is an extensive network of local roads that are maintained by the Cities of Hollister and San Juan Bautista, and County of San Benito. Figure 4-14 illustrates the existing and proposed truck route network for the San Benito region.

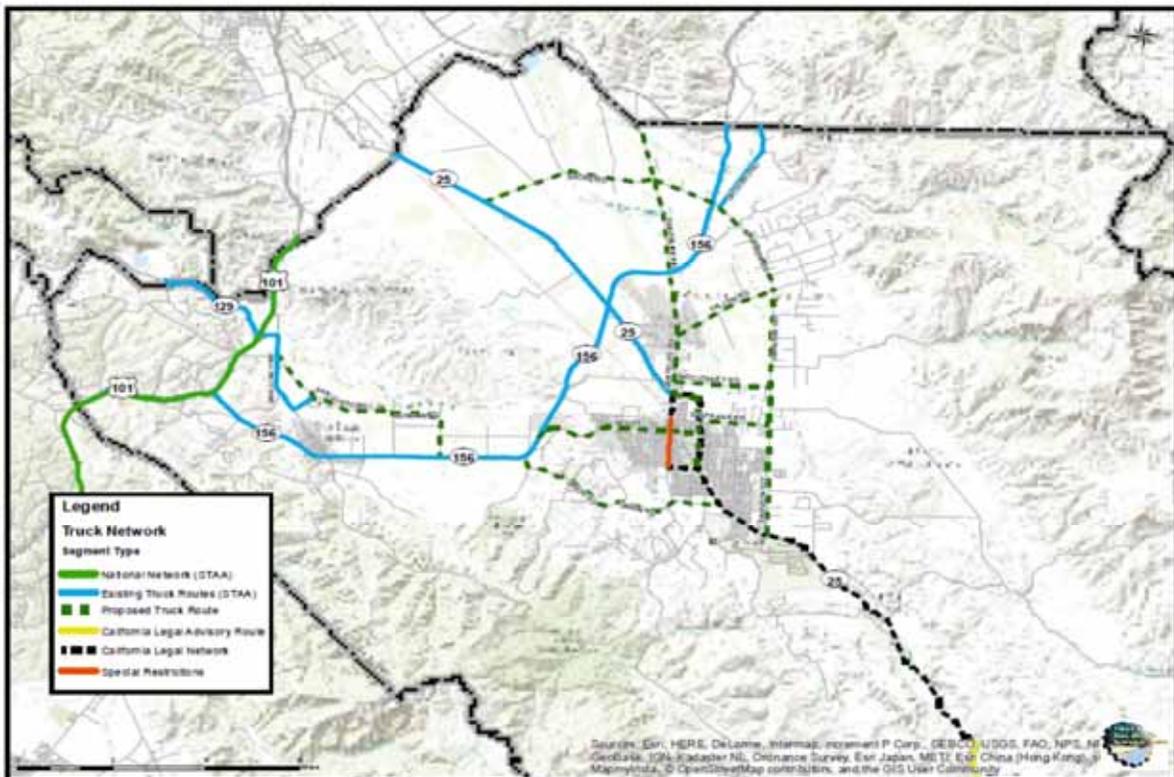


Figure 4-14: San Benito Existing and Proposed STAA Networks
Source: Council of Governments and California Department of Transportation

LOCAL STREETS AND ROADWAYS

The overall county-wide funding need for new local roads, rehabilitation and maintenance of the existing network exceeds \$467⁷ million through the year 2045.

Local roadways are the backbone of the region’s economic well-being, they facilitate the movement of people and goods. The San Benito region’s network includes numerous county roads and city streets. The local network of roads that are maintained by the County of San Benito, and the Cities of Hollister and San Juan Bautista total 543.08 centerline miles Figure 4-15⁸.

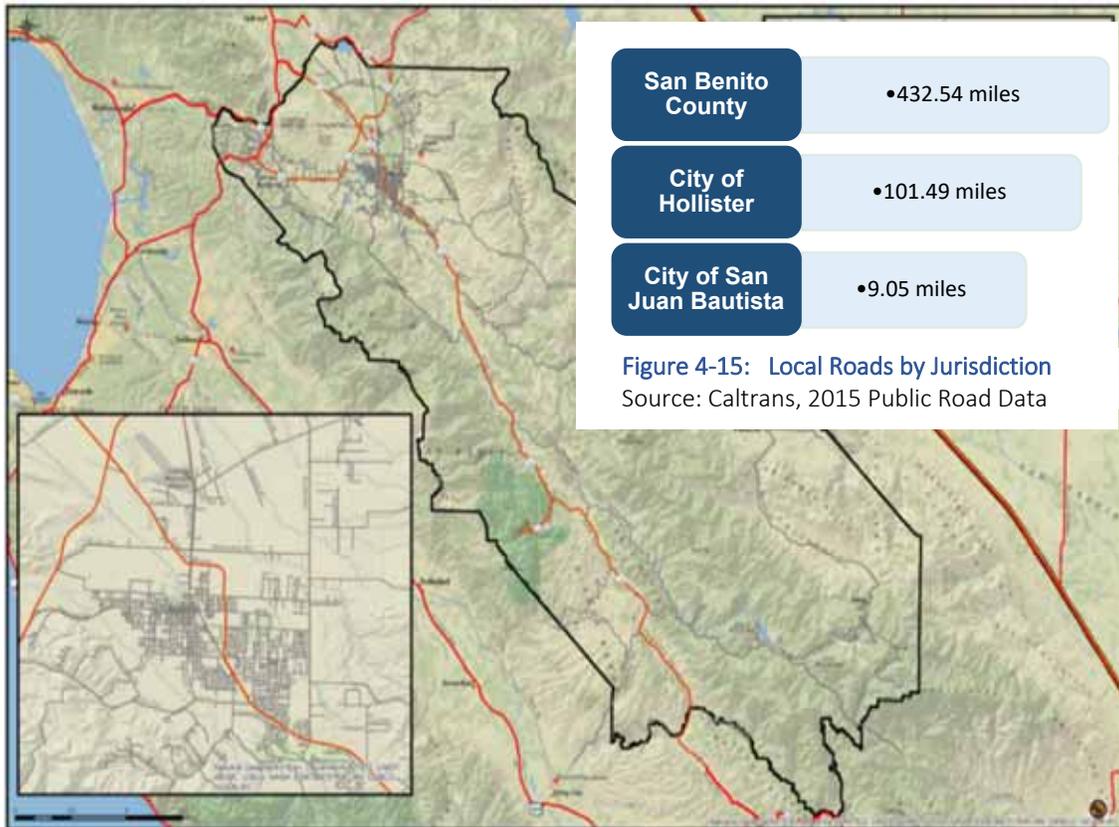


Figure 4-14: San Benito Regional Roadway Network
Source: San Benito County

Traffic congestion on rural roads in northern San Benito County has created delays at local intersections and roadways not designed to accommodate increasing numbers of commuter traffic. Particularly, as the regional highway system approaches capacity at peak times, traffic sets into secondary rural roads that are not equipped or designed to accommodate high volumes of commuter traffic. Progressively, local streets and roads are moving towards a *Complete Street*

⁷ Includes all roadway needs: construction of new local roads, rehabilitation, and maintenance of the existing network

⁸ Source: Caltrans, 2015 Public Road Data

approach – focusing on the movement of people, including non-drivers of all ages and abilities, and the variety of travel modes they may use.

Local jurisdictions classify these facilities according to their function into one of following categories described below.

Arterials

Within urbanized areas, arterials provide access to major activity centers and accommodate pedestrian and bicycle use. Arterials usually have relatively high traffic volumes and travel speeds. Arterial streets have limited parking opportunities or parking is prohibited altogether.



Collectors

The collector street and road system primarily provides for vehicular, pedestrian, and bicycle movement between sub-areas within residential, commercial, and industrial neighborhoods.



Collector streets and roads usually have moderate traffic volumes and travel speeds, consistent with a moderate level of pedestrian and bicycle use. Collector streets typically have limited on-street parking opportunities.

Local Roads

The local street and road system primarily provides for vehicular, pedestrian, and bicycle movement. Moderate to high traffic volumes and low travel speeds are consistent with the highest level of pedestrian and bicycle use. Main streets have ample on-street parking opportunities for commercial use.

Private Roads

Private roads provide access from public roads to properties otherwise unconnected to the public road system. Private roads are also found in multi-family or condominium development projects. Usually, local jurisdictions require new private roads to meet the same standards as public roads, but in many cases older facilities do not meet minimum public standards. Private roads usually have low traffic volumes and travel speeds, and pedestrian and bicycling facilities are often missing.

PAVEMENT CONDITIONS, REHABILITATION, AND MAINTENANCE

Cities and Counties are responsible for over 85 percent of California’s roads. In the San Benito region, its network of roads is deteriorating under the weight of decades of underinvestment due to federal, state, and local funding deficiencies.

In 2018, the California Statewide Needs Assessment Project surveyed California’s 57 counties and 482 cities on the condition of local streets and roads infrastructure. It collected data on the amount and type of funding used to support the needs of pavement, essential component needs, and bridges. The condition of California’s local streets and roads has continued to deteriorate significantly since the initial study. On a scale of zero (failed) to 100 (excellent), the statewide average Pavement Condition Index (PCI) is now 65 (“At Risk” category). Even more alarming, 53 of 58 counties are either at risk or have poor pavements. As shown in Figure 4-16, the San Benito region ranked one of eight counties in the State of California to have an average pavement condition of less than 49, significantly worse than the statewide average.⁹ The countywide average pavement condition index in San Benito is 37, which is a significant drop from 46 in 2016.

The San Benito region has a combined pavement rehabilitation and maintenance need of up to \$500 million, as illustrated in Figure 4-17. Figure 4-17 shows San Benito’s financial need when compared to the needs of the rest of the State of California.

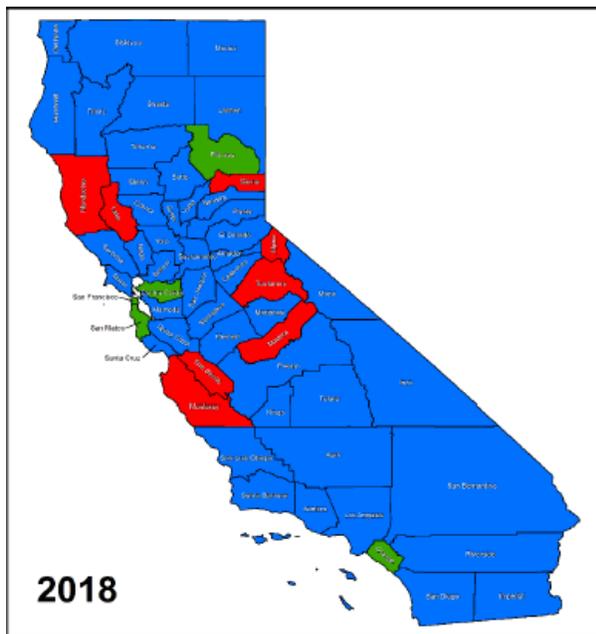


Figure 4-16: Pavement Conditions Index
Source: Statewide Needs Assessment, 2018

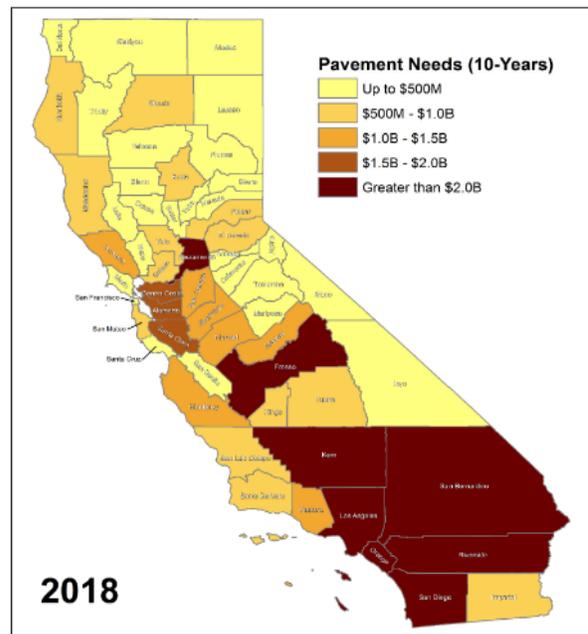


Figure 4-17: Pavement Conditions Index
Source: Statewide Needs Assessment, 2018

⁹ 2016 California Statewide Needs Assessment Project

Inadequate funding levels have impacted the ability for the local jurisdictions to provide adequate rehabilitation and maintenance of the existing roadway system, which also impacts the overall multi-modal transportation system. The Regional Transportation Plan's approach to addressing the San Benito region's local road rehabilitation and maintenance needs are address in Chapter 6: Investments in Our Transportation Future.

ACTIVE TRANSPORTATION

The overall funding need for the San Benito regional bicycle and pedestrian system exceeds \$32 million through the year 2045.

Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling.

Public Health Benefits

The benefits of Active Transportation have significant co-benefits for health. Projects such as bikeways or streetscape features encourage public health by developing active communities, resulting in lower healthcare costs. More recently the understanding of the relationship of transportation and health has been expanding to include a much broader range of community needs. One fundamental example is the way in which transportation can encourage physical activity, such as walking and biking, often referred to as active transportation. There is a demonstrated relationship between increased physical activity and a wide range of health benefits. Especially, considering that on a national, state, and local level, people are leading increasingly sedentary lives.

According to the 2011-2012 California Health Interview Survey (CHIS), only 18.2% of children in San Benito County age 5-17 reported engaging in regular physical activity in the last week (with a State rate of 20.8%) and 25.3% of adults engaged in regular walking in the past week. Lack of physical activity among young people, adults, and seniors is an increasing problem from a public health perspective. The 2011-2012 CHIS found that 57.9% of children in San Benito County age 12-18 were overweight or obese (with a State rate of 32.4%) and 41.2% of adults are obese (with a State rate of 24.8%).

The survey also found that 29.2% of adults reported having fair to poor health (with a State rate of 19.4%), 17.5% have been diagnosed with diabetes (with a State rate of 8.4%), and 32.3% have been diagnosed with high blood pressure (with a State rate of 27.3%). Over the years, the Council of Governments has made significant strides to make active transportation a fundamental part of the overall transportation system in San Benito County.



Figure 4-18: Healthy SBC Initiative Report Priority Outcomes
Source: 2014 San Benito County Department of Public

ACTIVE TRANSPORTATION PLANNING

Improving transportation infrastructure in ways that encourages walking and cycling is one of several effective ways to improve physical activity, decrease traffic collisions, and improve one’s health status. Transportation planning also has a tremendous impact on community health, safety, and neighborhood cohesion. For instance, health-focused transportation plans can help reduce the rate of injuries and fatalities from collisions. Some research suggests that there is a multiplier effect: when streets are designed to safely accommodate walking and biking, more people do so, and as more people walk and bike the rate of collisions actually goes down as pedestrians and bicyclists become more visible to motorists.

In addition, more people out walking and biking in a neighborhood has an important public safety benefit, as it means there are more “eyes on the street” to deter criminal activity. Taking this a step further, studies have shown that people who live in neighborhoods with less traffic and higher rates of walking, bicycling, and transit use know more of their neighbors, visit their neighbor’s homes more often, and are less fearful of their neighbors. When streets are inhospitable to pedestrians and bicyclists, residents



Figure 4-19: Intersection of SR 25 and Tres Pinos Road

Source: Council of San Benito County Governments

do not feel safe walking or biking to nearby transit and their ability to access regional educational and employment opportunities is hampered. In short, improving traffic safety results in better public health beyond simply reduced injuries and fatalities.

The Council of Governments (COG) has an adopted Bikeway and Pedestrian Master Plan. The Plan provides a blueprint for making active transportation an integral part of the daily life in the San Benito region. The Plan proposes 140.16 miles of designated trails, lanes, and routes that can be used to conveniently access major employers, shopping centers, and schools throughout the San Benito region.



Figure 4-20: Bicycle Lanes in San Benito County

Source: San Benito Bikeway & Pedestrian Master Plan

The Master Plan is significantly important when nearly 33% of the San Benito Countywide population is under the age of 18 and generally would not have access to a vehicle for personal use.¹⁰ The San Benito region is also making local strides to include bicycle and pedestrian facilities in all roadway projects and proposed new developments, where appropriate.



**33% OR 1/3 OF SAN
BENITO COUNTY
RESIDENTS ARE
UNDER THE AGE OF 18**

The California Department of Transportation (Caltrans) also has an adopted State Bicycle and Pedestrian Plan that support active travel through objectives, strategies, and actions. This direction continues support for the recent trend of increasing bicycle and pedestrian travel in the state and strengthens the connection between transportation, environmental sustainability, and public health.

¹⁰ City of Hollister Downtown Strategic Plan, 2007

Bicycling Facilities

Like many rural communities throughout the United States the San Benito region is experiencing resurgence in bicycling as a means of transportation. The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, energy-efficient, versatile, healthy, and fun. Bicycles offer low-cost mobility to the non-driving public and offer recreational activity for people of all ages. Recent national and local surveys find that more people are willing to bicycle more frequently if better facilities are available.



Figure 4-21, San Benito River Parkway Trail

Source: Council of San Benito County Governments

As illustrated in Figure 4-20, the bicycle network in the San Benito region is modest and consists of 13.21 miles. There are approximately 2 miles of Class I bike lanes and 15 miles of Class II. Existing Class I bike lanes often parallel arterial roadways. Existing Class II bike lanes are on urban roadways, often on arterial streets. There are no existing Class IV bike routes in the region. Figure 4-22 illustrates examples of the primary bike lane classifications. Figure 4-23 depicts the current and proposed bicycle lanes.

Progress is being made at the local level to incorporate active transportation supportive facilities in a proactive manner as opposed to reactive. As development occurs, future bicycle connections are being incorporated as part of roadway network in an effort to integrate Complete Street concepts. The Complete Streets movement aims to develop integrated, connected networks of streets that are safe and accessible for all people, regardless of age, ability, income, ethnicity, or chosen mode of travel. Complete Streets makes active transportation, such as walking and bicycling convenient and economically viable as well as provide increased access to employment centers, commerce, and educational institutions.

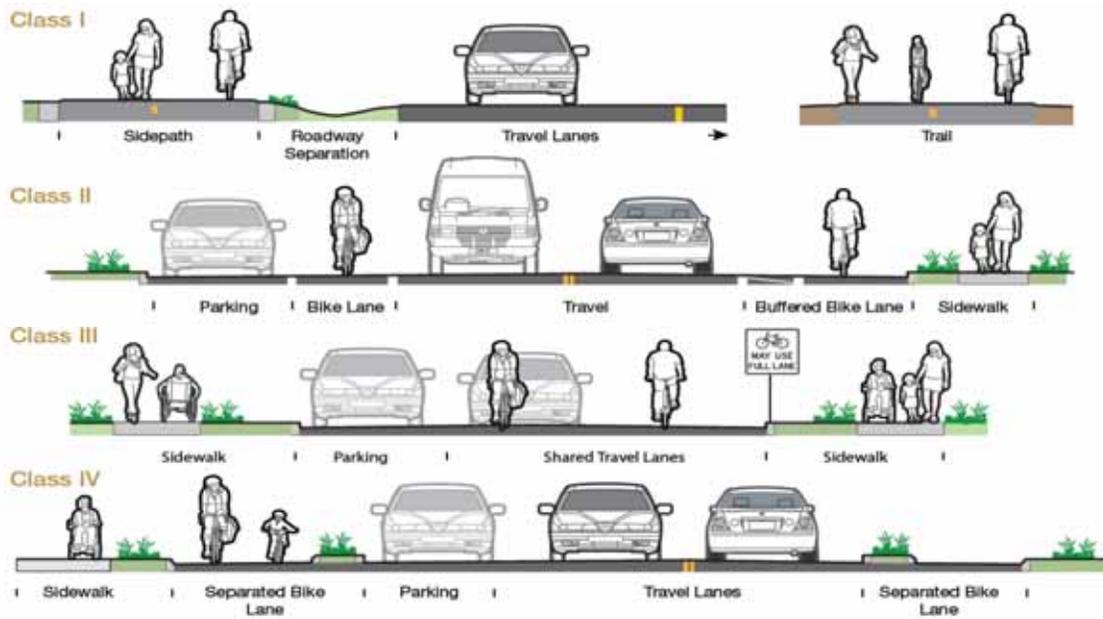


Figure 4-22: Caltrans Bicycle Facility Classifications
Source: California Bicycle and Pedestrian Plan, 2017

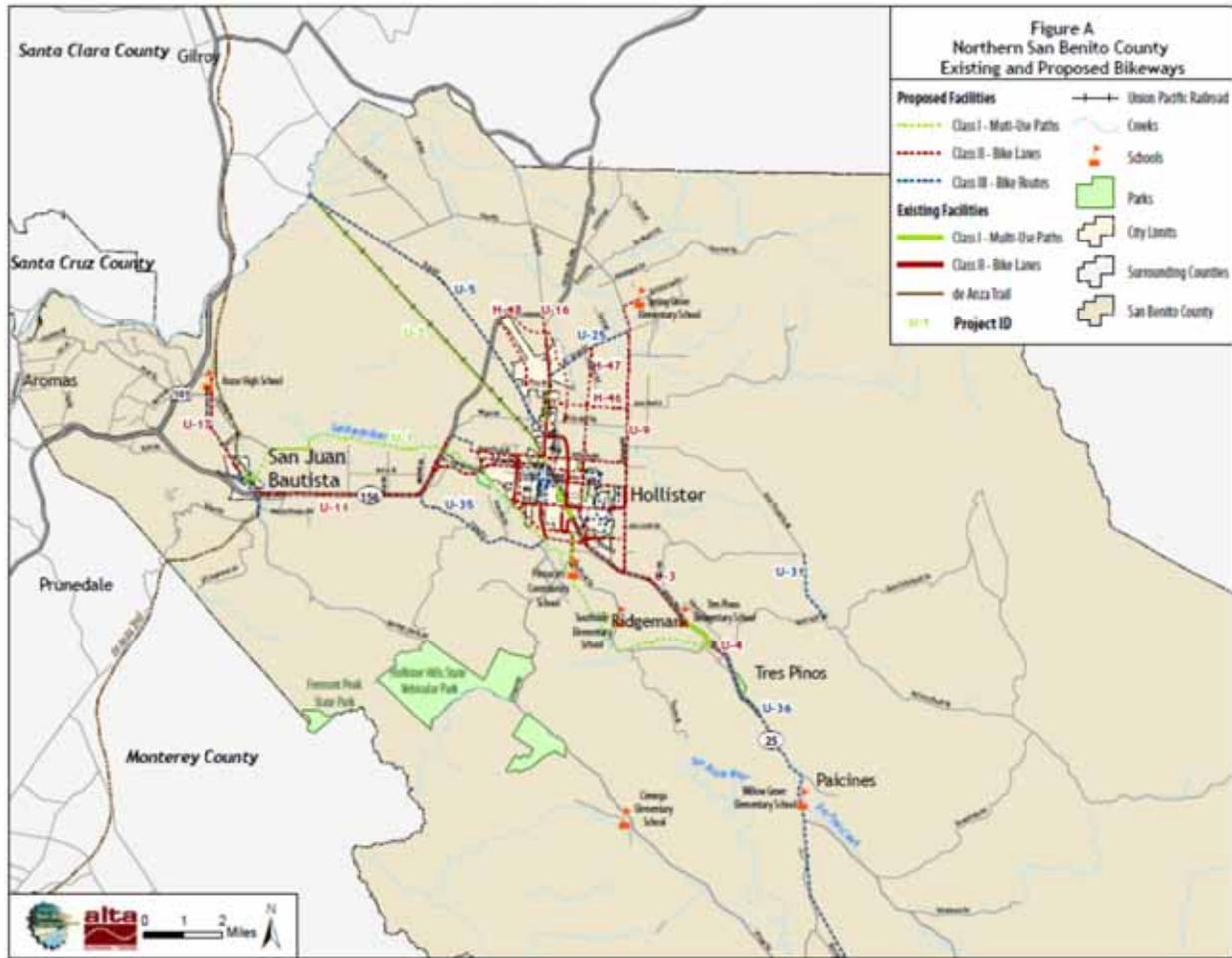


Figure 4-23: City of Hollister Existing and Proposed Bikeways

Source: 2009 San Benito County Bikeways and Pedestrian Master Plan



Figure 4-24: City of Hollister Existing and Proposed Bikeways

Source: 2009 San Benito County Bikeways and Pedestrian Master Plan

Bicycle Safety Education Programs

Education is an important element for increasing bicycling while also improving safety. There is a need for proper education of both youth and adult bicyclists and motorists.

