



# San Benito County



## **2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

Prepared by the Council of San Benito County Governments



November 17, 2023

Tanisha Taylor, Executive Director  
California Transportation Commission  
1120 N Street, MS 52  
Sacramento, CA 95814

**RE: 2024 San Benito County Regional Transportation Improvement Program (RTIP)**

Dear Ms. Taylor:

The Council of San Benito County Governments (SBtCOG) transmits the enclosed 2024 San Benito County Regional Transportation Improvement Program (RTIP) proposal for consideration by the California Transportation Commission. SBtCOG has proposed one priority project for inclusion in the 2024 State Transportation Improvement Program (STIP).

The 2024 RTIP proposes programming STIP funds to Planning, Programming, and Monitoring. Projects included in the 2024 RTIP are based on the San Benito County Regional Transportation Plan.

Should you have any questions about this proposal, please feel free to contact Veronica Lezama, Transportation Planning Manager, at (831) 637-7665 or by email to [veronica@sanbenitocog.org](mailto:veronica@sanbenitocog.org).

Sincerely,

Binu Abraham  
Executive Director

Enclosures: 2024 San Benito County Regional Transportation Improvement Program

CC: Brandy Rider, Deputy District Director, Transportation Planning, Local Assistance and Environmental Stewardship

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**Council of San Benito County Governments (COG)**

Local Transportation Authority • Airport Land Use Commission • Service Authority for Freeways & Expressways  
330 Tres Pinos Road, Suite C7 • Hollister, CA 95023 • Phone: 831-637-7665  
[sanbenitocog.org](http://sanbenitocog.org)

# **2024 Regional Transportation Improvement Program**

**Council of San Benito County Governments**

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# 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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# **A. Overview and Schedule**

## **Section 1. Executive Summary**

The San Benito region is scheduled to receive a formula share distribution of \$260,000 total of Planning, Programming and Monitoring funds between Fiscal Years 2024/2025 and 2028/29, according to the 2024 State Transportation Improvement Program (STIP). The 2024 Regional Transportation Improvement Program (RTIP) identifies the regional deficit from a net advancement of \$11,115,000, as of the 2024 Fund Estimate. The Region proposes to program STIP funds for Planning, Programming, and Monitoring only. The PPM programming request is based on the limitations that identifies the five percent limit for county shares.

## **Section 2. General Information**

- **Regional Agency Name**  
Council of San Benito County Governments (SBtCOG)
  
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

**Regional Agency Website Link:** <http://www.sanbenitocog.org>

**RTIP document link:** <http://sanbenitocog.org/wp-content/uploads/2023/11/2024-RTIP-Final-San-Benito-COG.pdf>

**RTP link:** <http://www.sanbenitocog.org/2022-regional-transportation-plan/>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name	Binu Abraham
Title	Executive Director
Email	babraham@sanbenitocog.org
Telephone	831.637.7665

- **RTIP Manager Staff Contact Information**

Name	Veronica Lezama	Title	Transportation Planning Manager
Telephone	831.637.7665, Ext. 206		
Address	330 Tres Pinos Rd. Ste. C-7		
City/State	Hollister, CA		
Zip Code	95023		
Email	veronica@sanbenitocog.org		

- **California Department of Transportation Headquarter Staff Contact Information**

Name	Sudha Kodali	Title	Chief, Division of Financial Programming
Address	Department of Transportation. Mail Station 82. P.O. Box 942874		
City/State	Sacramento, CA		
Zip Code	94274		
Email	sudha.kodali@dot.ca.gov		
Telephone	916-216-2630		
  
- **California Transportation Commission (CTC) Staff Contact Information**

Name	Kacey Ruggiero	Title	Assistant Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	Kacey.Ruggiero@catc.ca.gov		
Telephone	916-707-1388		

**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The Council of San Benito County Governments (SBtCOG) develops its Regional Transportation Improvement Program (RTIP) by considering the highest priority of unfunded projects in the San Benito Regional Transportation Plan and the STIP guidelines of the California Transportation Commission (CTC) including the CTCs priorities for programming. Public outreach and priority setting takes place within the context of the San Benito Regional Transportation Plan, and it has long been the policy for SBtCOG to engage in extensive public outreach during the many planning documents that inform the agency. This extensive public outreach results in our ability to retain priorities over time, which is essential in regional mobility. Because SBtCOG's access to funding is limited to Planning, Programming, and Monitoring funding, project vetting takes place with the Overall Work Program development.