San Benito County Safe Routes to School efforts aim to improve the health of kids and the community by making walking and bicycling to and from school safer, easier, and more enjoyable. Safe Routes to Schools uses education and incentives to encourage walking or riding a bicycle to and from school.

The Council of Governments has made great efforts to encourage walking and bicycling within the San Benito region. Specifically, by implementing various Safe Routes to School focus programs and projects, including:

- Bike-to-School Day - Free breakfast, peer support, and prizes. By encouraging students to safely ride to and from school, the event strives to reduce childhood obesity, traffic at school sites, and greenhouse gas emissions, and encourage long term bicycling habits.
- Helmet Fitting Program - The Council of Governments partners with the Safe Kids Coalition of San Benito County to distribute free helmets and educate children of all ages on the importance of wearing a helmet correctly, and at all times, while riding a bicycle, skateboard, or scooter.
- Safe Kids Coalition - The Council of Governments also serves as a member of the Safe Kids Coalition of San Benito County, whose mission is to prevent accidental death and injury to children ages 18 years and under, accomplished through the collaborative efforts of community partners.

-



Figure 4-25, COG Staff as Members of the Safe Kids Coalition Conducting Helmet Fittings

Source: Council of Governments

Pedestrian Facilities

Complete Streets recognize that people who travel by foot are legitimate users of the transportation system and equally deserving of safe facilities to accommodate their travel. Sidewalks can minimize the dangers of weather conditions, tripping hazards, and public health concerns. Sidewalks elevate the individual from storm and stagnant waters along roadways that can collect debris or bacteria. There are numerous places within the San Benito region where sidewalks do not exist or end abruptly, resulting in a discontinuous network. Areas without walkways may force pedestrians to walk along the edge of the roadway or may cause pedestrians to cross at undesignated crossing locations.

Priority locations for sidewalks were identified as part of the Council of Governments' Bicycle and Pedestrian Master Plan, Figure 4-26.



Figure 4-26: Sidewalk Gaps, Hollister, and San Juan Bautista
Source: 2009 San Benito County Bikeways and Pedestrian

Encouraging active transportation, such as bicycling and walking, in turn, helps achieve healthy communities. These programs employ a powerful public health framework for creating healthier environments. The Council of Governments, its local jurisdictions and partner agencies recognize that making the healthy choice the easy choice is a sure route to success in promoting healthier behavior.

PUBLIC TRANSIT SYSTEM

The overall funding need for the San Benito regional transit system exceeds \$256 million through the year 2045.

San Benito County's transit system includes an extensive network of services and options providing a viable alternative to auto travel. The San Benito County Local Transportation Authority is responsible for the administration and operation of public transportation services in the County provided by County Express and Specialized Transportation services. The Authority was formed by a Joint Powers Agreement between the Cities of Hollister and San Juan Bautista and the County of San Benito in 1990.

Public transit services support essential service needed by many community members to maintain a minimum standard of living. It also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes.



Figure 4-27: County Express Riders

Source: Council of San Benito County Governments

Adequate transit service for older and disabled citizens and for coordinated social services transportation is an additional service goal which ties strongly to community access and quality of life issues. This specialized transportation service will expand over the life of the Plan to accommodate an anticipated significant increase in older age adults who continue to value mobility, but seek options to the automobile.

Community Demographics

Transit services provided by County Express and Specialized Transportation Services are vital to the mobility of the County’s residents. These two public transit services allow dependent residents, such as seniors and youth, to make lifeline trips, such as: transportation to medical services, social services, and education.

The Area Agency on Aging for San Benito and Santa Cruz Counties reported that in 2016 the population over the age of 60 in the San Benito region, increased by 20.5% since 2011. Notably, seniors 65+ are the fastest growing age group in California and the United States. Of the people currently living in the San Benito region, up to 43% of the population may merit special transportation services because of their potential inability to drive due to age, disability, or income status.

Based on the 2010 U.S. Census, of the total population in the region 10% are 65 years of age or older. Another transit dependent group are the youth demographic. In the San Benito region, one-third (29%) of its residents are 17 or under, as illustrated in Figure 4-28.

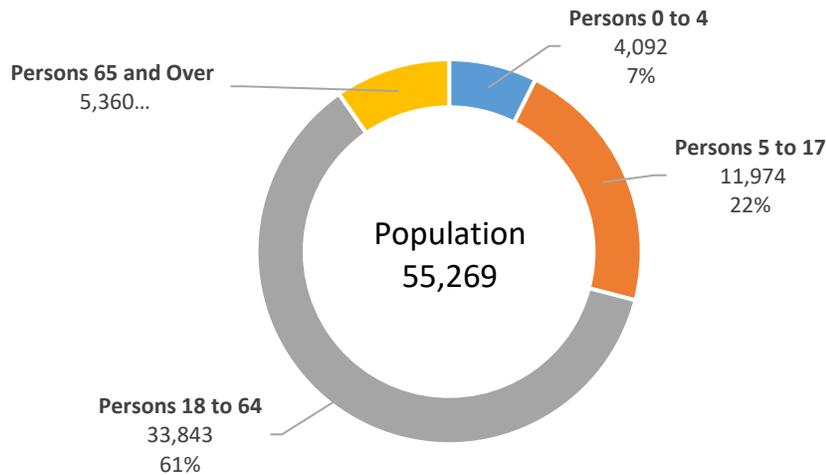


Figure 4-28: Age Groups in the San Benito Region

Source: US Census, 2010

Given this information, it is crucial to continue to operate a transit system that meets the needs of those who are most dependent on the systems as their primary mode of travel.

Overview Of The Transit System

County Express

In the Fall of 2021, the Local Transportation Authority (LTA) revamped its transit services, partly stemming from the impacts of COVID-19 on public transit. The LTA replaced its County Express Fixed Route service with an improved County Express On-Demand service. In addition, the LTA launched a County Express Tripper service to compliment the On-Demand service during peak travel demand associated with local school bell schedules. Other County Express services include a Americans with Disabilities Act Paratransit service, Intercounty service to Gilroy in Santa Clara County, and a general public Dial-A-Ride. As of August 2021, the County Express fleet included 20 vehicles. All vehicles are ADA compliant and equipped with wheelchair lifts/ramps and bicycle racks. The Local Transportation Authority contracts with a private operator for management, dispatchers, trainers, and drivers of its County Express transit service. A summary of each service is further described below.

On-Demand

This first of its kind service integrates technology with a demand responsive transit solution to provide riders with further access to jobs, healthcare, and more. On-Demand is a curb-to-curb service that offers flexible routing and scheduling, extending the accessibility of public transit service within the City of Hollister.

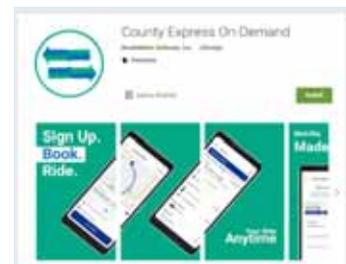


Figure 4-29: On Demand APP
Source: COG

Tripper Service:

The Tripper Service is an added bus service offered during peak student travel times—the general public may also ride. Seating availability is on a first-come, first-serve basis.



Figure 4-30: On-Demand Service Map
Source: COG



Figure 4-31: Tripper Service Map
Source: COG

Dial-A-Ride

County Express transit system provides Dial-a-Ride service to parts of northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, Monday through Friday from 6:00 a.m. to 6:00 p.m., and on weekends 9:00 a.m. to 3:00 p.m. Reservations for the Dial-A-Ride may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

Paratransit

Complementary Americans with Disabilities Act Paratransit service is available for residents and visitors who are eligible for the service as determined by the Authority. The service is for individuals who are not able to access Tripper+ due to a physical or cognitive disability and have trips that begin or end in a location less than $\frac{3}{4}$ mile from a Tripper bus stop. Reservations for the Paratransit service may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

Intercounty

County Express' Intercounty routes provide connections from the Cities of Hollister and San Juan Bautista to the City of Gilroy. There is daily weekday service to Gavilan College and the Caltrain station and weekend service to the Greyhound station in Gilroy. The weekday shuttle service to Gavilan College has limited schedule when school is not in session. There are early morning and evening runs to the Gilroy Caltrain station for connections to Caltrain and Valley Transportation Authority bus services. Service to the Greyhound station operates on Saturday and Sunday from 7:30 a.m. to 6:00 p.m.

Specialized Transportation Services

According to the 2010 U.S. Census, 10 percent of the total county population is aged 65 or older.¹¹ Many of these elderly individuals and persons with disabilities require specialized transportation services to travel to medical appointments, shop, and visit recreation centers.

The Authority contracts with Jovenes de Antaño (Youth of Yesteryear), a local non-profit organization that has been providing specialized transportation services in San Benito County since 1990. Specialized services include Out of County Non-Emergency Medical Transportation, Medical Shopping Assistance Transportation, and Senior Lunch Transportation Program. These services are beyond the



Figure 4-32: Specialized Transportation Services Driver
Source: Jovenes de Antaño

¹¹ U.S. Census, San Benito County

requirements of Americans with Disabilities Act. They provide escort services, door-through-door, and minor translation services. The coordination effort between Jovenes de Antaño and the Authority allows for efficient, affordable, and reliable service for this critical need in the community of San Benito County.

In order to meet public demand, the Authority is always looking toward generating revenue through various grants to help fund transit. Some examples of past services that were funded through grants to the Authority include:

- Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor Study
- Expansion of Intercounty Services
- Transit Internship Program
- Short-Range and Long-Range Transit Plan
- Bus Stop Improvement Plan
- Intelligent Transportation Systems Plan
- Various vehicle, bus stop, and infrastructure projects

TRANSPORTATION SYSTEM MANAGEMENT (TSM) AND TRANSPORTATION DEMAND MANAGEMENT (TDM)

The overall funding need for the Transportation System Management and Transportation Demand Management exceed \$9 million through the year 2045.

Transportation System Management (TSM)

Transportation System Management (TSM) strategies increase the efficiency of the existing transportation system and reduce the need for costly system expansion. Transportation System Management strategies often use Intelligent Transportation System technologies. These measures include signal synchronization, ramp metering, “at-speed” truck scales “weight in motion”, and 511 traveler information systems. Strategic application of Intelligent Transportation System technology on our transportation system can increase system productivity by as much as 5%.

How can Intelligent Transportation Systems (ITS) help?

As transportation funds become more limited and travel demands increase, we need to find ways of maximizing the use of our existing transportation systems. Efficiently use our initial transportation investment.

The California Department of Transportation (Caltrans) implemented a statewide effort to develop Corridor System Management Plans for corridors funded under the Corridor Mobility Improvement Account. This integration of transportation planning and operations seeks to maintain over the long term, through identification of multimodal, operational, and minor capacity enhancements, the mobility benefits gained from major corridor projects.

Another form of Transportation System Management is Intelligent Transportation Systems, which involve the use of advanced computer, electronic, and communication technologies to increase the safety and efficiency of the entire surface transportation system. The Central Coast Coordinating Group, which is composed of various transportation agencies in the Monterey Bay Area, coordinated with Caltrans to develop the Central Coast Intelligent Transportation Systems Implementation Plan. The short and long-range projects will help local agencies develop new products that will help each agency to better implement, operate, and maintain their Intelligent Transportation Systems projects. The Regional Transportation Plan is consistent with the Regional Performance Architecture Plan.

The San Benito County region continues to implement Intelligent Transportation Systems application in various transportation projects when feasible.

The Central Coast Intelligent Transportation Systems Implementation Plan included various projects, such as:

- Traffic signal control (signal timing, synchronization, and central control)
- Interactive traveler information systems (internet websites, kiosks, telephone call-in systems, APPS)
- Smart Motorist Aid Call Boxes

Call boxes help motorists in distress by providing a direct connection to a California Highway Patrol communications center. The motorist-aid system operates along major roadways throughout the State. The programs are administered at the county level by local Service Authorities for Freeways and Expressways (SAFEs).

In 1998, the Council of Governments established the San Benito County Service Authority for Freeways and Expressways (SAFE) to administer the \$1 vehicle registration fee collected by the Department of Motor Vehicles for maintaining an Emergency Call Box Program in San Benito County. San Benito SAFE currently maintains 40 call boxes in region, Figure 4-33 and 4-34.

Call box usage in San Benito County has remained steady over the past few years. Call box usage trends for the year typically show a decrease in calls during the winter months as people tend to travel less. Although cell phone usage is becoming more prevalent, it is still important to maintain this program because of the rural nature of San Benito County as there are areas with little to no cell phone service. Most recently, San Benito SAFE installed four call boxes in south San Benito County at the request of the California Department of Forestry due to the lack of cell service in the area.

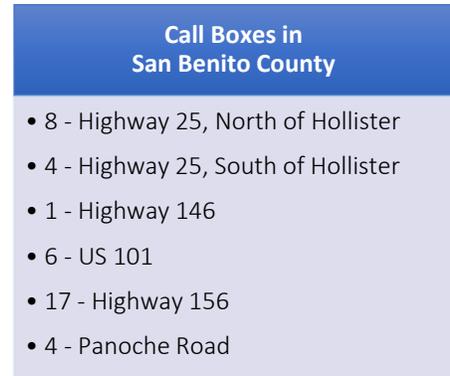
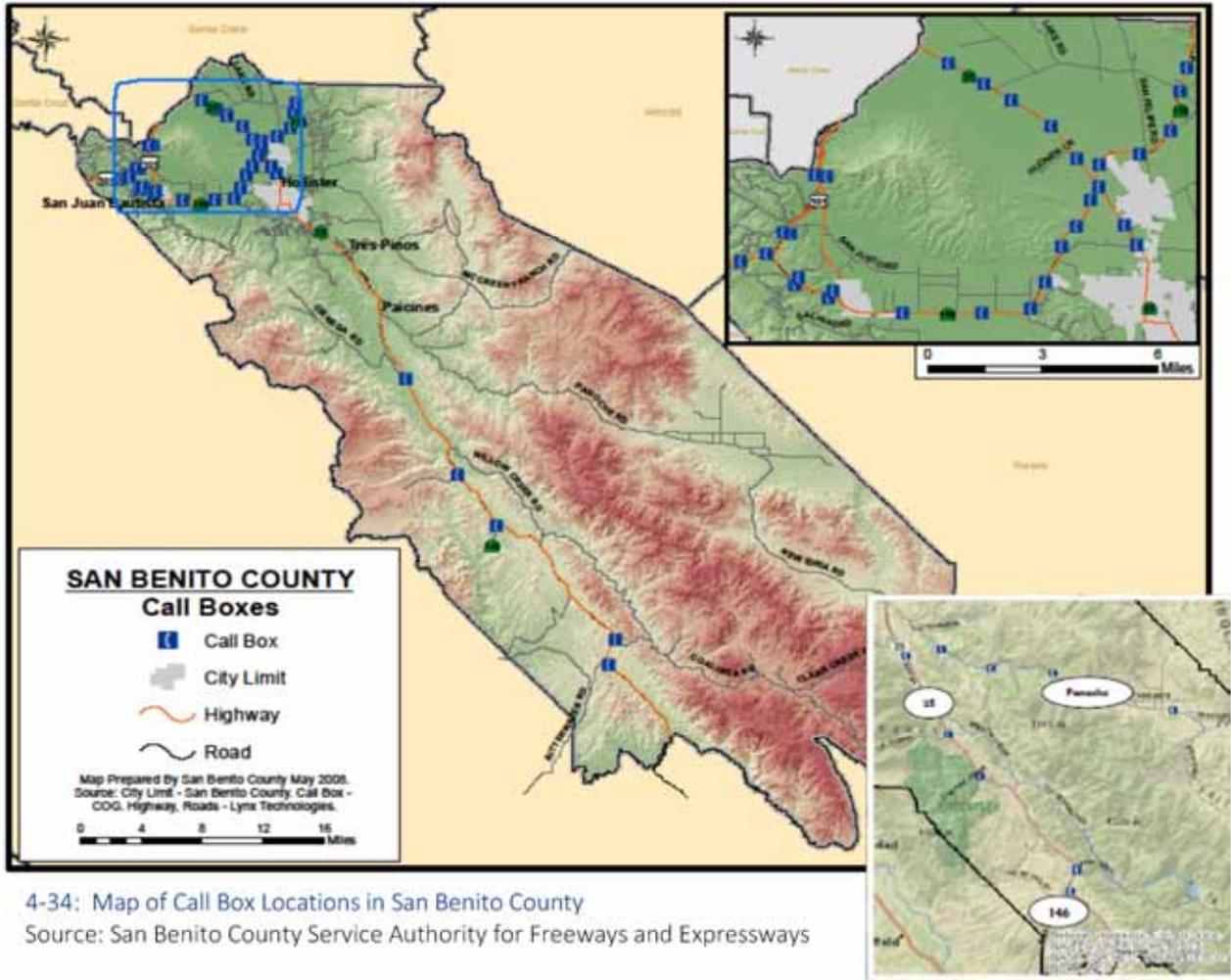


Figure 4-33 Call Box Locations

Source: San Benito SAFE



Transportation Demand Management (TDM)

Transportation Demand Management or TDM refers to policies and strategies that aim to reduce travel demand, particularly single occupant vehicles, or to redistribute that demand to off-peak times. Reducing the demand for single occupant vehicle trips and shifting those trips to carpools, bicycles, pedestrians, and transit trips are ways to reduce congestion and make more efficient use of the existing transportation system.

Park-And-Ride Lots

San Benito County currently has two park-and-ride lots serving area commuters. One location is at the intersection of U.S. 101 and SR 156 near Searle Road. The Council of Governments, in partnership with the County of San Benito and Caltrans, are exploring funding opportunities to upgrade this location to include repaving and parking space reconfiguration to allow maximum rideshare use, electric vehicle charging stations, improved lighting (solar), ADA emergency call box accessibility, vanpool



Figure 4-35: SR 156 / SR 101 Park-and-Ride Lot

Source: Council of Governments

priority parking, and serve as a possible future transit pick-up/drop-off location. Perfectly situated at the U.S. 101 and SR 156 junction, the park-and-ride lot has the potential to improve multimodal opportunities that improve the use of alternative modes other than the single occupancy motor vehicle. The other park-and-ride location is in Hollister at the intersection of Hillcrest Road and Memorial Drive; this location also serves as a County Express transfer point for commuter transit service to Gilroy.

Ridesharing

The Council of Governments has provided ridesharing services to San Benito County residents since 1987. The goal of the Rideshare Program is to help commuters traveling to or from San Benito County use alternatives to driving alone. The Rideshare Program helps improve air quality by encouraging shared vehicle use, and the use of other modes of transportation as alternatives to the single-occupant vehicle.

As a resource to commuters, San Benito Rideshare partners with the Bay Area's Metropolitan Transportation Commission (MTC) for use of its 511 Ridematch Database. The database contains registered individuals in the region that use carpool and vanpool ride matching services. After registering in the 511 database, registrants can see if there are others with a similar commute. If

schedules align, a carpool can be formed; if there are a large number of people commuting to the same location, a vanpool could be formed.

Regional Vanpool Program

The Council of Governments administers a commuter Vanpool Program, which is designed to help residents save money to reduce traffic congestion, and to make the commute to/from work more pleasant by providing affordable shared transportation. The Vanpool Program fleet consists of four 15-passenger vehicles that are leased to commuters traveling to and from San Benito County.

Calvans

CalVans is a state-wide Vanpool Program that includes vanpools tailored to meet the needs of commuters, plus some vans especially designed for farm workers. CalVans is sponsored by the California Vanpool Authority.

Commuter Rail Program

Although there is no direct commuter rail service from San Benito County to Santa Clara County, County Express provides Intercounty shuttle service to connect commuters to Caltrain services available in Gilroy. The California High Speed Rail Authority has a planned route that is proposed to go through northern San Benito County as it connects the Bay Area with the Central Valley and Los Angeles. Although there is no planned stop within San Benito County, one stop is anticipated in Gilroy. The primary rail line in San Benito County is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero Creek in Santa Clara County.

In 2018, the Council of Governments and the Local Transportation Authority were awarded a Caltrans Senate Bill 1 Sustainable Communities Transportation Planning Grant to develop the Analysis of Public Transit Network Expansion Projects for Congestion Relief of the Highway 25 Corridor. State Route 25 in northern San Benito County is highly congested during commute hours due to the many residents commuting into Santa Clara County. The Study was completed in 2020, and it included stakeholder participation, feasibility analysis of public transit network expansion projects, implementation strategies, project cost estimates, and the identification of potential funding strategies and sources. Specifically, the study identified three congestion relief concepts for Highway 25, including:

1. 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.
2. Bus-Beside-Rail would provide a new facility exclusive for buses beside the rail corridor.
3. 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.

OTHER REGIONAL TRANSPORTATION PROGRAMS

The overall funding need for the “other” category of projects exceeds \$73 million through the year 2045.

Aviation Services And Ground Access

San Benito County has one public airport (Hollister Municipal Airport), one public/private airport (Frazier Lake Airpark), and several private landing strips throughout the County.

In San Benito County, agricultural producers, fire fighters, and emergency medical services all depend on the use of the local airports for various purposes. Private aircraft users also use these aviation facilities for commercial and recreational uses. The land uses surrounding the Hollister Municipal Airport are varied and include open space, agricultural uses, and industrial/commercial development.

In order to promote compatibility between the land uses surrounding the Hollister Municipal Airport and Frazier Lake Airpark, the San Benito County Airport Land Use Commission guides itself by the Hollister Municipal Airport Land Use Compatibility Plan and the Frazier Lake Airpark Comprehensive Land Use Plan, respectively. The Compatibility Plan and the Comprehensive Land Use Plan seek to protect the public from the adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to keep aircraft operational areas free from obstructions or activities that may impact aircraft navigation. The San Benito County Airport Land Use Commission is made of members of the Council of San Benito County Governments Board of Directors.



Figure 4-36: Hollister Municipal Airport
Source: Hollister Municipal Airport Master Plan

Hollister Municipal Airport

The Hollister Municipal Airport is located approximately two miles north of Hollister adjacent to SR 156 and is owned and operated by the City of Hollister. The Management Services Director is responsible for the operation, maintenance, and management of the airport. A seven-member



Airport Advisory Commission provides recommendations on the policies and long-range plans for the Hollister Municipal Airport to the City Council.

The facility is a general aviation airport and is included in the National Plan of Integrated Airport Systems. In its operational role, it is classed as General Utility and accommodates all current aviation aircraft except certain business jets. Annual aircraft operations are estimated at 53,000.

Hollister Municipal Airport has two intersecting runways. Runway 13-31 is aligned in a north/west prevailing wind direction with winds commonly out of the northwest. The crosswind runway, Runway 6-24, is aligned east/west. Both runways have lighting systems for night operations.

Runway 13-31 is the longest runway at the airport with a length of 6,350 feet. Additionally, it is the only runway served with a straight-in instrument approach. Runway 13-31 is equipped with a localizer performance with vertical guidance instrument approach, with visibility minimums of 1¼ mile and a decision altitude of 553 feet Mean Sea Level (323 Above Ground Level). Large aircraft, such as business jets and Cal Fire aircraft, almost exclusively use Runway 13-31.

Runway 6-24 is 3,150 feet in length and 100 feet wide. Runway 6-24 is a visual approach runway. As a crosswind runway, Runway 6-24 allows aircraft, particularly smaller aircraft which are susceptible to strong crosswinds, to safely land and depart the airport when wind conditions do not favor 13-31. Local weather patterns indicate that winds are out of the northwest in the morning, favoring Runway 13-31. In the afternoon, winds shift and blow out of the west, favoring Runway 6-24.

The City of Hollister has made continual improvements to address the future needs of the Hollister Municipal Airport. The Hollister Municipal Airport, in cooperation with the Federal Aviation Administration (FAA) and the State, is continuing to bring the facility into the 21st century. This will allow increased air cargo traffic, including air-training centers for pilots and mechanics, plus support additional air tourism traffic to the area.

Frazier Lake Airpark

Frazier Lake Airpark is located approximately 4.5 nautical miles northwest of Hollister Municipal Airport and is privately-owned and operated by the Frazier Lake Airpark Corporation. Two runways are available for use at the airport, one waterway which is 3,000 feet long and a turf runway that is 2,500 feet long. The airport does not have an airport traffic control tower and no published instrument approach procedures. Approximately 90 aircraft are based at the airport, with tie-downs being the only service available.

Regional Airports

San Jose International Airport is a major carrier airport that provides San Benito County residents with airline service throughout the state, nation, and selected foreign countries. The airport is approximately 55 miles north of Hollister and 45 miles from San Juan Bautista. Primary access to San Jose International Airport is via SR 25, 156, and U.S. 101.

Monterey Peninsula Airport is a smaller regional airport that provides San Benito County residents with airline service within California and a few out-of-state destinations. The airport is approximately 40 miles southwest of Hollister and 35 miles from San Juan Bautista. Primary access to Monterey Peninsula Airport is via SR 156 and U.S. 101.

The airports service the needs of agriculture, tourism, government, and other business interests throughout the region. Almost 50% of the total air trips to the area through the regional airports are specifically for business purposes while another 40% of those trips are for tourism.



Chapter 5: Financing Our Transportation Investments

This chapter describes the nuts and bolts of the financial forecasts for the San Benito region.

CHAPTER 5: FINANCING OUR TRANSPORTATION INVESTMENTS

This chapter describes the financial strategy needed to operate, maintain, and expand the multi-modal list of transportation projects identified in the next chapter. In identifying which projects will advance the region’s goals through the year 2045, the Council of Governments (COG) must consider how much funding is projected to be available to the San Benito region over the next 25-years, through the year 2045. *Funding forecasts show that project costs exceed the projected revenues – affecting the number of identified and delivered projects.*



As discussed in earlier chapters, the lack of adequate funding levels is the biggest challenge facing the San Benito region in its delivery of transportation projects and programs. As the region grows, the strain on available resources will continue to be a challenge. Given the funding circumstances, it is critical to set clear priorities for limited funds and pursue new revenues to address the backlog of transportation needs.

The fund projections included as Appendix B were developed in collaboration with regional partners in the Monterey Bay Region who subscribed to the same methodology in preparation of their Regional Transportation Plans. The Council of Governments developed the financial projections based on these guiding assumptions:

- Projections of revenues that rely on historical patterns of funding from federal, state, regional, and local sources, as well as conservative assumptions about future growth conditions (i.e., escalation rate).
- Funding identified in currently adopted plans and programs
- Guidance from local, state, and federal agencies
- Direction from policymakers regarding consideration of new, alternative revenues

PROJECTED FUNDING THROUGH 2045

Transportation projects in the San Benito region are funded through a variety of federal, state, regional, and local funding sources. Based on projected revenue sources, approximately \$1.5 billion is reasonably anticipated to be available to finance \$1.6 billion in transportation project costs between the years 2020 and 2045.

Federal and state sources for funding transportation infrastructure are critical. However, in San Benito County they are insufficient to cover the growing needs of the region. As illustrated in Figure 5-1, state and federal sources account for a combined total of 47 percent or \$722 million in funding through the year 2045. Regional funds consist of those provided by the Monterey Bay Air Resources District.

Local revenue sources account for 53 percent or \$815 million of the anticipated revenues come from local sources, primarily from the transportation mitigation impact fee program and Measure G – a local one cent sales tax for transportation.

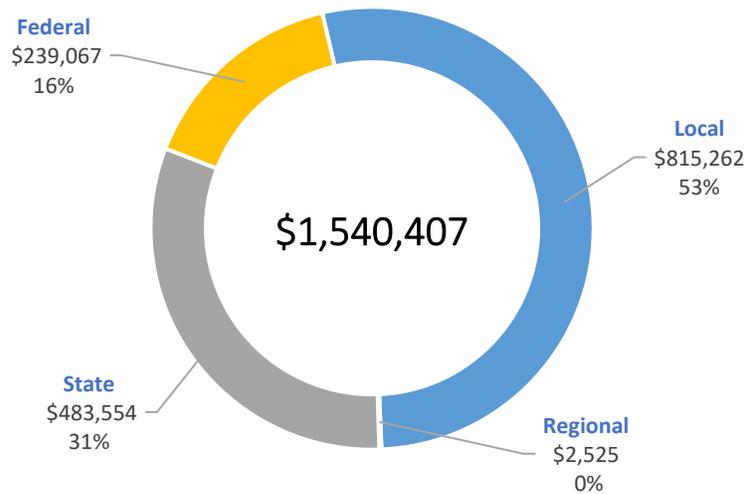


Figure 5-1: 25-Year Revenue Projections, Non-Escalated (000's)

Source: Council of San Benito County Governments

Like so many funding sources, transportation funding is often dedicated for specific uses. Some funding categories may be considered broad, generic groupings, while others have restrictions defined by federal and state law. For example, Active Transportation Program monies cannot be redirected to bridge projects.

DEDICATED VERSUS DISCRETIONARY FUNDS

The projected revenues, \$1.5 billion, are categorized as either “dedicated” to specific uses, or are considered “discretionary/flexible” and available for a variety of transportation uses.

As shown in Figure 5-2, 73 percent or \$1,117 billion¹ is “dedicated” for use for specific types of projects. For example, some funding sources are exclusively designated for capital projects on the state highways, while other flexible sources may be applied to projects that support both active transportation and roadway improvements, such as roundabouts.

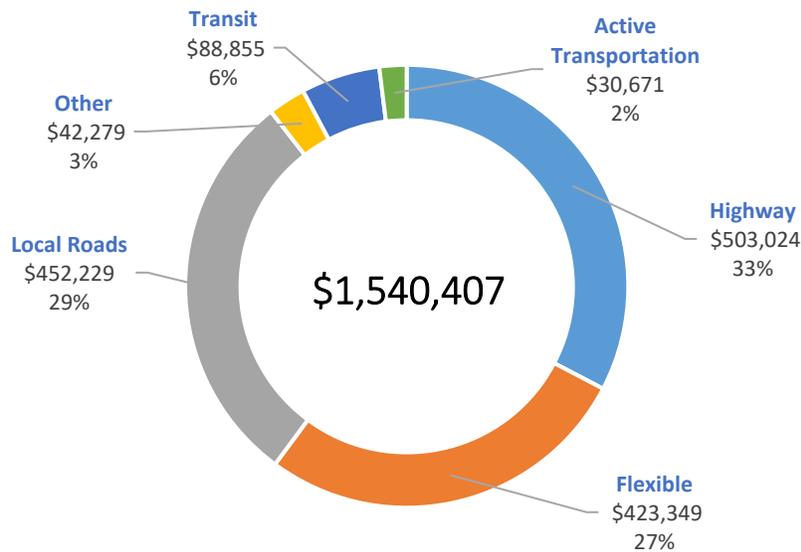


Figure 5-2: 25-Year Revenue Projections by Mode, Non-Escalated (000's)

Source: Council of San Benito County Governments

Discretionary monies are relatively “flexible” funds typically available for a variety of projects, this makes up 27% of the local, regional, state, and federal funding or \$423 million. Discretionary monies must still meet the parameters of the specific funding source in which they derive from.

The following section outlines the major federal, state, local, regional, and “other” revenue assumptions for the San Benito region through the year 2045.

¹ Includes: Highway, Transit, Local Streets-Roads, Active Transportation, Project Specific and “other”

TRANSPORTATION FUNDING

Federal Funding Sources

Through the year 2045, 16 percent or \$239,088 million of the transportation funds for the San Benito region are expected to come from federal funding sources.

Federal monies for transportation are delivered through the federal transportation funding bill. On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs—including, but not limited to, Federal-aid highways—at over \$305 billion for fiscal years (FY) 2016 through 2020. It was the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation.



The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

MAP-21 is now expired. It has been replaced by the Fixing America's Surface Transportation Act (FAST). *The FAST Act builds on the changes made by MAP-21. Setting the course for transportation investment in highways. The FAST Act is a five-year surface transportation law that provides long-term funding certainty for federal fiscal years 2016-2020.*



The Fixing American’s Surface Transportation (FAST) Act is a five-year surface transportation law that provides long-term funding certainty for federal fiscal years 2016-2020.

The FAST Act is funded through the Highway Trust Fund (HTF), which is funded by the federal motor fuels tax. The tax has not been increased since 1993. Since 2008, Congress has transferred funds from non-transportation resources to the HTF in order to meet the needs of transportation outlays. While the FAST Act provides five years of funding certainty, the fund will be insolvent at the end of the five-year period.

In 2021, the Senate passed a \$1 trillion infrastructure package called the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act (H.R. 3684). The INVEST in America Act must also be passed by the House. The outlook and timeline for House consideration, as well as whether the House will amend the Senate package, remain unclear.



SUMMARY OF THE "INVESTING IN A NEW VISION FOR THE ENVIRONMENT AND SURFACE TRANSPORTATION IN AMERICA" ACT

Provides \$494 billion over five years to make transformative infrastructure investments in surface and rail transportation. Provides \$411 billion over five years out of the Highway Trust Fund (HTF) for highway, transit, safety, and research programs, a 46 percent increase over current investment levels.

Provides \$319 billion for the Federal-aid highway program under the Federal Highway Administration, \$105 billion for transit programs under the Federal Transit Administration, \$5.3 billion for highway safety programs under the National Highway Traffic Safety Administration, \$4.6 billion for motor carrier safety programs under the Federal Motor Carrier Safety Administration, and \$60 billion for rail programs.

Division A – COVID-19 Response and Recovery

This financial plan assumes that limited federal funds will continue to remain available. Since the previous RTP, core State and local revenues increased as a result of new revenue programs (i.e., SB 1) established to address the decline of funding due to increasing fuel efficiency vehicles. A significant apportionment of funding comes through fuel taxes and fees.²

Figure 5-3 illustrates the federal revenue sources that are projected for the San Benito region over the next 25-years.

Index No.	Federal Program	Description	Projected Revenue
4.01	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	The 5310 program awards grants to private non-profit organizations to serve the transportation needs of the elderly and persons with disabilities. ³	\$2,713
4.02	Transit Planning Grants (5304) Competitive	The Transit Planning grant program is funded by the Federal Transit Administration, which has authorized Caltrans to distribute these grant funds. Funds can be used for transit planning for sustainable communities and for rural communities. ⁴	\$2,500
4.03	Rural Area Formula Program (5311)	This rural transit program provides funding for the purpose of supporting public transportation in rural areas, with a population of less than 50,000. ⁵	\$8,750
4.04	CARES 5311		\$1,025

² Federal Highway Administration

³ U.S. Department of Transportation, Federal Transit Administration

⁴ California Department of Transportation

⁵ U.S. Department of Transportation, Federal Transit Administration

4.05	Better Utilizing Investments to Leverage Development (BUILD)	Transportation Discretionary Grant program that funds investments in transportation infrastructure, including transit	\$25,000
4.06	Highway Bridge Program (HBP)	The Highway Bridge Program provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance. ⁶	\$148,025
4.07	Highway Safety Improvement Program (HSIP)	The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. ⁷	\$9,750
4.08	Surface Transportation Block Grant (STBG), previously known as Regional Surface Transportation Program (RSTP)	Previously operated under the name Regional Surface Transportation Program. This program funds construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on federal and state highways, local roads, and bridges.	\$15,875
4.09	FEMA/CALEMA/ER -Emergency Road Repair Funding	FEMA's provides grant funding to eligible applicants for repair and replacement of non-Federal aid roads and bridges following a declared major disaster or emergency.	\$5,700
4.10	Federal Aviation Administration (FAA) Airport Improvement Program	Airport Improvement provides grants to public agencies for planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems. ⁸	\$3,750
4.11	Federal Railroad Administration (FRA)	This program provides grant funds to develop safety improvements and encourage the expansion of passenger and freight rail infrastructure and services.	\$9,979
Total			\$239,067

Figure 5-3: Federal Funding Sources for the San Benito Region, Current Year Dollars (000's)

Source: Council of San Benito County Governments

⁶ U.S. Department of Transportation, Federal Highway Administration

⁷ U.S. Department of Transportation, Federal Highway Administration

⁸ U.S. Department of Transportation, Federal Aviation Administration

State Funding Sources

Through the year 2045, 31% or \$483 million, of the transportation funds for the San Benito region come from state funding sources.

California’s transportation system connects California’s nearly 40 million residents to jobs, housing, services, recreation, and facilitates trade to and from the world’s 5th largest economy. In California, transportation does far more than connect people and goods to their destinations; it plays a central role in our economic opportunities, cost of living, environmental quality, health, and quality of life. The State transportation system also plays a vital role in increasing resilience to climate change, while helping bring down carbon emissions that lead to future climate impacts.⁹



“California’s safe, resilient, and universally accessible transportation system supports vibrant communities, advances racial and economic justice, and improves public and environmental health.”

At the State level, transportation is a coordinated effort amongst the California State Legislature, California State Transportation Agency (CalSTA), California Transportation Commission (CTC), and Caltrans.

California State Legislature

The Legislature signifies its transportation initiatives and spending priorities by establishing policies and financial resources through State statutes such as the Revenue and Taxation Code, the Streets and Highways Code, and the Government Code. The Governor and Legislature appropriate funds for the transportation network through the annual budget. For more information visit: <http://leginfo.legislature.ca.gov>.

California State Transportation Agency

CalSTA’s mission is to “develop and coordinate the policies and programs of the State’s transportation entities to achieve the State’s mobility, safety and air quality objectives from its transportation system.” CalSTA oversees the Board of Pilot Commissioners, California Highway Patrol, CTC, Caltrans, Department of Motor Vehicles, New Motor Vehicle Board, High-Speed Rail Authority, and the Office of Traffic Safety. For more information visit: www.calsta.ca.gov.

⁹ California Transportation Plan 2050

California Transportation Commission

CTC consists of 11 appointed voting members and two non-voting ex-officio members. The Governor appoints nine members, and the Senate Rules Committee and the Speaker of the Assembly each appoint one member. CTC's responsibilities include 1) programing and allocating State and federal funds for the construction of various modes such as highway, passenger rail and transit improvements throughout California, 2) advising and assisting the Secretary of Transportation and the California State Legislature regarding policies, plans, and programs pertaining to transportation, and 3) aiding in the development of State and federal legislation and adopting policies to implement enacted laws. For more information visit: www.catc.ca.gov.

Caltrans

Caltrans plans, designs, constructs, and maintains the State highway System to account for motor vehicles, transit, and active transportation modes. This effort involves nominating interregional capital improvement projects to the CTC for construction. Caltrans also collaborates and partners with public and private entities such as the federal, State, regional, tribal governments, and Amtrak to advance the transportation network. For more information visit: www.dot.ca.gov.

Below is a simplified overview of 2020-2021 Transportation Funding in California, Figure 5-4.



Figure 5-4: Introduction to Transportation Funding
Source: Caltrans Transportation Funding 2020

Figure 5-5 illustrates the state revenue sources that are projected for the San Benito region through the year 2045.

Index No.	State Program	Description	Projected Revenue
3.01	California Aid to Airports Program	The purpose of the program is to assist in establishing and improving a statewide system of safe and environmentally compatible airports whose primary benefit is for general aviation. ¹⁰	\$250
3.02	State Highway Operations and Protection Program (SHOPP)	Road Maintenance and Rehabilitation Account funds for maintenance of the State Highway System and supporting infrastructure. Projects usually fall into the categories: collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other highway transportation facilities related to the state highway system.	\$213,250
3.03	Road Maintenance and Rehabilitation Account (RMRA) - State Highway Operations and Protection Program (SHOPP)	The Road Maintenance and Rehabilitation Account was established to address deferred maintenance of the state highway system and local St and road system. RMRA funds are deposited into various fund programs including the SHOPP.	\$85,125
3.04	State Transit Assistance (STA)	Funds derived from the statewide sales tax on diesel fuel, are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales, and transit performance.	\$10,868
3.05	SB1 Competitive Programs:	<ol style="list-style-type: none"> 1. TCEP: The Trade Corridor Enhancement Program provides funding for projects which more efficiently enhance the movement of goods along quarters that have height freight volumes. 2. SCCP: The purpose of the Solutions for Congested Corridors Program is to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. 3. LPP Competitive: The Local Partnership Program provides local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of 200 	\$40,000

¹⁰ California Department of Transportation

		million annually to fund road maintenance and rehabilitation, soundwalls, and other transportation improvement projects.	
3.06	State Transit Assistance (STA) / State of Good Repair (SOGR)	Funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects.	\$2,350
3.07	State Transportation Improvement Program (STIP)-Interregional Share	Funds are available to Caltrans for state highway improvements, intercity rail, and regional highway and transit improvements. Funds are divided into two categories: interregional and regional.	\$81,554
3.08	State Transportation Improvement Program (STIP)- Regional Share	Funds are available to Regional Planning Agencies for capital improvement program for state highway improvements, intercity rail, and regional highway and transit improvements. Funds are divided into two categories: interregional and regional.	\$15,732
3.09	Active Transportation Program (ATP)	The program allows cities, counties, transit agencies and other public agencies to compete for grants that make walking or biking easier, safer, and more convenient.	\$12,500
3.10	Low Carbon Transit Operations Program (LCTOP)	Created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.	\$1,900
3.11	SB1 Local Partnership Program (SB1 LPP) Formula	Funds are distributed based on a proportional share or revenues from voter approved taxes, tools, and fees and distributing in proportion based on the county's population and revenue.	\$5,000
3.12	Transit and Intercity Rail Capital Program (TIRCP)	Transformative capital improvements that will modernize California's intercity, commuter, and urban rail system, and bus and ferry transit system to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.	\$15,000
3.13	California Public Utilities Commission (CPUC) Transportation Network Companies (TNCs) Access For All Program	the program provides funding to improve accessibility for persons with disabilities, including military users who meaning wheelchair access vehicle. Utilities.	\$25
Total			\$483,554

Figure 5-5: State Funding Sources for the San Benito Region, Current Year Dollars (000's)

Source: Council of San Benito County Governments

LOCAL FUNDING SOURCES

Over the next 25-years, 53% or \$815 million, of the transportation funds for the San Benito region come from local funding sources.

Local fund sources augment state and federal funds, allowing for additional transportation investments in the region. This funding is used on local streets and roads for maintenance and system preservation. Additional funds are generated by the voter approved Measure G and Traffic Impact Mitigation Fee program, which funds both local roads with bicycle facilities and state highway capacity projects. These mitigation fees pay for the costs attributable to the increased demand for public facilities reasonably related to development projects.



In 2018, San Benito County voters approved Measure G – a 30-year once-cent sales tax that would generate \$485 million to fund local transportation improvements. Fifty percent of the revenues will be set aside for the Highway 25 Conversion Project between Hollister and Santa Clara County. The other fifty percent of the revenue is being used by our two cities and the County to fix potholes and make road repairs and safety improvements in the community. A smaller portion will fund mobility-for-all programs.

More specifically, the Investment Plan includes a project list that divides San Benito County transportation projects into three tiers: Tier I for Highway 25; Tier II for Local Street and Road Maintenance and Rehabilitation; and Tier III for bicycle, pedestrian, and transit improvements for seniors, youth, and persons with disabilities, Figure 5-6.

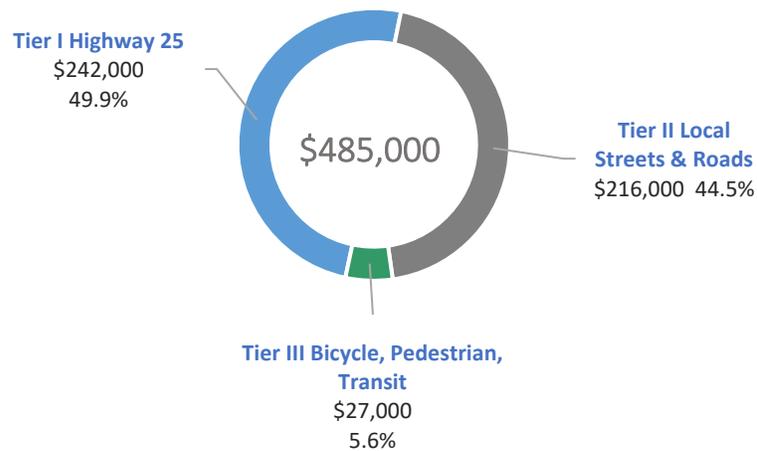


Figure 5-6, 30-Year Measure G Funding Summary (000's)
 Source: Council of San Benito County Governments

Figure 5-7 illustrates the local revenue sources that are projected for the San Benito region over the next 25-years.

Index No.	Local Program	Description	Projected Revenue (Dollars in 000s)
1.01	Gas Tax (Highway User Tax)	Cities and counties receive Highway User Tax revenue (\$0.13 per gallon for diesel fuel and \$0.18 per gallon for gasoline) based on population.	\$75,450
1.02	Road Maintenance and Rehabilitation Account (RMRA) Local Gas Tax		\$66,281
1.03	Airport Revenue	Hollister Municipal Airport funding generated locally through a variety of methods including user fees and lease agreements.	\$27,775
1.04	Regional Developer Impact Fees	Regional developer impact fees assessed on new development to pay for new transportation infrastructure needs, such as Highway 25, local roads, and bicycle facilities.	\$231,638
1.05	Public Transit Fares	The Local Transportation Authority collects fares from passengers using the transit system.	\$3,750
1.06	Local Transportation Fund (LTF)/Transportation Development Act (TDA)	Law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.	\$40,000
1.07	Vanpool Lease	The Council of Governments collects fees in exchange for the lease of vans to commuter groups.	\$525
1.08	Measure G – Local Transportation Sales Tax of 2018	A 30-year one-cent sales tax, anticipated to generate \$485 to help pay for Highway 25, local roads, public transit, bicycle, and pedestrian projects. *Figure reflects Measure G funding through the year 2045	\$368,543*

1.09	Service Authority for Freeways and Expressways	SAFE is funding used to respond to freeway incidents public safety, and air quality, and to increase the reliability of the freeway system and better manage traffic flow. ¹¹	\$1,300
Total			\$815,262

Figure 5-7: Local Funding Sources for the San Benito Region, Current Year Dollars (000's)

Source: Council of San Benito County Governments

¹¹ California Department of Transportation

REGIONAL FUNDING SOURCES

Over the next 22-years, 0% or \$2.4 million of the transportation funds for the San Benito region are expected to come from regional funding sources.

Figure 5-8 illustrates the regional revenue sources that are projected over the next 22-years.

Regional Program	Description	Projected Revenue
2.01 Assembly Bill 2766	The Monterey Bay Unified Air Pollution Control District allocates the vehicle registration surcharge fee to fund a grant program. The program funds planning, monitoring, enforcement, capital, and technical studies. ¹²	\$2,420
Total		\$2,420

Figure 5-8 Regional Funding Sources for the San Benito Region, Current Year Dollars (000's)

Source: Council of San Benito Governments

¹² Monterey Bay Unified Air Pollution Control District

FUNDING UNCERTAINTIES

The Regional Transportation Plan assumes \$1.5 billion in projected revenues to be available within the 2045 planning period to support the transportation investments discussed in the next chapter.

These projections are intended to be used as a general tool to assist the Council of Governments, local jurisdictions, and other project sponsors in determining the projects that are reasonable to prioritize in the short and long term of the Plan. The Council of Governments recognizes that funding projections may vary from year-to-year and may be impacted by the economy, state and federal laws and budgets, fuel consumption, and related gas tax revenues.

Financial projections were developed in coordination with partner agencies in the Monterey Bay region and are also used in the Association of Monterey Bay Area Governments' federally mandated Metropolitan Transportation Plan (MTP). Projections are consistent with those figures shown in the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Fund Estimate, Federal Transportation Improvement Program (FTIP) and other relevant programming documents.

NON-TRADITIONAL REVENUE SOURCES

The Council of Governments may consider non-traditional revenue streams to augment funding for transportation projects and programs. Opportunities to combine and phase construction of these projects using non-traditional funding sources is another option to meet the current and future needs of the traveling public.

FUNDING AVAILABILITY VS. TRANSPORTATION COST

Although new funding sources have been identified in the Regional Transportation Plan, they are not sufficient to meet the transportation need in the San Benito region. Funding assumptions for revenue projections through the 2045 planning period continue to reflect a conservative fiscal growth.

As noted earlier, the San Benito region is projected to receive \$1.5 billion in funding through the year 2045. Although forecasted revenues may seem substantial, they account for less than what would be needed to fund the \$1.6 billion in transportation project costs that are identified in the next chapter.



Chapter 6: Investments in our Transportation Future

This chapter describes the transportation investments proposed for the San Benito region that support the goals and objectives of the Regional Transportation Plan.

INVESTMENTS IN OUR TRANSPORTATION FUTURE

The Regional Transportation Plan (RTP) recommends advancing projects identified by local jurisdictions, and transit operators as well as by voters through the 2018 Measure G Transportation Projects from the Council of Governments (COG) and Caltrans are also included to fully capture planned improvements throughout the county. Taken together, these projects and programs make significant progress toward achieving the RTP’s goals.

In identifying the list of projects, it is crucial to recognize the multi-modal transportation system, as a whole, that includes a network of highways, local roads, and alternative transportation facilities, such as bicycle, pedestrian, and public transit, to accommodate residents that do not have access, or choose not to use, a private vehicle. Investments to airports, transportation demand management and transportation system management projects are also integral to the overall network.



The RTP Prioritizes Projects and Programs that Address Existing Needs, Support Communities, and Work Toward Plan Goals



Figure 6-1: Multimodal Transportation System

Source: Council of Governments

HOW IS THE RTP PROJECT LIST DEVELOPED?

San Benito County’s cities, the County, and transit operators submitted projects to COG for inclusion in the RTP, with a total of 125 project submissions and updates. A *Financially Constrained** priority list was refined through collaborative engagement to fully reflect local priorities.

*List of projects that could be funded based on revenues reasonably expected through the year 2045.

HOW WILL THE PRIORITY LIST BE USED?

The RTP is not a funding document, but the priorities identified through this effort will guide region in setting transportation policy in San Benito County and on future funding decisions that have their own processes, as described in Chapter 8 Implementation of this plan. Advancing these projects will also require visionary strategies and partnerships.

The RTP also includes socially equitable investments in the transportation system across the cities of San Juan Bautista and Hollister, and County of San Benito. In this document social equity refers to the equitable distribution of transportation impacts (benefits and disadvantages) regardless of income status, race, and ethnicity. The RTP considers the historical impacts of transportation investments and seeks to proactively address the needs of disadvantaged communities.



Figure 6-2: Measure G of Buena Vista Road
Source: Council of Governments

In planning which program of projects will advance the region’s goals, the RTP must also consider the available funding for the system. This includes the provision of appropriate financial resources, as discussed in the previous chapter, to operate, maintain and expand the multi-modal system. The RTP recommends advancing projects identified by local jurisdictions given projected revenues. The host of transportation investments were identified based on input received from the public, policymakers, federal, state, regional, and local partner agencies. See Chapter 7: Public Participation and Consultation.

As the Regional Transportation Agency for San Benito County, the Council of Governments (COG) and the local Cities and County support a safe and multimodal transportation system of projects.

TRANSPORTATION PROJECT COSTS VS. PROJECTED FINANCIAL ASSUMPTIONS

The cost to implement the entire transportation project list is \$1,643,481,000; however, only a portion (\$1,540,407,000) is estimated to be available to the region through the year 2045. As illustrated in Figure 6-3, the RTP identifies **125 projects** of investment across all modes of travel through the year 2045 (Appendix A).

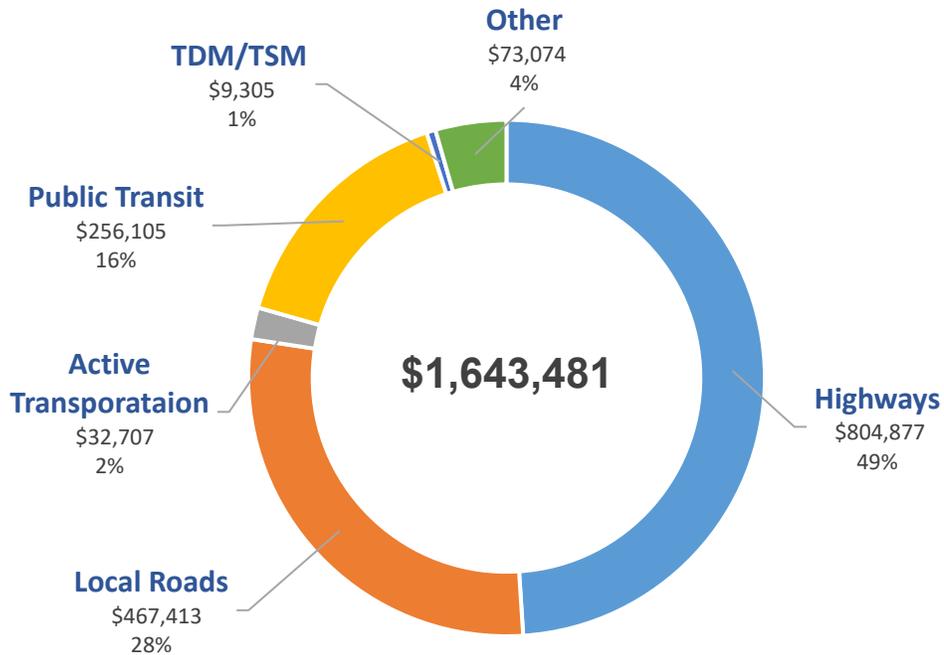


Figure 6-3: 25-Year Transportation Project Costs by Mode (000s)
Source: Council of County Governments

As previously noted, the San Benito region is projected to receive approximately \$1.5 billion (Appendix B) in funding through the year 2045, which is less than what would be needed to fully fund \$1.6 billion in transportation project costs (Appendix A). As illustrated in Figure 6-4, there is a \$103 million funding shortfall over the next 25 years that would be needed to meet the entire needs of the San Benito region (Appendix A).

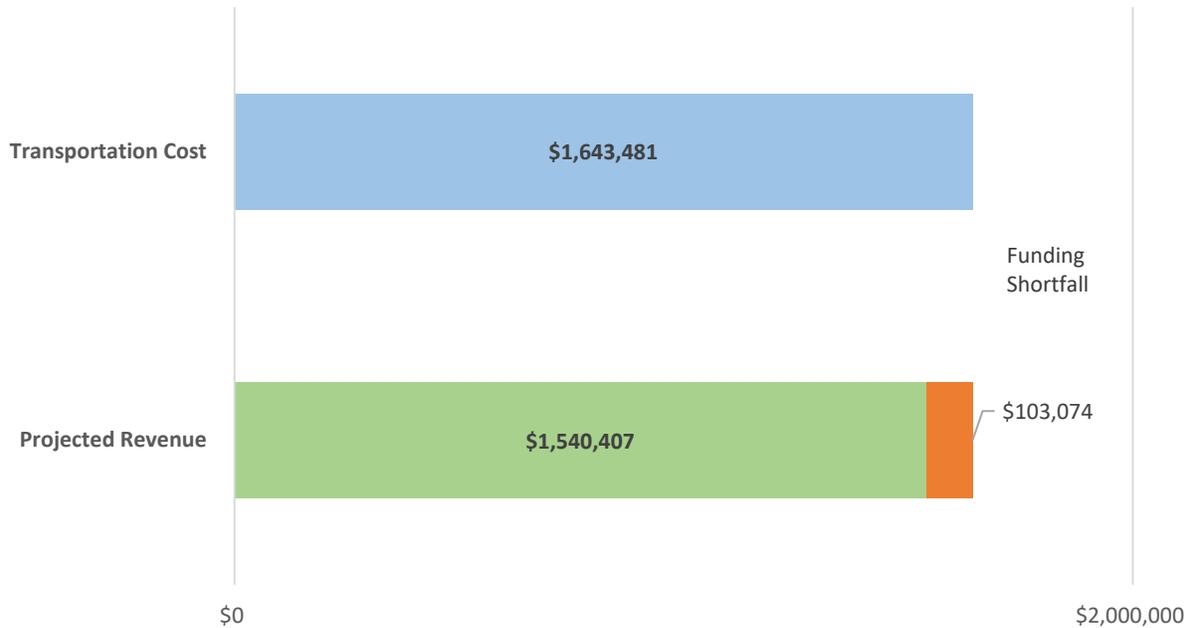


Figure 6-4: Transportation Project Costs vs. Projected Revenues Assumptions (000s)
 Source: Council of San Benito County Governments

Given the disproportion between project costs and projected revenue assumptions, the Regional Transportation Plan categorizes projects in one of two categories, including:

1. **Financially Constrained** refers to those projects that could be funded based on revenues reasonably expected over the next 25-years (or through the year 2045); or
2. **Financially Unconstrained** refers to candidate projects that would be funded, only if additional monies become available beyond what is projected over the next 25-years. *Financially Unconstrained* projects are solely listed in the project list for illustrative purposes.

Figure 6-5 illustrates the *Financially Constrained* Transportation Project List, by project category (Appendix A).

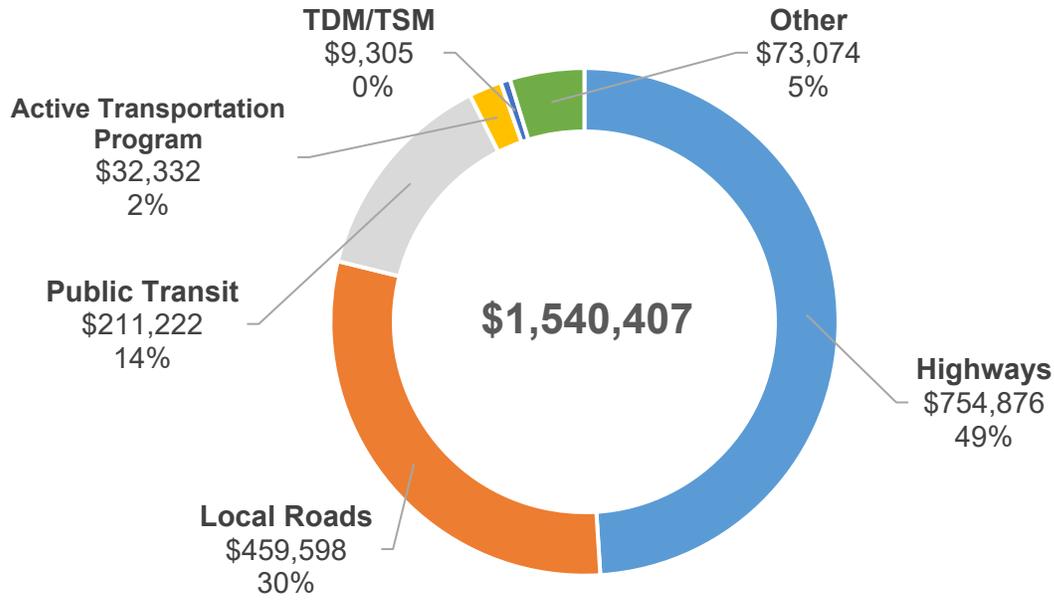


Figure 6-5: 25-Year Financially Constrained Project List Summary (000s)

Source: Council of Governments

The Regional Transportation Plan also includes inflated revenues (Appendix B) and escalated project cost estimates (Appendix A1) in year of expenditure.

The following section highlights some of the major “Financially Constrained” projects by transportation mode. This section also briefly highlights some of the “Financially Unconstrained” projects.

HIGHWAY SYSTEM

In the San Benito region, the operation and maintenance of the highway system is a significant priority for transportation investment decisions. The highway system is owned and maintained by the California Department of Transportation (Caltrans) and improvements are funded through various local, state, and federal revenue sources.

Financially Constrained Highway Projects

The Regional Transportation Plan’s Financially Constrained Transportation Project List identifies highway investments needed to maintain, operate, and expand the highway system. Within the 25-year RTP period, the combined operations, maintenance, and investment projects to the highway system total over \$754 million, Figure 6-6. Highway infrastructure projects represent 49% of all transportation investments on the Financially Constrained” list of projects (Appendix A).

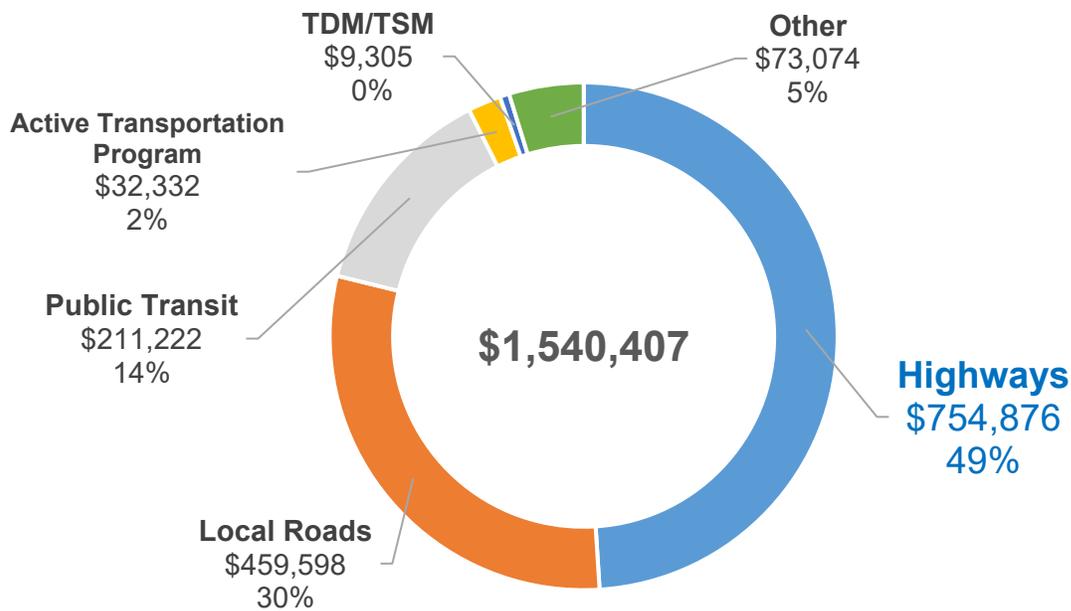


Figure 6-6: 25-Year Financially Constrained Highway Projects (000s)

Source: Council of Governments

Highlighted Financially **Constrained** Projects

Financially Constrained refers to those projects that could be funded based on revenues reasonably expected over the next 25-years (or through the year 2045).



Highway 25 Expressway Conversion Project, Phase I (Project No. SB-CT-A44)

Phase I of the Highway 25 Conversion Project proposes to construct the southern segment of the project – from the SR-25/SR-156 interchange to San Felipe Rd and would convert the highway into a four-lane expressway.



Highway 25 Widening Project, Phase I (Project No. SB-CT-A45)

proposed to construct the SR-25/SR-156 interchange as well as the northern segment of the project (Hudner Lanen to Bloomfield Road with integration with the SR-25/US-101 interchange project).



State Route 156 Improvement Project (Project No. SB-CT-A01)

The San Benito State Route 156 Improvement Project proposes improvements to State Route 156 between the cities of San Juan Bautista and Hollister in San Benito County. The purpose of the project is to improve route continuity, reduce congestion, and increase safety. The State Route 156 Project is fully funded, and construction is slated for the Spring of 2022.



State Highway Operation and Protection (Project No. SB-CT-A43)

Caltrans' Roadside State Highway Operation and Protection Program (SHOPP) funds the repair and preservation of the State Highway System, safety improvements, and some highway operational improvements. Funds are allocated to projects based upon ranking criteria, and the projects are prioritized and process through a "programming" process. The project fund estimate includes work to be performed within the San Benito region State Highway System.

HIGHLIGHTED FINANCIALLY UNCONSTRAINED PROJECTS

Financially Unconstrained refers to candidate projects that would be funded, only if additional monies become available beyond what is projected over the next 25-years. *Financially Unconstrained* projects are solely listed in the project list for illustrative purposes.

There only one highway project identified on the “Financially Unconstrained” list.



U.S. 101: Las Aromitas: Monterey/San Benito County Line to State Route 156 (SB-CT-A55)

Convert to 6 lanes from Monterey/San Benito County line to SR 156 in San Benito County.

LOCAL STREET AND ROAD PROJECTS

Local streets and roads are vital to the strength of the region’s entire transportation system. They connect our communities and carry traffic in our region whether by automobile, bus, by foot or bicycle.

Financially Constrained Local Street and Road Projects

The Regional Transportation Plan’s “Financially Constrained” local street and road projects are those investments needed to maintain, operate, and expand the local roadway system. Within the 25-year RTP period, the combined operations, maintenance, and investment to the local roadway system exceeds \$459 million, Figure 6-7. Local Street and Road infrastructure projects represent 30% of all transportation investments on the “Financially Constrained” list of projects (Appendix A).

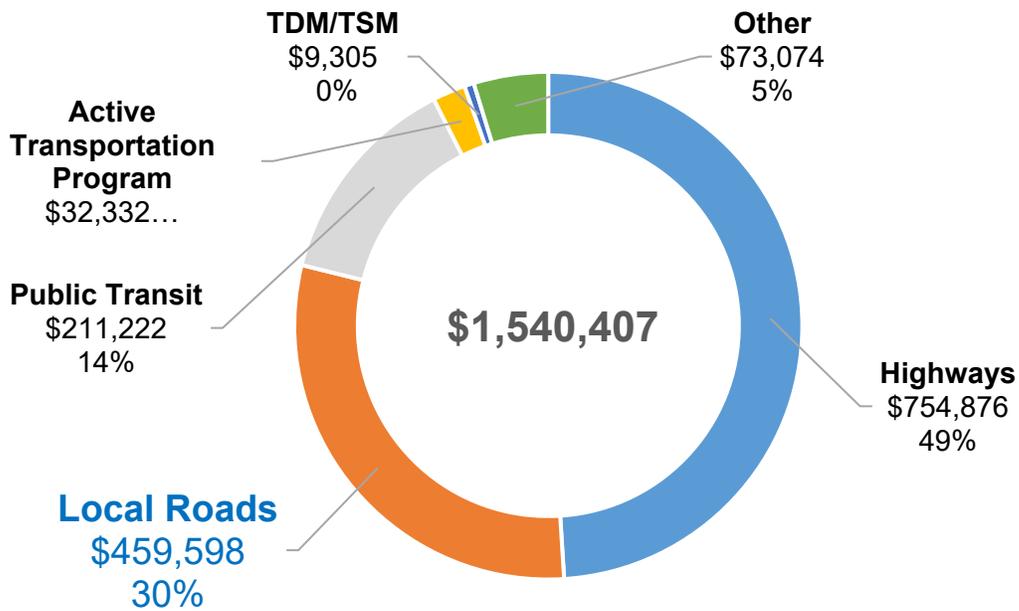


Figure 6-7: 25-Year Financially Constrained Local Roads Projects (000s)

Source: Council of Governments

Highlighted Financially Constrained Local Street and Road Projects

Financially Constrained refers to those local roadway projects that could be funded based on revenues reasonably expected over the next 25-years (or through the year 2045).



New Local Roads (Regional Transportation Impact Mitigation Fee Program)

The Transportation Impact Mitigation Fee Program consists of the construction of transportation improvements intended to meet the needs generated by growth in the San Benito region totaling \$239,044,798. As growth in housing and commercial services occurs, the Program requires that these new developments adequately mitigate their traffic impacts. The projects listed in the Fee Program include arterial and collector road widening and extensions, bicycle lanes and pedestrian facilities, bridge replacements and widening, and intersection upgrades, Figure 6-8. New roadways will include bicycle and pedestrian facilities.



Figure 6-8: Financially Constrained Local Street and Road Projects
Source: Transportation Impact Mitigation Fee Program, 2016

Local Street and Roadway Maintenance



The maintenance of existing roadways are priorities for local government agencies. However, inadequate funding levels for local road maintenance has been the greatest obstacle for the Cities of Hollister and San Juan Bautista, and County of San Benito. Local roadway rehabilitation and maintenance are the responsibilities of each local jurisdiction within the region.

In 2017, Senate Bill 1, Road Repair and Accountability Act was approved, bringing over \$51 million to the San Benito County region through the 2045-year period. The approximate distribution includes \$38 million for the County of San Benito, \$13 million for the City of Hollister and \$680,000 for the City of San Juan Bautista, as illustrated in Figure 6-13.

Highlighted Financially **Unconstrained** Local Streets and Road Projects

Financially Unconstrained refers to candidate local roadway projects that would be funded, only if additional monies become available beyond what is projected over the next 25-years. *Financially Unconstrained* projects are solely listed in the project list for illustrative purposes.

Local Steet and Road Maintenance



The Regional Transportation Plan identifies the local road rehabilitation and maintenance project need for the City of Hollister and County of San Benito as partially funded or “Financially Unconstrained.”

The City of San Juan Bautista’s local road rehabilitation and maintenance projects is completely “Financially Constrained” over the next 25-years.

The funding shortfall for local rehabilitation and roads maintenance for the City of Hollister and San Benito County will continue to be an issue beyond the 25-year timeframe of this Regional Transportation Plan. *As a priority, the Council of Governments identified the maximum funding possible, given the type of monies received for local road rehabilitation and maintenance projects.*

ACTIVE TRANSPORTATION PROJECTS

Active transportation projects are those which facilitate walking and bicycling while travelling. These projects can help improve public health by reducing the amount of time spent sedentary in a car while making trips. These projects are also an important element of a well-rounded transportation plan, taking into consideration the needs of more than just vehicular travel.

Financially Constrained Active Transportation Projects

The Regional Transportation Plan’s “Financially Constrained” project list identifies investments needed to promote Active Transportation. Within the 25-year RTP period, the combined bicycle and pedestrian projects included to encourage increased use of active modes, such as biking and walking total over \$32 million, Figure 6-15. Active Transportation infrastructure projects represent 2% of all investments on the “Financially Constrained” list of projects (Appendix A).

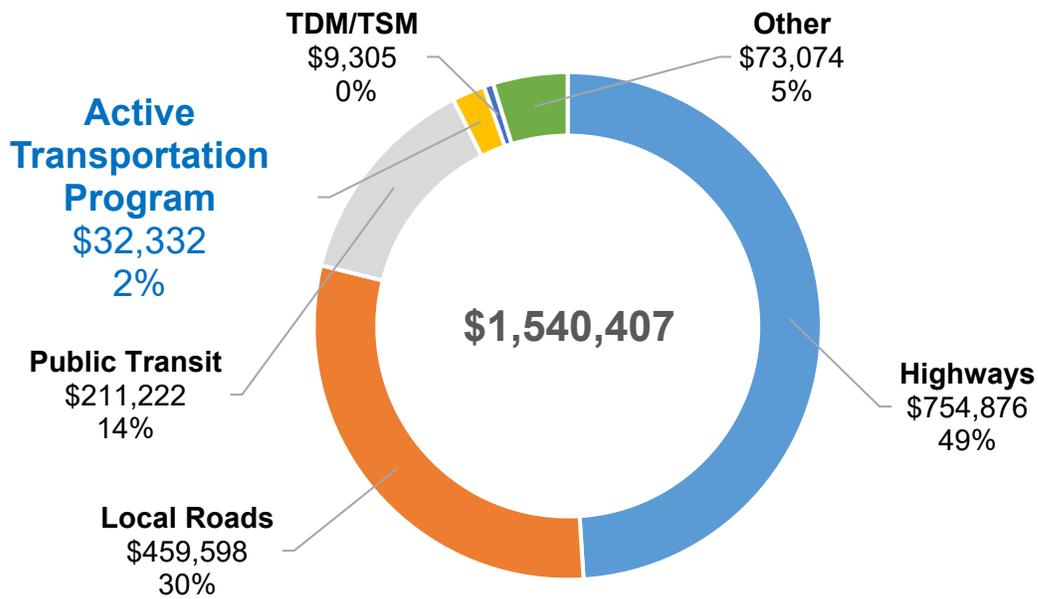


Figure 6-9: 25-Year Financially Constrained Active Transportation Projects (000s)

Source: Council of Governments

Highlighted Financially Constrained Projects

San Benito Bikeway and Pedestrian Master Plan Implementation

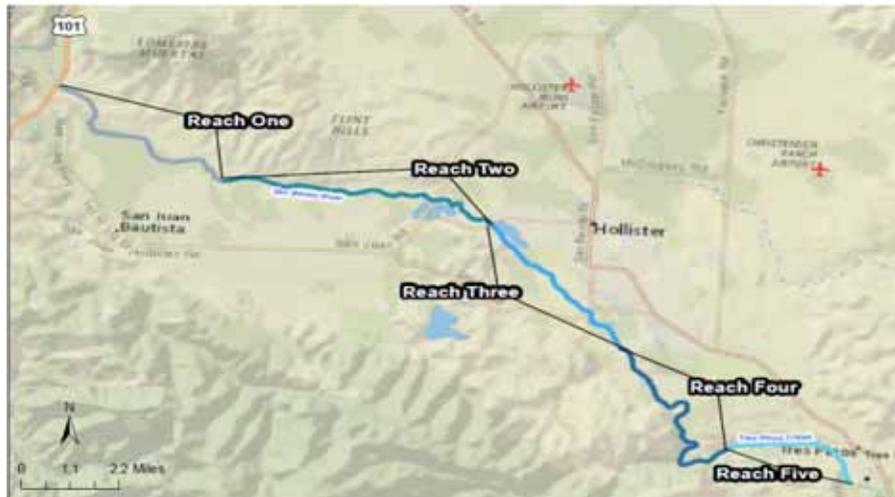


Regional Transportation Plan proposes over 40 bicycle and pedestrian infrastructure projects within San Benito region. These bicycle and pedestrian investments are listed individually in the Regional Transportation Plan list of projects (Appendix A). Many of the local roadway projects, included in the “Financially Constrained” list, are multi-modal, which means that they include bicycle and pedestrian components. For example, a project on a local roadway may include bicycle lanes.

Highlighted Financially Unconstrained Projects

San Benito River Recreational Trail, Phase 2 (Project No. SB-SBC-A66)

The San Benito County River Parkway is a 20-mile-long trail corridor in northwestern San Benito County. The River Parkway would extend through unincorporated County land, primarily along the winding San Benito River, and through City of Hollister land near the 4th Street Bridge.



Reach One – San Benito River (Old San Juan Highway to Lucy Brown Lane)
 Reach Two – San Benito River (Lucy Brown Lane to 4th Street bridge)
 Reach Three – San Benito River (4th Street bridge to Hospital Road)
 Reach Four – San Benito River and Tres Pinos Creek (Hospital Road to Southside Road bridge)
 Reach Five – Tres Pinos Creek (Southside Road bridge to the County Historical Park)

Figure 6-10, Financially Unconstrained San Benito River Recreational Trail
 Source: River Parkway Master Plan

PUBLIC TRANSIT PROJECTS

The Regional Transportation Plan supports transit as an essential service needed by many community members to maintain a good standard of living; it also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion and energy consumption, while improving air quality and the general quality of life for commuters. The RTP seeks to coordinate improved public transit services with complementary and supportive land use development—for instance, transit facilities surrounded by residential and commercial developments.

Financially Constrained Public Transit Projects

The Regional Transportation Plan’s “Financially Constrained” project list specifically calls for public transit capital and operational investments. Within the 25-year RTP period, the combined public transit projects total over \$256 million, Figure 6-11. Transit represents 16% of all investments on the “Financially Constrained” list of projects (Appendix A).

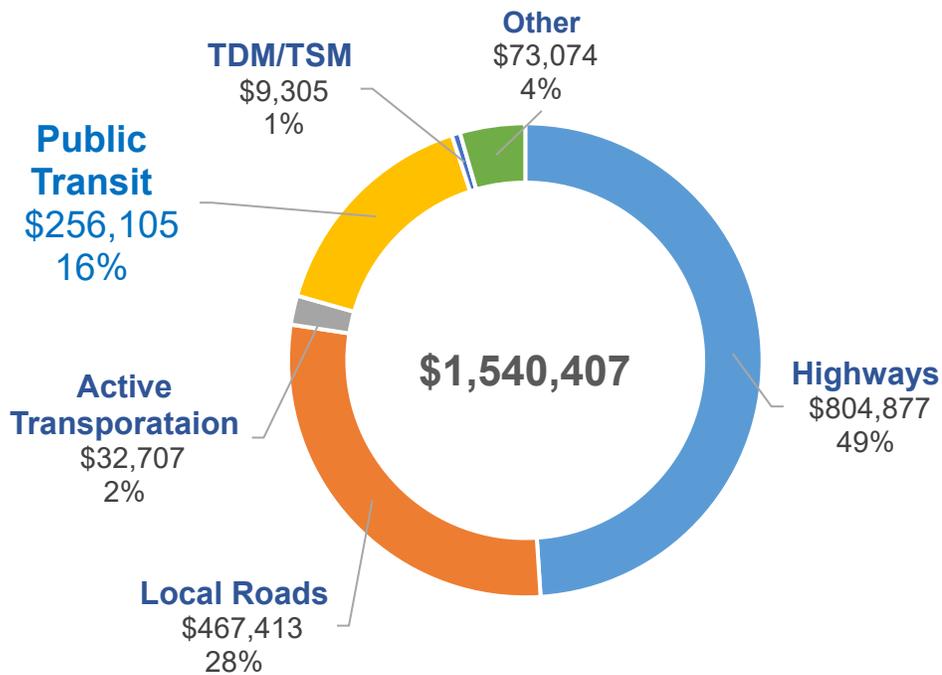


Figure 6-11: 25-Year Financially Constrained Public Transit Projects (000s)

Source: Council of Governments

Highlighted Financially **Constrained** Transit Projects



General Transit Service Operations (Project No. SB-LTA-A37)

The Plan supports transit operations as an essential service needed by many community members to maintain a minimum standard of living; it also recognizes the important role transit plays in improving our region's air quality, reducing traffic congestion, and improving the general quality of life for travelers who now face growing commutes.



Regional Transit Planning (Project No. SB-LTA-A42)

Planning presents a framework for examining the ways in which technical aspects of the regional transit planning process are changing in response to a broadening of goals and strategies. Planning often results in the implementation of transit infrastructure, new service, and operational improvements.

Highlighted Financially **Unconstrained** Projects



Passenger Rail to Santa Clara County (Project No. SB-LTA-A53)

The Regional Transportation Plan identifies commuter rail from Hollister to Santa Clara County as “Financially Unconstrained.”

Transportation Demand Management (TDM) & Transportation System management (TSM) Projects

Transportation Demand Management makes transportation options convenient, accessible, and safe. Strategies to manage demands on the region’s transportation roadway system in ways that reduce or eliminate traffic congestion during peak periods of demand.

Transportation System Management improves the ability of a highway or arterial street to efficiently move traffic without added capacity. This includes fairly low-cost improvements, such as: freeway auxiliary lanes, improved shoulders, individual intersection improvements, synchronized signals, and limiting left turn movements to major street connections.

Financially Constrained TDM & TSM Projects

The Regional Transportation Plan’s “Financially Constrained” project list identifies TDM & TMS investments. Within the 25-year RTP period, the combined projects total over \$1 million, Figure 6-12. The projects represent 1% of all investments on the “Financially Constrained” list of projects (Appendix A).

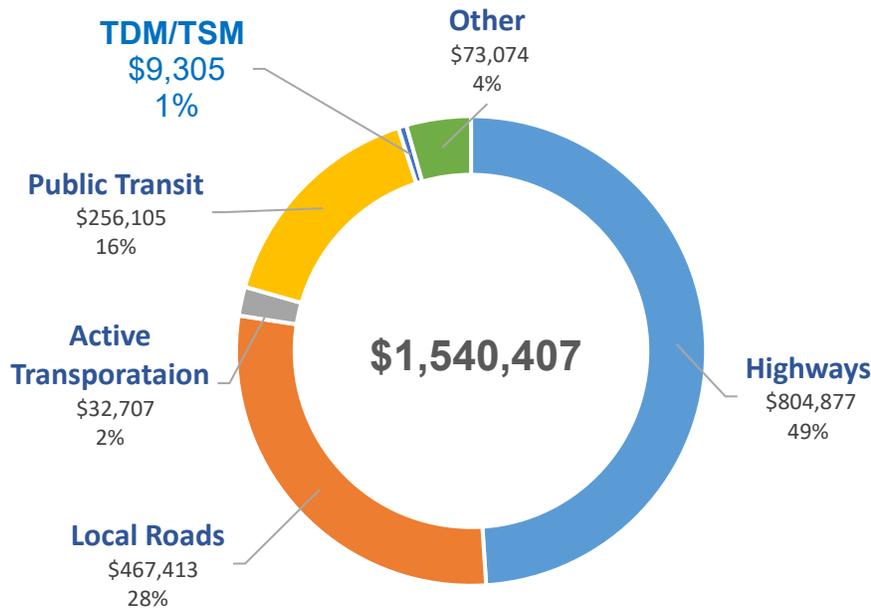


Figure 6-12: 25-Year Financially Constrained TDM & TSM Projects (000s)

Source: Council of San Benito County Governments

HIGHLIGHTED FINANCIALLY CONSTRAINED PROJECTS

TRANSPORTATION DEMAND MANAGEMENT



Regional Vanpool Program (Project No. SB-COG-A53)

The Council of Governments operates a commuter program aimed at providing commuter transportation options, reducing traffic congestion, and reducing vehicle emissions within the San Benito region.



Regional Rideshare Program (Project No. SB-COG-A08)

The Council of Governments offers services that assist users in defining alternatives to driving alone and encourage the use of alternative modes of transportation.

Transportation System Management



Emergency Call Box Program (Project No. SB-COG-A44)

The San Benito Service Authority for Freeways and Expressways (SAFE) operates emergency call boxes along Highways 25, 146, 101 and 156, as well as some rural County roads. The Emergency Call Box Program helps improve the safety and security of residents and visitors to San Benito County by connecting drivers with roadside assistance.

Highlighted Financially **Unconstrained** Projects

There are no “Financial Unconstrained” projects identified in the Regional Transportation plan.

“OTHER” CATEGORY PROJECTS

The Regional Transportation Plan identifies several projects under this category, including those related to the local airports and administration and planning efforts of the Council of San Benito County Governments.

Financially Constrained “Other” Category Projects

The Regional Transportation Plan’s “Financially Constrained” project list identifies “Other” category investments. Within the 25-year RTP period, the combined projects total over \$73 million, Figure 6-13. The projects represent 4% of all investments on the “Financially Constrained” list of projects (Appendix A).

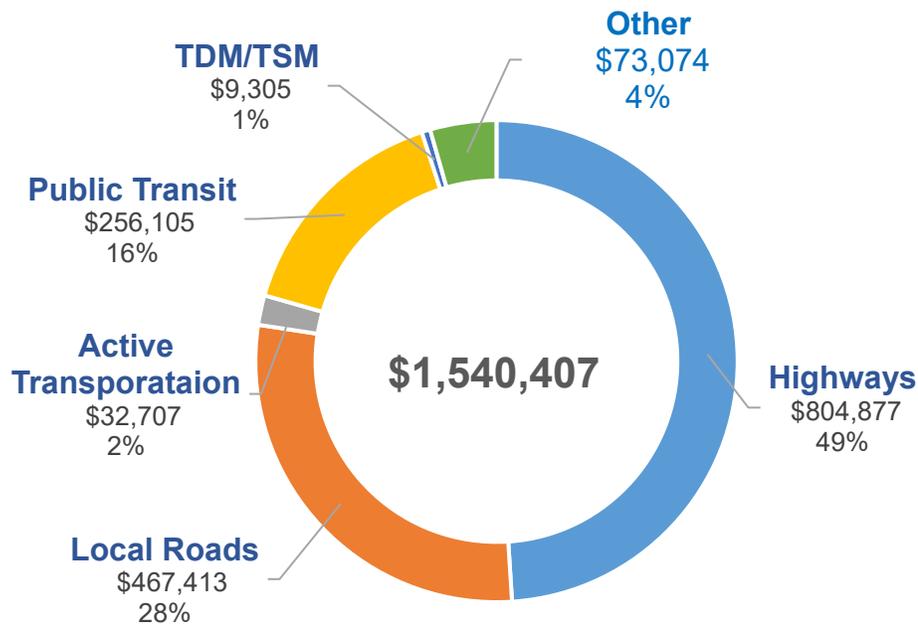


Figure 6-13: 25-Year Financially Constrained “Other” Category Projects (000s)

Source: Council of Governments

Highlighted Financially **Constrained** “Other” Category Projects



COG Planning and Administration (Project No. SB-COG-A58)

The Council of San Benito County Governments and the San Benito Local Transportation Authority perform a variety of short- and long-range transportation planning activities and studies. The work performed under these planning efforts is funded through the Transportation Development Act (TDA) for COG administration, transit, bicycle, and pedestrian facilities.



Hollister Airport Operations & Maintenance (Project No. SB-COH-A40)

Recognizing the airport’s role as an economic driver and important asset, the Regional Transportation Plan proposes investments for airport improvements in the future. The Regional Transportation Plan identifies this project as partially “Financially Unconstrained.”



Hollister Airport Capital Improvements (Project No. SB-COH-A41)

Capital improvements grouped project list from the Airport Capital Improvement Program. The Regional Transportation Plan identifies this project as partially “Financially Unconstrained.”

Highlighted Financially **Unconstrained** “Other” Category Projects

There are no “Financial Unconstrained” projects identified in the Regional Transportation plan.

In addition to projects, the Council of Governments finances programs that support long-standing San Benito County commitments that are reinforced in the RTP. These include the Safe Routes to Schools Program, youth and senior discount transit pass program, paratransit and senior mobility programs, and funding commitments for bringing local streets and roads to a state of good repair.

The RTP list of projects provide for seamless implementation of Complete Streets concepts. For example, incorporating bicycle lanes as a matter of course in a roadway expansion will be explored when transportation projects and land use development is implemented in the San Benito region.

Complete Streets

The term “Complete Streets” refers to a transportation network that is planned, designed, constructed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit and rail riders, commercial vehicles and motorists appropriate to the function and context of the facility.

The California Complete Streets Act of 2008 (AB 1358) ensures that the general plans of California cities and counties meet the needs of all users, including pedestrians, transit, bicyclists, the elderly, motorists, movers of commercial goods, and the disabled. AB 1358 requires cities and counties to identify how the jurisdiction will provide accommodation of all users of roadways during the revision of the circulation element of their general plan.



Figure 6-14 Example of Complete Streets
Source: Monterey Bay Complete Streets Guidebook

The COG is committed to planning for complete streets, and that commitment is reflected in the Regional Transportation Plan, with investments in bicycle and pedestrian facilities and other enhancements to the system. COG in partnership with the Association of Monterey Bay Area Governments, the Santa Cruz County Regional Transportation Commission, and the Transportation Agency for Monterey County developed the Monterey Bay Area Complete Streets Guidebook. The Guidebook builds upon best practices from across the nation and was developed to assist local jurisdictions in planning, designing, and implementing complete streets projects.

Figure 6-28 demonstrates the economic framework for evaluation of Complete Streets:

Categories of Economic Activity	Direct and Non-Direct Transportation Impacts	Effect on Economic Activity				Very
		Possibly Negative	Possibly None	Possibly Positive	Possibly Positive	
Business Activity	Access ^a			●	●	
Business Activity	Trip Volume		●	●		
Business Activity / Investment	Trips Duration ^b	●	●	●		
Fiscal Impact	Construction ^c	●	●	●	●	
Fiscal Impact	Maintenance		●	●		
Property Values / Investment	Amenities		●	●		
Economic Growth	Health ^d			●	●	

Figure 6-15 Economic Framework for Evaluating Complete Streets

Source: Santa Cruz County Regional Transportation Commission, White Paper on Economic impacts of Complete Streets

Notes:

- ^a New facilities for non-automobiles are likely to have a larger positive impact on economic activity than improving existing facilities.
- ^b An increase in trip duration for automobiles may negatively impact economic activity while a reduction in trip duration for non-automobiles may result in a positive on economic activity.
- ^c Construction of new facilities may have significant economic impacts, while adding new elements may have no to little impact economic impacts.
- ^d If Complete Streets contribute to healthier people by encouraging regular physical activity. As reflected in Caltrans ‘Main Street, California,’ encouraging walking and bicycling as a frequent mode of travel can reduce health spending at a state and federal level.

Vehicles Miles Traveled

Senate Bill 743 represents a significant shift away from the familiar Level of Service (LOS) analysis where the impact of traffic congestion and the amount of time spent stopped or slowed in traffic is used to measure environmental impacts. Even before July 1, 2020, because of the shift required by SB 743, LOS was no longer the focus in transportation impact analyses—instead, VMT, which is the amount and distance of driving, is utilized to determine potential transportation impacts. The purpose is to optimize the measuring of the actual transportation-related environmental impacts of a given project.##

Specifically, VMT considers whether the project is located close to jobs, businesses and services that enable short trips and travel choices besides driving alone. This law is intended to balance the needs of congestion management more appropriately with statewide goals related to infill development, promotion of public health through active transportation, and reduction of Green House Gas (GHG) emissions.



Achieving significant reductions in VMT is also more challenging in rural communities as the potential is lower due to land use patterns and density that generally require auto use. Trip lengths in rural communities tend to be also longer. In San Benito County nearly 50 percent of residents commute outside the County for employment and travel more than 30 miles to reach their destination in counties such as Santa Clara, Monterey, and Santa Cruz.

ENVIRONMENTAL REVIEW

The San Benito Regional Transportation Plan must comply with the California Environmental Quality Act (CEQA), which requires that governmental agencies consider the cumulative regional impact and analyze the environmental consequences of planned transportation projects. As the lead agency, Association of Monterey Bay Area Governments conducts an extensive environmental review process, in partnership with the Council of Governments, which also includes public review and a public hearing.

The Association of Monterey Bay Area Governments established a Memorandum of Understanding between the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission to prepare one Environmental Impact Report (EIR), which included each Regional Transportation Plan collectively in the Metropolitan Transportation Plan/Sustainable Communities Strategy (Appendix F). The Environmental Impact Report presents a regional assessment of the impacts of the proposed 2040 MTP/SCS and the Regional Transportation Plans prepared by the Monterey, San Benito, and Santa Cruz RTPAs.



Chapter 7: Public Participation and Consultation

This chapter describes the public involvement process and role that interagency coordination and public participation plays in the transportation decision-making of this Plan.

Chapter 7 will be elaborated upon the completion of the public participation component.

PUBLIC PARTICIPATION AND CONSULTATION

Providing opportunities for public participation in the Regional Transportation Plan is important to the Council of San Benito County Governments (COG). Early and frequent public involvement is essential to ensuring that the community gains a clear understanding of COG's role as the Regional Transportation Planning Agency for San Benito County. Furthermore, public involvement helps the COG policymakers, staff, and partner agencies



Figure 7-1: Workshop at Hollister Community Center

Source: Council of Governments

to better understand the needs and concerns of the community, leading to more meaningful planning efforts, projects, programs, and activities.

Identifying Needs and Priorities Through Community Engagement

The San Benito Regional Transportation Plan's (RTPs) public outreach efforts consist of early and continuous public involvement opportunities that provide timely information about transportation issues and decision-making processes to, affected public agencies, private providers of transportation (including bus operators), users of public transportation, users of pedestrian walkways and bicycle facilities, representatives of the disabled, and other interested parties with reasonable opportunities.

TITLE VI OF THE CIVIL RIGHTS ACT

As part of the public involvement process and in compliance with the Title VI of the Civil Rights Act, COG sought out and considered the needs of those traditionally underserved by existing transportation systems, such as



“No person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance.”

—Civil Rights Act of 1964

low-income and minority households. This effort led to the identification of transportation system improvements that will provide a fair share of benefits to all residents, regardless of race, ethnicity, or income level.

Title VI is a law set a standard that authoritatively outlawed discrimination in the conduct of all federal activities. The Federal Highway Administration (FHWA) has set policies for integrating environmental justice principles into existing operations to address disproportionate, adverse effects on low-income and minority populations.

During the San Benito Regional Transportation Plan development process, the Council of Governments complied with its locally adopted 2015 Title VI Program and Language Assistance Plan (LAP) for Limited English Proficiency (LEP) Individuals Plan. The Council of Governments also utilized the Monterey Bay Area Public Participation Plan to develop the Regional Transportation Plan, which provides direction for public participation activities. It outlines the processes and strategies the Council of Governments uses to reach out to a broad range of stakeholders to gain their input.

The Monterey Bay Area Public Participation Plan acknowledges that in order to develop an effective public outreach process that is specific to the needs of San Benito County residents, it is important to acknowledge the community’s demographics. To help inform the public of opportunities for input on the 2045 Regional Transportation Plan, the Council of Governments developed a comprehensive public outreach strategy, which is discussed in the following next section.

In San Benito County approximately 56 percent of the residents are Latino; however, Spanish is not always the primary language spoken in these households. According to the U.S. Census, approximately 38 percent of San Benito County residents speak a language other than English at home. As such, the majority of Regional Transportation Plan announcements, surveys, and general information were provided in both English and Spanish. Bilingual staff also attended all public and project meetings. The Council of Governments (COG) has strived to ensure that the public have the opportunity to voice their thoughts and concerns during the development of the Regional Transportation Plan.

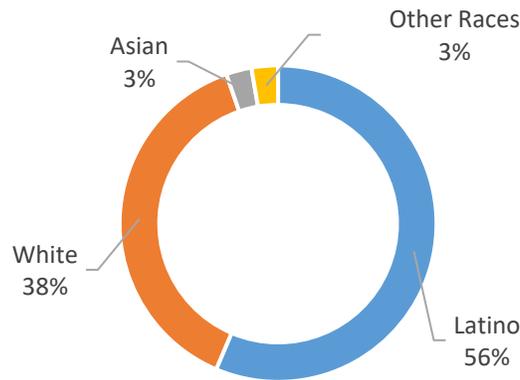


Figure 7-2 Race in San Benito County

Source: 2010 U.S. Census

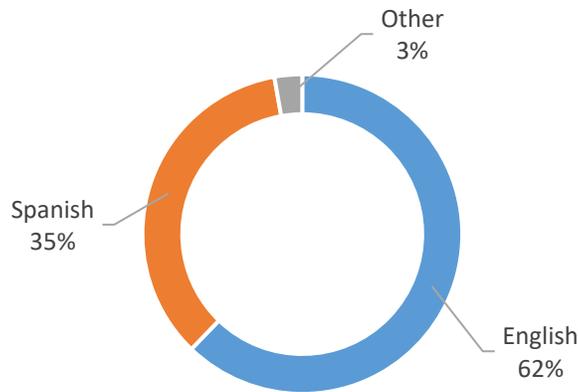


Figure 7-2: Languages Spoken in San Benito County

Source: 2010 U.S. Census

Public Participation Activities

For this Regional Transportation Plan, the Council of Governments sought public participation through various forms. Public input helped provide direction on regional priorities for the Regional Transportation Plan’s policy element and influenced the list of projects. The public participation findings helped COG identify issues that require more study outside the Regional Transportation Plan and as projects move forward. The Council of Governments conducted the following outreach activities, in chronological order, prior to the adoption of the 2020-2045 San Benito Regional Transportation Plan.

Setting RTP Goals Survey

Outreach and engagement for the RTP consisted of a countywide poll conducted in the early development of the plan.

Metropolitan Transportation Plan/Sustainable Community Strategy And Regional Transportation Plan Public Open House

Date: May 19, 2021

Location: Zoom

The Association of Monterey Bay Area Governments (AMBAG) invited San Benito residents to a virtual open house to learn about new tools to help shape the future in a collaborative way. COG also provided information on the development of the San Benito Regional Transportation and project schedule.



1. Meeting with Congressman Jimmy Panetta Staff Members

Date: August 4, 2021

Meeting Location: COG Office

Council of Governments staff met with Congressman Jimmy Panetta, Transportation Director to discuss the transportation priorities of San Benito County as they relate to the Regional Transportation Plan. A copy of the Draft Regional Transportation Plan was provided to Congressional staff.



2. Technical Advisory Committee (TAC)

Date: Thursday, November 4, 2021

Meeting Location: Zoom

Community Solutions hosted a meeting on ways to better serve indigenous populations from Oaxaca, Mexico living in San Benito County. Council of Governments staff attended and provided bilingual information on the Draft 2040 Regional Transportation Plan update.

3. Community Mailer

The Council of Governments prepared a bilingual mailer that was widely distributed to San Benito County residents. The purpose of the mailer was to inform the public about Regional Transportation Plan public comment opportunities.



4. Safe Kids Coalition Of San Benito County

Date: TBD

Meeting Location: Zoom

Council of Governments staff provided information on the Draft 2040 San Benito Regional Transportation Plan to the Safe Kids Coalition of San Benito County. The mission of the Coalition is to prevent unintentional childhood injuries through the collaborative efforts of community agencies to provide education and public awareness of the leading causes of injuries, which includes bicycle and pedestrian safety. Coalition partner agencies include: CHP, City of Hollister Recreation, City of Hollister Fire Department, City of Hollister Police Department, Council of San Benito County Governments, County of San Benito Health & Human Services Agency, First Five San Benito County, Hazel Hawkins Memorial Hospital, Off the Chain Bikes, San Benito County Public Health Department, and the Youth Alliance.

5. Public Hearing On The Draft Regional Transportation Plan

Date: Thursday, January 20, 2021

Meeting Location: TBD

The Council of Governments will conduct a public hearing on the Draft San Benito Regional Transportation Plan. The purpose of the Public Hearing is to obtain information from the public on transportation issues, policies, programs, plans, and/or projects. Bilingual staff will be available at the public hearing.

6. Public Workshop

Date: TBD

Meeting Location: Zoom

As part of release of the Draft Metropolitan Transportation Plan/Sustainable Communities Strategy, the Association of Monterey Bay Area Governments (AMBAG) conducted a community workshop in Hollister, CA. The purpose of the workshop is to present the draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy to San Benito residents and interested parties. The Council of Governments also provided information on the Draft 2020-2045 San Benito Regional Transportation Plan. Bilingual staff will be available at the public meeting.

7. Newspaper Articles on the Draft San Benito Regional Transportation Plan:

Benitolink (online local news source):

Free Lance Newspaper:

Coordination With Advisory Committees

The Council of San Benito County Governments' advisory committees advise and makes recommendations to the Board of Directors on a variety of regional transportation issues. Those Committees consist of the following:

1. Technical Advisory Committee (TAC):

This committee advises the Council of Governments on matters related to transportation planning. The Council of Committee consisted with the TAC on the development of the Regional Transportation Plan. TAC members include:

- Mary Gilbert, COG Executive Director
- Brent Miller, City Manager, City of Hollister
- Henry Gonzales, Engineer, City of Hollister Engineering Department
- Don Reynolds, City Manager, City of San Juan Bautista
- Mike Chambless, Interim Director, San Benito County Resource Management Agency
- Steve Loupe, Assistant Director, Engineering and Public Works County Engineer
- Phil Cooper, Officer, California Highway Patrol
- Jill Morales, Regional Planner, Caltrans
- Heather Adamson, Association of Monterey Bay Area Governments

2. Social Services Transportation Advisory Council (SSTAC) –

The Council of Governments presented the Regional Transportation to SSTAC. SSTAC members are appointed by the Council of Governments and are recruited from social service agencies and transit providers representing the elderly, persons with disabilities and persons of limited means, in accordance with the Public Utilities Code (Article 3, Section 99238). SSTAC members include:

- Leona L. Medearis-Peacher, General Manager, MV Transportation, Chair
- Vacant, Transit User
- Pauline Valdivia, Executive Director, Jovenes de Antaño
- Esther Alva, Community Services and Workforce Development
- Clay Kempf, Executive Director, Area Agency on Aging
- Vacant, Member of the Public
- Vacant, Transit User
- Regina Valentine, Consolidated Transportation Services Agency

Draft San Benito Regional Transportation Plan Public Copies

The Draft San Benito Regional Transportation Plan will be made available for public review at the following locations:

- Gavilan College, 365 4th St, Hollister, CA 95023
- San Benito Free Library, 470 5th St, Hollister, CA 95023
- San Juan Bautista Free Library, 801 2nd St, San Juan Bautista, CA
- Council of Governments Office, 330 Tres Pinos Road, Hollister, CA
- County of San Benito, 481 Fourth Street, Hollister, CA
- San Benito COG Website: www.SanBenitoCog.org
- San Benito COG Facebook: www.facebook.com/SanBenitoCOG/
- San Benito County Express Facebook: www.facebook.com/SanBenitoCountyExpress/
- San Benito Rideshare Facebook: www.facebook.com/SanBenitoRideshare/

Coordination With Partner Agencies

The Council of San Benito County Governments distributed the Draft Regional Transportation Plan to various public and private community organizations to gather input on transportation needs facing San Benito County. These organizations were also notified of the Public Hearing for the Draft Environmental Impact Report. A list of these agencies are included in Appendix C.

ENVIRONMENTAL REVIEW

The Association of Monterey Bay Area Governments (AMBAG) conducted an extensive environmental review process, in accordance with the California Environmental Quality Act (CEQA), which also includes public review period and a public hearing.

AMBAG established a Memorandum of Understanding between the Council of San Benito County Governments (COG), Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission to prepare one Environmental Impact Report (EIR) which included each Regional Transportation Plan collectively in the Metropolitan Transportation Plan (MTP).

The decision to participate in a joint Environmental Impact Report was at the discretion of the board of directors for each agency. The completion of the Draft Environmental Impact Report included an extensive 55-day public review period, in which the Association, as the lead agency, responded to written public comments. The COG Board of Directors will consider a resolution certifying the Environmental Impact Report at its meeting on June 16, 2022.

Public Review and Final Plan Adoption

To be updated



Chapter 8: Implementation

This chapter describes how the San Benito Regional Transportation Plan advances the plan goals and provides a foundational roadmap for implementation.

IMPLEMENTATION OF THE REGIONAL TRANSPORTATION PLAN

The Council of Governments (COG) and local government agencies will implement the San Benito Regional Transportation (RTP) through planning, funding, project delivery, and advocacy. Strong partnerships will be required to advance policies that support the *Financially Constrained Lists of Projects* and make progress on key policy topics that support safe walking and biking, increase transit access and recovery, and advance equity in all aspects of the transportation system.

How will the San Benito Regional Transportation Plan be Implemented?

The projects within the RTP are implemented through a broad range of actions and decisions by the local governing agencies. All future transportation projects identified in the RTP will be implemented by the City of San Juan Bautista, City of Hollister, and County of San Benito, respectively. Local government agencies must take many separate but interconnected actions according to the direction set out in the RTP. The RTP provides the framework for implementation of a multi-modal transportation system that improves the quality of life of San Benito County residents.

Agencies in San Benito County are embarking on delivering the next generation of transportation projects for communities that creatively place people at the center of design and services. The recommendations in this RTP chart the course for the next 25-years, with eyes on the horizon for a vibrant and livable San Benito County through the implementation of the following actions.

PLAN **PLANNING WORK PROGRAM**

San Benito will use short-, medium-, and long-range planning initiatives to refine and expand on the core recommendation of the Regional Transportation Plan.

These plans may include corridor and other strategic plans to advance key policy topics, guide decision-making, and be responsive to current and future trends.

ADVOCATE & PARTNER **LEGISLATIVE PROGRAM**

Some strategies will require broad partnerships and advocacy at the state and federal levels.

The legislative program includes continued partnership with the Central Coast Coalition, which includes racking of regional, state, and federal policy issues and to guide legislative advocacy.



FUND

INVESTMENT PLAN & GRANTS

COG funds projects and programs included in the Regional Transportation Plan (RTP). In order for most local projects to be eligible for certain State and federal transportation dollars, they must be identified in the RTP.

COG encourages and supports the Cities and County’s application for grants to fund their jurisdictional investments.



DELIVER

PROJECT DELIVERY

COG will deliver some projects as the project sponsor.

COG advances and delivers these projects in close collaboration with partner agencies by leveraging local funding with regional, state, and federal dollars.



Appendix A

Financially Constrained & Unconstrained Transportation Project List

Regional Transportation Plan Project List

Constrained and Unconstrained Projects - Not Escalated

Project listed by project type, in alphabetical order by project name.

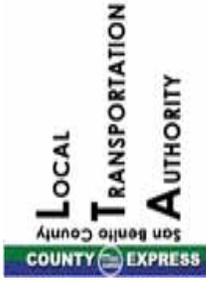
"Constrained" represents amount of project cost that could be funded with revenues anticipated through 2035,2040.

While some projects have secured funding, this amount does not typically represent committed funds. "Unconstrained" represents amount of project cost that would need additional funding in order to be implemented.

All Figures in '000s (thousands of dollars)



Project Title	AMBAG ID	Project Description/Scope	Est total cost		Partially	
			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
COG Planning and Administration	SB-COG-A58	COG and LTA short and long range transportation planning studies.	\$40,000.00	\$40,000.00	\$0.00	\$0.00
Emergency Motorist Aid System (SAFE)	SB-COG-A44	Transportation Development Act (TDA) for COG Administration, transit, bicycle & pedestrian facilities, approx. Emergency Call Box Program and additional CHP safety patrol are administered by the Service Authority for Freeways and Expressways (SAFE).	\$1,300.00	\$1,300.00	\$0.00	\$0.00
Intelligent Transportation Systems Lump Sum Projects	SB-COG-A56	Implement projects identified in the Central Coast Intelligent Transportation Systems Plan.	\$7,355.00	\$7,355.00	\$0.00	\$0.00
Regional Rideshare Program	SB-COG-A08	Promote the use of alternative modes of transportation.	\$125.00	\$125.00	\$0.00	\$0.00
Safe Routes to Schools Implementation Program	SB-COG-A57	Infrastructure improvements to achieve safer routes to schools for walking and bicycling at R.O. Hardin & Calaveras Elementary Schools. Lead agency role will vary from the City of Hollister, County and the Hollister School District.	\$1,126.00	\$1,126.00	\$0.00	\$0.00
Vanpool Program	SB-COG-A53	Provide vehicle lease program, planning and coordination.	\$525.00	\$525.00	\$0.00	\$0.00
RTP Total			\$50,431.00	\$50,431.00	\$0.00	\$0.00



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Project Title	AMBAG ID	Project Description/Scope	Est total cost		Partially	
			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
Bus Beside Rail to Santa Clara County	SB-LTA-A54	Constructing a single-lane bus route beside the existing rail, allowing bypassing traffic congestion.	\$51,510.00	\$0.00	\$0.00	\$0.00
Bus Stop Improvement Program	SB-LTA-A51	Provides bus stop improvements, such as benches, shelters, and other amenities.	\$2,751.00	\$0.00	\$0.00	\$0.00
General Transit Service Operations	SB-LTA-A37	Ongoing operations of County Express and Specialized Transportation Services, including services outside of San Benito County.	\$54,800.00	\$0.00	\$0.00	\$0.00
Passenger Rail to Santa Clara County	SB-LTA-A53	Commuter rail from Hollister to Gilroy	\$132,130.00	\$87,247.00	\$44,883.00	\$0.00
Regional Transit Connection to Salinas	SB-LTA-A46	Transit connection from City of Hollister to City of Salinas.	\$3,113.00	\$0.00	\$0.00	\$0.00
Regional Transit Connection to Watsonville	SB-LTA-A47	Transit connection from City of Hollister to City of Watsonville.	\$3,124.00	\$0.00	\$0.00	\$0.00
Regional Transit Planning	SB-LTA-A42	Planning transit infrastructure, new service and operational improvements, including transitioning to zero emission fleet	\$2,500.00	\$0.00	\$0.00	\$0.00
Transit Technology and Infrastructure Improvements	SB-LTA-A52	Improve transit infrastructure to accommodate operations.	\$840.00	\$0.00	\$0.00	\$0.00
Transit Vehicle Replacements	SB-LTA-A48	Replace transit vehicles.	\$5,337.00	\$0.00	\$0.00	\$0.00
RTP Total			\$256,105.00	\$211,222.00	\$44,883.00	



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			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
1st Street Bike Route	SB-SJB-A23	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	\$35.00	\$0.00	\$0.00	\$0.00
4th Street - San Jose Bike Lane	SB-SJB-A18	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$5.00	\$0.00	\$0.00	\$0.00
City of San Juan Bautista Local Street & Roadway Maintenance: 2020-2030	SB-SJB-A15	System preservation and maintenance.	\$9,553.00	\$0.00	\$0.00	\$0.00
First Street Bike Lane	SB-SJB-A12	Striping a bike lane on First Street.	\$25.00	\$0.00	\$0.00	\$0.00
Fourth Street Bike Lane	SB-SJB-A13	Class III- Striping a bike lane on Fourth Street from San Jose - to Old SJ Hollister Rd., S-10 of the Bike Plan.	\$35.00	\$0.00	\$0.00	\$0.00
Franklin Street Bike Route	SB-SJB-A17	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	\$10.00	\$0.00	\$0.00	\$0.00
Lang Street to Lang Street	SB-SJB-A09	Construct and connect Lang Street to The Alameda, 2 lanes.	\$800.00	\$0.00	\$0.00	\$0.00
Monterey Street Bike Route	SB-SJB-A22	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park.	\$75.00	\$75.00	\$0.00	\$0.00
Muckelemi Street to Muckelemi Street	SB-SJB-A14	Reconstruction of Muckelemi Street to Monterey Street adding planting strip median.	\$650.00	\$0.00	\$0.00	\$0.00
Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	SB-SJB-A06	Install meters, screens and stripe on east side of The Alameda & Highway 156.	\$75.00	\$0.00	\$0.00	\$0.00
Roundabout at Muckelemi and Fourth Street	SB-SJB-A03	Slight widening/re-paving and construction of roundabout.	\$450.00	\$0.00	\$0.00	\$0.00
Roundabout at First Street and Lavagnino Road	SB-SJB-A25	Constructing a roundabout.	\$400.00	\$0.00	\$0.00	\$0.00



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			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
Roundabout at Muckelemi Street & Monterey Street	SB-SJB-A02	Constructing a roundabout.	\$450.00	\$0.00	\$450.00	\$0.00
Roundabout at Old San Juan - Hollister Road & San Juan Canyon Road	SB-SJB-A04	Constructing a roundabout and repaving.	\$250.00	\$0.00	\$250.00	\$0.00
Roundabout at Third Street & Donner Street	SB-SJB-A05	Striping a roundabout widening Third Street.	\$250.00	\$0.00	\$250.00	\$0.00
San Jose Street - The Alameda Bike Route	SB-SJB-A19	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	\$10.00	\$0.00	\$10.00	\$0.00
San Juan Bautista Historic Park Bike Lane	SB-SJB-A21	Class I, multi-use path, .29 miles, Franklin Street to 1st Street.	\$300.00	\$0.00	\$300.00	\$0.00
Second Street Bike Route	SB-SJB-A20	Class III, 0.14 miles, San Jose Street to Monterey Street.	\$10.00	\$0.00	\$10.00	\$0.00
The Alameda - Salinas Road Bike Route	SB-SJB-A26	Class III - Striping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	\$50.00	\$0.00	\$50.00	\$0.00
Third Street Bike Lane	SB-SJB-A11	Striping a bike lane on Third Street.	\$25.00	\$0.00	\$25.00	\$0.00
Third Street Extension	SB-SJB-A07	Constructing Third Street to connect to First Street.	\$450.00	\$0.00	\$450.00	\$0.00
		RTP Total	\$13,908.00	\$13,533.00	\$13,533.00	\$375.00



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				Constrained	Unconstrained
RTP					
Beverly Drive Bike Route	SB-COH-A73	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	\$7.00	\$0.00	\$0.00
Bridgevale Road Bike Route	SB-COH-A72	Class III, .26 miles, from Fourth Street (Previously San Juan Road) to Central Avenue, Tier No. 3.	\$3.00	\$0.00	\$0.00
Central Avenue Traffic Calming Project	SB-COH-A25	Traffic calming enhancements between Bridge Road and East Street.	\$505.00	\$0.00	\$0.00
Cerra Vista Bike Route	SB-COH-A67	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	\$10.00	\$0.00	\$0.00
City of Hollister Local Street & Roadway Maintenance: 2020-2045	SB-COH-A61	System preservation and maintenance.	\$113,401.00	\$0.00	\$0.00
Clearview Drive Bike Route	SB-COH-A69	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	\$15.00	\$0.00	\$0.00
Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	SB-COH-A60	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	\$6,760.00	\$0.00	\$0.00
Flynn Road & San Felipe Road Intersection	SB-COH-A74	New signalization of 4-lane arterial with 4-lane arterial. TIF	\$800.00	\$0.00	\$0.00
Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	SB-COH-A64	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	\$400.00	\$0.00	\$0.00
Fourth Street Bike Route	SB-COH-A28	Construct Class III bike route from McCray Street to Westside Boulevard.	\$11.00	\$0.00	\$0.00
Gateway Drive & San Felipe Road Intersection	SB-COH-A77	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	\$525.00	\$0.00	\$0.00



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			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
Hawkins Street Bike Route	SB-COH-A68	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	\$6.00	\$0.00	\$0.00	\$0.00
Hillcrest Road Bike Lane	SB-COH-A33	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	\$53.00	\$0.00	\$0.00	\$0.00
Hollister Airport Capital Improvement Program	SB-COH-A41	Capital improvements grouped project list 2020-2026 from the Airport Capital Improvement Program. Project need for years 2027 and beyond are not available.	\$10,574.00	\$0.00	\$0.00	\$0.00
Hollister Airport Operations and Maintenance 2020-2045	SB-COH-A40	Continued operations and maintenance of the airport.	\$22,500.00	\$0.00	\$0.00	\$0.00
Ladd Lane Traffic Calming Project	SB-COH-A23	Traffic calming measures on Ladd Lane and Southside Road to reduce vehicle speeds and improve safety for pedestrians and cyclists.	\$184.00	\$0.00	\$0.00	\$0.00
McCray Street Bike Lane	SB-COH-A66	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	\$18.00	\$0.00	\$0.00	\$0.00
Memorial Drive & Hillcrest Road Intersection	SB-COH-A65	New signalization of 4-lane arterial with 4-lane arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	\$700.00	\$0.00	\$0.00	\$0.00
Memorial Drive & Santa Ana Road Memorial Drive South Extension (Intersection)	SB-COH-A75	New signalization of future 4-lane arterial (Memorial) with non-TIMF widening to 4-lane arterial: 4 approaches, turning lanes will be constructed.	\$800.00	\$0.00	\$0.00	\$0.00
Memorial Drive Bike Lane	SB-COH-A26	Construct Class II bike lane from Sunset Dr. to Meridian St.	\$34.00	\$0.00	\$0.00	\$0.00
Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	SB-COH-A55	Construct new 4-lane road and extension with bicycle lanes. TIF	\$13,842.00	\$0.00	\$0.00	\$0.00



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			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
Memorial Drive South Extension: Meridian Street to Memorial Drive (Intersection)	SB-COH-A76	New signalization of future 4-lane arterial (Memorial) with 4-lane arterial; 4 approaches, turning lanes will be constructed. TIF	\$800.00	\$800.00	\$0.00	\$0.00
Memorial Drive South Extension: Meridian Street to Santa Ana Road	SB-COH-A16	Construct 4-lane road extension with bicycle lanes. TIF	\$3,355.00	\$3,355.00	\$0.00	\$0.00
Meridian Road Bike Route	SB-COH-A71	Class III, .47 miles, End of Meridian Road to Memorial Drive.	\$6.00	\$6.00	\$0.00	\$0.00
Meridian Street Bike Lane	SB-COH-A30	Construct Class II bike lane from Memorial Drive to McCray Street.	\$32.00	\$32.00	\$0.00	\$0.00
Monterey Street Bike Route	SB-COH-A36	Construct Class III bike route from Nash Road to 4th Street.	\$14.00	\$14.00	\$0.00	\$0.00
Pacific Way (New Road): San Felipe Road to Memorial Drive	SB-COH-A57	New 2-lane road from San Felipe Road to future Memorial Drive north extension with bicycle lanes. TIF	\$7,412.00	\$0.00	\$7,412.00	\$0.00
Rancho Drive & East Nash (Tres Pinos Road) Intersection	SB-COH-A78	New roundabout. TIF	\$700.00	\$700.00	\$0.00	\$0.00
Sally Street Bike Route and Traffic Calming Project	SB-COH-A29	Construct Class III bike route from Nash Rd. to 4th St., road rehabilitation, and traffic calming measures.	\$570.00	\$570.00	\$0.00	\$0.00
San Felipe Road Bike Lane	SB-COH-A31	Construct Class II bike lane from Santa Ana Road to Northern San Benito County.	\$197.00	\$197.00	\$0.00	\$0.00
South Street & Westside Boulevard Intersection	SB-COH-A63	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	\$550.00	\$550.00	\$0.00	\$0.00
South Street/Hillcrest Road Bike Lane	SB-COH-A24	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	\$14.00	\$14.00	\$0.00	\$0.00

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			Constrained	Unconstrained	Constrained	Unconstrained	
RTP							
Steinbeck Drive Bike Route	SB-COH-A70	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	\$1.00	\$0.00	\$0.00	\$0.00	
Sunnyslope Road Bike Lane	SB-COH-A20	Construct Class II bike lane from Cerra Vista to Memorial Drive	\$21.00	\$0.00	\$0.00	\$0.00	
Sunset Drive Bike Route	SB-COH-A32	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	\$11.00	\$0.00	\$0.00	\$0.00	
Union Road (Formerly Crestview Drive) Construction	SB-COH-A11	Construct new 2-lane road	\$11,000.00	\$0.00	\$0.00	\$0.00	
West Gateway Improvement Project	SB-COH-A13	Streetscape and intersection improvements.	\$4,237.00	\$0.00	\$0.00	\$0.00	
Westside Boulevard & Nash Road (Intersection)	SB-COH-A58	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	\$575.00	\$0.00	\$0.00	\$0.00	
Westside Boulevard Bike Lane	SB-COH-A79	Class II, .28 miles, between South Street and Jan Avenue.	\$5.00	\$0.00	\$0.00	\$0.00	
Westside Boulevard Extension	SB-COH-A18	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street intersection with bicycle lanes. TIF	\$13,360.00	\$0.00	\$0.00	\$0.00	
Westside Boulevard Extension (Intersection)	SB-COH-A59	New signalization of new 2-lane collector (Westside Extension) with 2-lane arterial; 4 approaches, turning lanes will be constructed at Westside Boulevard & San Benito Street. TIF	\$500.00	\$0.00	\$0.00	\$0.00	
RTP Total			\$214,508.00	\$207,096.00	\$7,412.00		



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			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
Airline Highway Bike Path	SB-SBC-A22	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	\$42.00	\$0.00	\$0.00	\$0.00
Anzar Road Bridge	SB-SBC-A59	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	\$2,870.00	\$0.00	\$0.00	\$0.00
Buena Vista Road Bike Route	SB-SBC-A64	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	\$10.00	\$0.00	\$0.00	\$0.00
Carr Avenue Bridge Project	SB-SBC-A88	Potential bridge replacement. The bridge is located on Carr Avenue, 0.23 miles east from Carpanteria Road intersection.	\$657.00	\$0.00	\$0.00	\$0.00
Enterprise Road & Airline Highway (SR 25) Intersection	SB-SBC-A71	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project No. 5 with bicycle lanes. TIF	\$700.00	\$0.00	\$0.00	\$0.00
Enterprise Road Extension	SB-SBC-A79	Extend Enterprise Road westerly from Southside Road toward Union Road.	\$3,000.00	\$0.00	\$0.00	\$0.00
Fairview Road & Airline Highway/SR 25 Intersection	SB-SBC-A83	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	\$850.00	\$0.00	\$0.00	\$0.00
Fairview Road & Fallon Road Intersection	SB-SBC-A75	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	\$944.00	\$0.00	\$0.00	\$0.00



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			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
Fairview Road & Hillcrest Road Intersection	SB-SBC-A69	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	\$600.00	\$600.00	\$0.00	\$0.00
Fairview Road Widening: McCloskey to SR 25	SB-SBC-A09	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	\$20,790.00	\$20,790.00	\$0.00	\$0.00
Fallon Road Bike Route	SB-SBC-A80	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	\$30.00	\$30.00	\$0.00	\$0.00
Flynn Road Extension	SB-SBC-A82	San Felipe Road to Memorial Drive north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	\$7,709.00	\$7,709.00	\$0.00	\$0.00
Highway 156 Bike Lane	SB-SBC-A60	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	\$205.00	\$205.00	\$0.00	\$0.00
Hospital Road Bridge	SB-SBC-A50	Hospital Road over San Benito River, between South Side Road and Cienega Road. Replace lane low water crossing with 2 lane bridge. Bridge No. 00L0026.	\$15,200.00	\$15,200.00	\$0.00	\$0.00
John Smith Realignment at Fairview Intersection	SB-SBC-A86	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	\$2,200.00	\$2,200.00	\$0.00	\$0.00
Limekiln Road Bridge	SB-SBC-A57	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	\$2,800.00	\$2,800.00	\$0.00	\$0.00



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While some projects have secured funding, this amount does not typically represent committed funds. "Unconstrained" represents amount of project cost that would need additional funding in order to be implemented.

All Figures in '000s (thousands of dollars)

Project Title	AMBAG ID	Project Description/Scope	Est total cost		Partially	
			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
McCloskey Road & Fairview Road Intersection	SB-SBC-A73	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	\$734.00	\$0.00	\$0.00	\$0.00
Meridian Street & Fairview Road (Intersection)	SB-SBC-A74	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	\$600.00	\$0.00	\$0.00	\$0.00
Meridian Street Extension:185 feet east of Clearview Road to Fairview Road	SB-SBC-A81	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	\$9,445.00	\$0.00	\$0.00	\$0.00
Panoche Road Bridge (Bridge No. 43C0016)	SB-SBC-A53	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	\$3,700.00	\$0.00	\$0.00	\$0.00
Panoche Road Bridge (Bridge No. 43C0027)	SB-SBC-A54	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0027. HBP	\$4,825.00	\$0.00	\$0.00	\$0.00
Rocks Road Bridge	SB-SBC-A58	Rocks Road over Pinacate Rock Creek, East Little Merrill Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	\$1,270.00	\$0.00	\$0.00	\$0.00
Rosa Morada Bridge	SB-SBC-A56	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	\$3,300.00	\$0.00	\$0.00	\$0.00
San Benito County Local Street & Roadway Maintenance: 2020-2045	SB-SBC-A77	System preservation and maintenance.	\$131,313.00	\$0.00	\$0.00	\$0.00
San Benito Regional Park Access Road	SB-SBC-A14	Construct new 2-lane roadway from Nash Road to San Benito Street.	\$565.00	\$382.00	\$183.00	\$0.00



Regional Transportation Plan Project List

Constrained and Unconstrained Projects - Not Escalated

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All Figures in '000s (thousands of dollars)

Project Title	AMBAG ID	Project Description/Scope	Est total cost		Partially	
			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
San Benito River Recreational Trail Phase 1	SB-SBC-A65	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$5,627.00	\$0.00	\$5,627.00	\$0.00
San Benito River Recreational Trail Phase 2	SB-SBC-A66	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	\$8,538.00	\$0.00	\$8,538.00	\$0.00
San Juan - Hollister Road Bike Lane	SB-SBC-A85	Stripping a bike lane on San Juan - Hollister Road.	\$10.00	\$0.00	\$10.00	\$0.00
Santa Ana Road/Buena Vista Road/North Street Bike Lane	SB-SBC-A34	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	\$118.00	\$0.00	\$118.00	\$0.00
Shore Road Extension	SB-SBC-A67	4-Lane Arterial with Class II bike lanes.	\$20,350.00	\$0.00	\$20,350.00	\$0.00
SR 156 & Buena Vista Road Intersection	SB-SBC-A84	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	\$765.00	\$0.00	\$765.00	\$0.00
The Alameda - Salinas Road Bike Route	SB-SBC-A62	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	\$9.00	\$0.00	\$9.00	\$0.00
Union Pacific Railroad Multi-Use Path	SB-SBC-A68	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	\$7,800.00	\$0.00	\$7,800.00	\$0.00
Union Road & Fairview Road Intersection	SB-SBC-A70	New signalization of future widening to 4-lane arterial (north & south legs) with future new 4-lane arterial (west leg only); 3 approaches. Turning lanes on Fairview Road added with Project No. 8; turning lanes on Union Road. Included as regional component of developer-constructed improvements. TIF	\$655.00	\$0.00	\$655.00	\$0.00



Regional Transportation Plan Project List

Constrained and Unconstrained Projects - Not Escalated

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All Figures in '000s (thousands of dollars)

Project Title	AMBAG ID	Project Description/Scope	Est total cost		Partially	
			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
Union Road Bike Route	SB-SBC-A63	Class III, 3.83 miles, Highway 156 to Cienega Road.	\$51.00	\$0.00	\$51.00	\$0.00
Union Road Bridge	SB-SBC-A52	Union Road Over San Benito River, East Cienega Road. Replace bridge, no added capacity. Bridge No. 43C0002. HBP	\$24,450.00	\$0.00	\$24,450.00	\$0.00
Union Road Widening (East): San Benito Street to Highway 25	SB-SBC-A04	Widen to 4-lane arterial with bicycle lanes. TIF	\$5,463.00	\$0.00	\$5,463.00	\$0.00
Union Road Widening (West) San Benito Street to Highway 156	SB-SBC-A05	Widen to 4-lane arterial with bicycle lanes. TIF	\$15,448.00	\$0.00	\$15,448.00	\$0.00
Valley View Drive Bike Lane	SB-SBC-A61	Class II, 0.52 miles, Sunset Drive to Union Road.	\$9.00	\$0.00	\$9.00	\$0.00
RTP Total			\$303,673.00	\$303,270.00	\$382.00	\$382.00



Regional Transportation Plan Project List

Constrained and Unconstrained Projects - Not Escalated

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While some projects have secured funding, this amount does not typically represent committed funds. "Unconstrained" represents amount of project cost that would need additional funding in order to be implemented.

All Figures in '000s (thousands of dollars)

Project Title	AMBAG ID	Project Description/Scope	Est total cost		Partially	
			Constrained	Unconstrained	Constrained	Unconstrained
RTP						
Airline Highway Widening/SR 25 Widening: Sunset Drive to Fairview Road	SB-CT-A17	Convert to 4 lane expressway from Sunset Drive to Fairview Road with bicycle lanes. TIF	\$28,214.00	\$0.00	\$0.00	\$0.00
Route 25 Expressway Conversion Project, Phase 1	SB-CT-A44	Convert to four lane expressway from San Felipe Road to Hudner Lane. Includes Area No. 1. SR - 25/SR156 interchange to Hudner Lane and Area No. 2-south of the SR 25/SR 156 interchange to San Felipe Road. Partial TIF.	\$106,000.00	\$0.00	\$0.00	\$0.00
Route 25 Expressway Conversion Project, Phase II	SB-CT-A45	Convert to four lane expressway from Hudner Lane to County Line. Includes Area No 3. SR25/SR156 interchange to County line and Area No. 4 County line to Bloomfield Road. Partial TIF.	\$135,000.00	\$0.00	\$0.00	\$0.00
San Benito Route 156 Improvement Project San Juan Bautista to Union Road	SB-CT-A01	Construct a four-lane expressway south of the existing State Route 156 and use the existing SR 156 as the northern frontage road. Partial TIF	\$68,339.00	\$0.00	\$0.00	\$0.00
SHOPP Group Lump Sum Project Listing	SB-CT-A43	Varies, grouped project listing.	\$213,249.00	\$0.00	\$0.00	\$0.00
SR 156 Bridge/Ramps at US 101 Operational Improvements (Caltrans EA: 05-1N910)	SB-CT-A57	In San Benito County, At US 101/SR 156E interchange. Extend southbound US 101 connector and construct a ramp meter - Minor A	\$1,250.00	\$0.00	\$0.00	\$0.00
SR 156/Fairview Road Intersection Improvements	SB-CT-A02	Construct new turn lanes at the intersection. TIF	\$6,824.00	\$0.00	\$0.00	\$0.00
U.S. 101: Las Aromitas: Monterey/San Benito County Line to State Route 156	SB-CT-A55	Convert to 6 lanes from Monterey/San Benito County line to SR 156 in San Benito County.	\$246,000.00	\$196,000.00	\$50,000.00	\$0.00



Regional Transportation Plan Project List

Constrained and Unconstrained Projects - Not Escalated

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While some projects have secured funding, this amount does not typically represent committed funds. "Unconstrained" represents amount of project cost that would need additional funding in order to be implemented.

All Figures in '000s (thousands of dollars)

Project Title	AMBAG ID	Project Description/Scope	Est total cost	Constrained	Unconstrained	Partially Constrained
RTP			RTP Total	\$754,876.00	\$50,001.00	
U.S. 101: SR 156 to SR 129	SB-CT-A56	PLACEHOLDER; Convert to 6 lanes and upgrade facility to freeway standards.	\$1.00	\$0.00	\$1.00	\$0.00



Appendix B

25-Year San Benito Regional Revenue Assumptions

San Benito Regional Transportation Plan
 25-Year San Benito Regional Revenue Assumptions (2020 - 2045)
 All Figures in 1,000's

Index no.	REVENUE SOURCES	Dedicated Formula vs. Discretionary	Funding Type	Base Year 2020/2021 Not Escalated	25 Year Not Escalated	2020 Not Escalated	2035 Not Escalated	2045 Not Escalated	Total Not Escalated	25 Year Escalated
LOCAL REVENUE SOURCES										
1.01	Highway Users Tax Account (HUTA) Gas Tax or Gas Tax Replacement	Dedicated-Local	Local Streets-Roads	\$3,018	\$75,450	\$6,036	\$39,234	\$30,180	\$75,450	\$95,280
1.01 A	—City of San Juan Bautista	Dedicated-Local	Local Streets-Roads	\$51		\$102	\$663	\$510	\$1,275	\$1,610
1.01 B	—City of Hollister	Dedicated-Local	Local Streets-Roads	\$887		\$1,774	\$11,531	\$8,870	\$22,175	\$28,003
1.01 C	—San Benito County	Dedicated-Local	Local Streets-Roads	\$2,080		\$4,160	\$27,040	\$20,800	\$52,000	\$65,667
1.02	Road Maintenance and Rehabilitation Account (RMRA) Local Gas Tax	Dedicated-Local	Local Streets-Roads	\$2,651	\$66,281	\$5,302	\$34,466	\$26,512	\$66,281	\$66,281
1.02 A	—City of San Juan Bautista	Dedicated-Local	Local Streets-Roads	\$37		\$74	\$481	\$370	\$925	\$925
1.02 B	—City of Hollister	Dedicated-Local	Local Streets-Roads	\$714		\$1,428	\$9,282	\$7,140	\$17,850	\$17,850
1.02 C	—San Benito County	Dedicated-Local	Local Streets-Roads	\$1,900		\$3,800	\$24,700	\$19,000	\$47,500	\$47,500
1.03	Airport Revenues	Dedicated	Other	\$1,111	\$27,775	\$2,222	\$14,443	\$11,110	\$27,775	\$41,721
1.04	Regional Traffic Impact Mitigation Fees	Dedicated-Regional	Flexible	\$9,562	\$239,050	\$19,124	\$124,306	\$88,208	\$231,638	\$301,877
1.05	Transit Fares	Dedicated	Transit	\$150	\$3,750	\$300	\$1,950	\$1,500	\$3,750	\$4,736
1.06	Local Transportation Fund (LTF)/Transportation Development Act (TDA)	Dedicated	Transit	\$1,600	\$40,000	\$3,200	\$20,800	\$16,000	\$40,000	\$50,513
1.07	Vanpool Lease	Dedicated	Other	\$21	\$525	\$42	\$273	\$210	\$525	\$663
1.08	Transportation Sales Tax 2020 (Measure G)	Dedicated	Flexible	\$7,722	\$193,050	\$15,829	\$150,798	\$201,916	\$368,543	\$368,543
1.08 A	Tier I: Highway 25 Project	Dedicated	Highway	\$2,333		\$4,666	\$131,293	\$67,390	\$203,349	\$203,349
1.08 B	Tier II: Local Streets & Roads	Dedicated	Local Streets-Roads	\$4,796		\$9,935	\$17,360	\$119,728	\$147,023	\$147,023
1.08 C	—City of San Juan Bautista	Dedicated	Local Streets-Roads	\$240		\$497	\$868	\$5,988	\$7,353	\$7,353
1.08 D	—City of Hollister	Dedicated	Local Streets-Roads	\$2,278		\$4,719	\$8,246	\$56,870	\$69,835	\$69,835
1.08 E	—San Benito County	Dedicated	Local Streets-Roads	\$2,278		\$4,719	\$8,246	\$56,870	\$69,835	\$69,835
1.08 F	Tier III: Active Transportation, Public Transit, Administration Cap 1%	Dedicated	Active Transportation	\$593		\$1,228	\$2,145	\$14,798	\$18,171	\$18,171
1.09	Service Authority for Freeways and Expressways (SAFE) Vehicle Registration Fee	Dedicated-SAFE	Highway	\$52	\$1,300	\$104	\$676	\$520	\$1,300	\$1,642
			Local Subtotal	\$25,887		\$52,159	\$386,946	\$376,156	\$815,262	\$931,255
REGIONAL REVENUE SOURCES										
2.01	AB2766	Discretionary	Flexible	\$101	\$2,525	\$202	\$1,313	\$1,010	\$2,525	\$3,189
			Regional Subtotal	\$101		\$202	\$1,313	\$1,010	\$2,525	\$3,189
STATE REVENUE SOURCES										
3.01	California Aid to Airports Program	Dedicated	Other	\$10	\$250	\$20	\$130	\$100	\$250	\$250
3.02	State Highway Operations and Protection Program (SHOPP)	Dedicated-SHOPP Projects	Highway	\$8,530	\$213,250	\$17,060	\$110,890	\$85,300	\$213,250	\$269,296
3.03	Road Maintenance and Rehabilitation Account (RMRA) SHOPP	Dedicated-SHOPP Projects	Highway	\$3,405	\$85,125	\$6,810	\$44,265	\$34,050	\$85,125	\$107,497
3.04	State Transit Assistance (STA)	Dedicated-Transit	Transit	\$435	\$10,868	\$869	\$5,651	\$4,347	\$10,868	\$13,724
3.05	SB1 Competitive Programs (TCEP, SCCP, SB1 LPP Competitive)	Discretionary	Flexible	\$1,600	\$40,000	\$3,200	\$20,800	\$16,000	\$40,000	\$50,513
3.06	State Transit Assistance (STA) / State of Good Repair (SOGR)	Dedicated-Transit	Transit	\$94	\$2,350	\$188	\$1,222	\$940	\$2,350	\$2,968
3.07	State Transportation Improvement Program (STIP) - Interregional Share	Dedicated-Hwy	Flexible	\$0	\$0	\$81,554	\$0	\$0	\$81,554	\$81,554
3.08	State Transportation Improvement Program (STIP) - Regional Share	Discretionary	Flexible	\$43	\$1,075	\$14,743	\$559	\$430	\$15,732	\$15,991
3.09	Active Transportation Program (ATP)	Dedicated-Bike, Ped	Active Transportation	\$500	\$12,500	\$1,000	\$6,500	\$5,000	\$12,500	\$15,785
3.10	Low Carbon Transit Operations Program (LCTOP)	Discretionary/Formula	Transit	\$76	\$1,900	\$152	\$988	\$760	\$1,900	\$2,399
3.11	SB1 Local Partnership Program (SB1 LPP) Formula	Formula	Flexible	\$200	\$5,000	\$400	\$2,600	\$2,000	\$5,000	\$5,000
3.12	Transit and Intercity Rail Capital Program (TIRCP)	Dedicated-Transit	Transit	\$600	\$15,000	\$1,200	\$7,800	\$6,000	\$15,000	\$15,000
3.13	California Public Utilities Commission (CPUC) Transportation Network Companies (TNCs) Access For All Program	Formula	Flexible	\$1	\$25	\$2	\$13	\$10	\$25	\$32
			State Subtotal	\$15,546		\$127,198	\$201,418	\$154,937	\$483,554	\$580,009
FEDERAL REVENUE SOURCES										
4.01	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Formula	Transit	\$109	\$2,713	\$217	\$1,411	\$1,085	\$2,713	\$3,425
4.02	State Planning (5304) (Competitive)	Formula	Transit	\$100	\$2,500	\$200	\$1,300	\$1,000	\$2,500	\$3,157
4.03	Rural Area Formula Program (5311)	Formula	Transit	\$350	\$8,750	\$700	\$4,550	\$3,500	\$8,750	\$11,050
4.04	CARES 5311	Formula	Transit	\$41	\$1,025	\$82	\$533	\$410	\$1,025	\$1,025
4.05	Better Utilizing Investments to Leverage Development (BUILD)	Discretionary	Flexible	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000
4.06	Highway Bridge Program (HBP)	Discretionary	Local Streets-Roads	\$5,921	\$148,025	\$11,842	\$76,973	\$59,210	\$148,025	\$186,929
4.07	Highway Safety Improvement Program (HSIP)	Discretionary	Local Streets-Roads	\$390	\$9,750	\$780	\$5,070	\$3,900	\$9,750	\$12,312
4.08	Surface Transportation Block Grant (STBG) /Previously Regional Surface Transportation Program (RSTP)	Dedicated	Flexible	\$635	\$15,875	\$1,270	\$8,255	\$6,350	\$15,875	\$20,047
4.08 A	—City of San Juan Bautista (10%)	Dedicated	Flexible	\$64		\$127	\$826	\$635	\$1,588	\$2,005
4.08 B	—City of Hollister (60%)	Dedicated	Flexible	\$381		\$762	\$4,953	\$3,810	\$9,525	\$12,028
4.08 C	—San Benito County (30%)	Dedicated	Flexible	\$191		\$381	\$2,477	\$1,905	\$4,763	\$6,014
4.08 D	—San Benito County State direct share	Dedicated	Flexible	\$240		\$480	\$3,120	\$2,400	\$6,000	\$7,577
4.09	FEMA/CALEMA/ER - Emergency Road Repair Funding	Dedicated - (Emergency)	Local Streets-Roads	\$228	\$5,700	\$456	\$2,964	\$2,280	\$5,700	\$7,198
4.10	FAA Airport Improvement Program (AIP)	Dedicated	Other	\$150	\$3,750	\$300	\$1,950	\$1,500	\$3,750	\$3,750
4.11	Federal Railroad Administration (FRA)	Discretionary	Other	\$0	\$0	\$0	\$0	\$10,000	\$10,000	\$10,000
			Federal Subtotal	\$8,164		\$16,327	\$131,126	\$91,635	\$239,088	\$291,470
			TOTAL	\$49,697	\$1,235,136	\$195,887	\$720,803	\$623,739	\$1,540,428	\$1,805,922



Appendix A1

Financially Constrained Escalated Costs by Project Type

Appendix A1

To be provided with Draft RTP.



Appendix C

Regional Transportation Plan interested Parties Distribution List

2020-2045 Regional Transportation Plan interested Parties Distribution List

Organization	Contact	Phone	Address	Email
Hollister School District	Erica Sanchez, Superintendent	(831) 630-6305	2690 Cienega Rd. Hollister, CA 95023	esanchez@hesd.org
San Benito County Chamber of Commerce	Michelle Leonard Executive Director	(831) 637-5315	650 San Benito St. Ste.130 Hollister, CA95023	Info1@sanbenitocountychamber.com
Hollister Downtown Association	Amalia Ellis, Executive Director	(831) 636-8406	455 San Benito St. Ste.21 Hollister, CA 95023	admin@downtownhollister.org
San Benito County Community Services & Workforce Development	Enrique Arreola, Executive Director	(831) 637-9293	1111 San Felipe Rd. Ste. 206 Hollister, CA 95023	earreola@cosb.us
San Benito County Health & Human Services Agency Public Health Services	Lynn Mello, Director of Nursing Public Health Administrator	(831) 637-5367	439 4th St., Hollister, CA 95023-3801	lmello@cosb.us
Hazel Hawkins Hospital Foundation	Kris Waller, Foundation Director	(831) 636-2653	911 Sunset Dr. Hollister, CA 95023	kewaller@hazelhawkins.com
Community Foundation of San Benito County	Gary Byrne, President/CEO	(831) 630-1924	829 San Benito St. Ste.200 Hollister, CA 95023	gbyrne@cffsbc.org
	Curt Mead, Director of Operations and Grants			cmead@cffsbc.org
Gavilan College	Dr. Kathleen Rose, Superintendent/President	(408) 848-4712	5055 Santa Teresa Blvd. Gilroy, CA 95020	krose@gavilan.edu

	Comm. Dev. & Grants Mgmt.	(408) 848-4800 main	
	Randy Brown	(408) 848-4847	rbrown@gavilan.edu
	Debra Casella	(408) 848-4859	dcasella@gavilan.edu
	Sydney LaRose	(408) 848-4828	slarose@gavilan.edu
	Ana Rocha	(408) 852-2824	arocha@gavilan.edu
	Judy B. Rodriguez, Instructional Site Director	(831) 636-3783	Hollister Site Briggs Building 365 Fourth Street Hollister, CA 9502
League of United Latin American Citizens (LULAC)	Richard Perez, President	T: (831) 637-2009 F: (831) 637-0146	San Benito County Council #2890 P.O. Box 1446 Hollister, CA 95024
San Benito Child Care Association	Debbie Pereira	T:(831) 630-0977 F:(831) 637-6938	1700 Airline Hwy. PMB 446 Hollister, CA 95023
YMCA of San Benito County	Mayra Zendejas, Center Director	T:(831) 637-8600 F:(831)637-8636	351 Tres Pinos Rd, Hollister, CA 95023
San Benito County Resource Management Agency	N/A	T:(831) 637-5313 F:(831) 637-5334	2301 Technology Parkway, Hollister, CA 95023-9174
San Benito High School	Sean Tennenbaum Superintendent	(831) 637-5831	1220 Monterey St. Hollister, CA 95023
San Benito County Office of Education	Krystal Lomanto, County	(831) 637-5393	460 Fifth Street Hollister, California 95023

	Superintendent of Schools			
Bureau of Land Management Central Coast Field Office	Rick Cooper, Manager	T:(831) 582-2200 F:(831) 582-2266	940 2nd Ave. Marina, CA 93933	BLM_CA_Web_CC@blm.gov
San Benito County Farm Bureau	Pat Wirz, President	(831)637-7643	530 San Benito St. STE 201 Hollister, CA 95023	sbcfb@garlic.com
Old Mission San Juan Bautista	Julie Borges, Secretary	T:(831) 623-2127 F:(831) 623-2433	406 Second St Post office Box 400 San Juan Bautista, CA 95045	julieb@oldmissionsj b.org
Pinnacle National Monument		(831) 389-4486	5000 Highway 146 Paicines, CA 95043	
City of San Juan Bautista	Don Reynolds, Interim City Manager Trish Paetz, Administrative Service	(831) 623-4661 x13	311 2nd Street P.O. Box 1420 San Juan Bautista, CA 95045	tpaetz@san-juan-bautista.ca.us
San Juan Oaks Golf Club	Manny Frietas, General Manager	(831) 636-6113	3825 Union Road, Hollister, CA 95023	feedback@sanjuanoaks.com or rgiusiana@sanjuanoaks.com
City of Hollister	Bret Miller, City Manager	(831) 636-4316	339 Fifth Street, Hollister, CA 95023	brett.miller@hollister.ca.gov
Office of Emergency Services and Emergency Medical Services	Emergency Services Manager	T:(831) 636-4168 M:(831) 540-8942 F:(831)636-4165	471 Fourth Street Hollister, CA 95023	
Monterey Bay Air Resources District	Richard Stedman, Air Pollution Control Officer	T:(831) 647-9411	24580 Silver Cloud Court Monterey, CA 93940	rstedman@mbard.org

		F:(831) 647-8501		
Association of Monterey Bay Area Governments	Heather Adamson	T: (831) 883.3750 F. (831) 883.3755	24580 Silver Cloud Ct Monterey, CA 93940	hadamson@ambag.org
San Benito County Resource Management Agency	Mike Chambless, Interim RMA Director	T: 831.636.4170 F: 831.636.4176	2301 Technology Parkway, Hollister, CA 95023	<u>mchambless@cosb.us</u>



Appendix D

Public Comment and Responses

Appendix D

Comments to be summarized upon completion of public outreach process.



Appendix E

Regional Transportation Plan Checklist

DRAFT

Regional Transportation Plan Checklist

(Revised December 2016)

(To be completed electronically in Microsoft Word format by the RTPA and submitted along with the draft and final RTP to Caltrans)

Name of RTPA: Council of San Benito County Governments

Date Draft RTP Completed: November 18, 2021

RTP Adoption Date: TBD

What is the Certification Date of the Environmental Document (ED)? TBD

Is the ED located in the RTP or is it a separate document? Included as a separate document

By completing this checklist, the RTPA verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.216(a))
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b) “Should” for RTPAs)
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?
4. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?

Yes/No	Page #
Yes	Ch. 2 (Pg. 1-1)
Yes	Ch. 2 (pg. 2-2)
Yes	Ch. 2, 5, 6, A, A1, B
Yes	Executive Summary 0-1 Ch. 1 (pg. 1-3)

Consultation/Cooperation

1. Does the RTP contain a documented public involvement process that meets the requirements of Title 23, CFR part 450.210(a)?
2. Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))

Yes	Ch. 7
Yes	Ch. 7 (Pg. 7-2)

	Yes/No	Page #
3. Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR part 450.210(a)(1)(ix))	Yes	Ch. 7
4. Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) “Should” for RTPAs)	Yes	Ch. 7 (Pg. 6 & 7-6)
5. Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))	Yes	Appx. C Pg. C-3
6. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.216(j))	Yes	Appendix C
7. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))	N/A, but discussed in the EIR	N/A Appx. F
8. Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))	N/A	N/A
9. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))	Yes	Ch. 7 (Pg. 7-4) Appx. C
10. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes	Chp. 7 (Pg. 7-4)
11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes	Ch. 4 (4-33)
12. Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	Yes	Ch. 7 (7-10)
13. If the RTPA made the election allowed by Government Code 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the <u>estimated</u> date required to be provided in writing to State Department of Housing and Community Development pursuant to Government Code 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the <u>estimated</u> RTP adoption date with the local government Housing Element planning period established from the <u>actual</u> RTP adoption date?	Yes	N/A

Modal Discussion

	Yes/No	Page #
1. Does the RTP discuss intermodal and connectivity issues?	Yes	Ch. 4 (pg. 4-1)
2. Does the RTP include a discussion of highways?	Yes	Ch. 4 (pg. 4-)
3. Does the RTP include a discussion of mass transportation?	Yes	Ch. 4 (pg. 4-29)
4. Does the RTP include a discussion of the regional airport system?	Yes	Ch. 4 (pg. 4-39-41)
5. Does the RTP include a discussion of regional pedestrian needs?	Yes	Ch. 4 (pg. 4-19)
6. Does the RTP include a discussion of regional bicycle needs?	Yes	Ch. 4 (pg. 4-19)
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For RTPAs located along the coast only)	N/A	N/A
8. Does the RTP include a discussion of rail transportation?	Yes	Ch. 4 (pg. 4-38)
9. Does the RTP include a discussion of maritime transportation (if appropriate)?	Yes	N/A
10. Does the RTP include a discussion of goods movement?	N/A	Ch. 4 (pg. 4-11)

Programming/Operations

1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.208(g))	Yes	Ch. 4 (pg. 4-34)
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	Ch. 2 (pg. 2-4)
3. Does the RTP contain a list of un-constrained projects?	Yes	Ch. 6 & Appx. A

Financial

1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(10) (“Should” for RTPAs)?	Yes	Ch. 5 (pg. 5-2) & Appx. B
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (Government Code 65080(b)(4)(A))	Yes	Ch. 5 (pg. 5-16)
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (Government Code 65080(b)(4)(A))	Yes	Ch. 5 (Pg. 5-2)
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	Ch. 6 (Pg. 6-7) Appx. A

	Yes/No	Page #
5. Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) (“Should” for RTPAs)	Yes	Appx. A1
6. After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))	Yes	Appx. A & B
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes	Ch. 2 (pg. 2-9)
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes	Ch. 2 (pg. 2-9)

Environmental

1. Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	Appx. F
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A	N/A
3. Does the RTP specify mitigation activities? (23 CFR part 450.216(k))	Yes	Appx. F
4. Where does the EIR address mitigation activities?	Yes	Appx. F
5. Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	Yes	Appx. F
6. Does the RTP specify the TCMs to be implemented in the region? (federal nonattainment and maintenance areas only)	N/A	N/A

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by RTPA Executive Director or designated representative)

Mary Gilbert

Print Name

Date

Executive Director

Title



Appendix F

Environmental Impact Report

The 2045 Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS) is a long-range planning document required by both State and Federal law. The Environmental Impact Report (EIR) was prepared for the 2045 Metropolitan Transportation Plan-Sustainable Communities Strategy (2045 MTP/SCS) and the Regional Transportation Plans (RTPs) for the counties of Monterey, San Benito, and Santa Cruz. The EIR contains a compilation of the projects proposed in the Regional Transportation Plans (RTPs) prepared by the Transportation Agency for Monterey County (TAMC), the Council of San Benito County Governments (SBtCOG) and the Santa Cruz County Regional Transportation Commission (SCCRTC) as the state-designated Regional Transportation Planning Agencies (RTPAs) for Monterey, San Benito and Santa Cruz Counties, respectively.

The 2045 Metropolitan Transportation Plan/ Sustainable Communities and San Benito Regional Transportation Plan Environmental Impact Report is located at the following link.

<http://www.ambag.org>