**Section 4. Completion of Prior RTIP Projects (Required per Section 78)**

Through the Overall Work Program, San Benito COG has completed Planning, Programming, and Monitoring activities each fiscal year. SBtCOG has primarily planned for regional coordination, public engagement activities, update of the San Benito Regional Transportation Plan, and other Work Elements as identified in the annual Work Program.

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
Planning, Programming, and Monitoring in San Benito County	The Planning, Programming, and Monitoring project meets the goals, policies, and objectives of the San Benito Regional Transportation Plan.	Funds were used to support SbtCOG staff time in a broad range of activities to support transportation planning, funding, and monitoring. PPM funding becomes a funding source for the Overall Work Program.

**Section 5. RTIP Outreach and Participation**

**A. RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	November 16, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

**B. Community Engagement**

The 2024 RTIP was prepared in accordance with SBtCOG’s Regional Transportation Plan process. The San Benito Regional Transportation Plan’s 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 people with disabilities, and other interested parties with reasonable opportunities. Because SBtCOG is requesting Planning, Programming, and Monitoring funding, the project of PPM takes place through the Overall Work Program development process. The public meetings traditionally have participation and attendance by the public.

**C. Consultation with Caltrans District (Required per Section 20)**

Caltrans District: 5

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

Caltrans provides funding oversight of Planning, Programming and Monitoring (PPM) funds.

In addition, COG recognizes Caltrans as a partner in delivering the SR 156 Improvement Project as one of the region's top priority highway projects which will construct five new miles of 4-lane at-grade expressway from The Alameda in San Juan Bautista to Business Route 156 near Hollister. This project is over programmed in STIP capacity for the region and continues to reflect a deficit in the 2024 STIP Fund Estimate.

# **2024 STIP Regional Funding Request**

## **Section 6. 2024 STIP Regional Share and Request for Programming**

### A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

\$260,000

### B. Summary of Requested Programming –

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Planning, Programming, and Monitoring in San Benito County	The Planning, Programming, and Monitoring project meets the goals, policies, and objectives of the San Benito Regional Transportation Plan.	- 2024-25 \$37,000 - 2025-26 \$58,000 - 2026-27 \$58,000 - 2027-28 \$57,000 - 2028-29 \$50,000

**Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects**

Click here to enter text.

Proposed 2024 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
							-
Planning, Programming and Monitoring	\$260,000						\$260,000
							-
							-
							-
							-
							-
							-
							-
							-
<b>Totals</b>	<b>\$260,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$260,000</b>

**Notes:** Only programming Planning, Programming and Monitoring funds.

**Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

No ITIP funding was requested. [Click here to enter text.](#)

**Section 9. Projects Planned Within Multi-Modal Corridors**

Not applicable as PPM funds are for planning purposes.

**Section 10. Highways to Boulevards Conversion Pilot Program**

Not applicable as PPM funds are for planning purposes.

**11. Complete Streets Consideration (per Section 26)**

Not applicable. SBtCOG does not have any projects at this time due to overprogramming on the State Highway System.

## **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

### **Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)**

Not applicable. SBtCOG does not have any projects at this time due to overprogramming on the State Highway System.

#### **A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).**

Use the following Table B1 to indicate quantitatively the overall regional level performance of your Regional Transportation Plan (RTP). For regions outside a MPO, a second Table B1(a) may be used as a replacement to Table B1. Table B1(a) is included on the next page.

<b>Table B1 Evaluation – Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (indicate timeframe)</b>
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.		
	Percent of congested VMT (at or below 35 mph)		
	Commute mode share (travel to work or school)		
Infrastructure Condition	Percent of distressed state highway lane-miles		
	Pavement Condition Index (local streets and roads)		
	Percent of highway bridges by deck area classified in Poor condition		
	Percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)		
	Accessibility and on-time performance for rail and transit		
Safety	Fatalities and serious injuries per capita		
	Fatalities and serious injuries per VMT		
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		

	Mean commute travel time (to work or school)		
	Farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO <sub>2</sub> emissions reduction per capita		

<b>Table B1(a)</b>			
<b>Evaluation – Rural Specific Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (indicate timeframe)</b>
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist		
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction		
	Pavement Condition Index (local streets and roads)		
Safety	Total accident cost per capita and VMT		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP is assessed and measured.

Not applicable. SBtCOG does not have any projects at this time due to overprogramming on the State Highway System.

**Section 13. Regional and Statewide Benefits of RTIP**

Not applicable. SBtCOG does not have any projects at this time due to overprogramming on the State Highway System.

**D. Performance and Effectiveness of RTIP**

**Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)**

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

<b>Table B2 Evaluation – Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure (per thousand dollar invested)</b>	<b>Current Level of Performance (Baseline)</b>	<b>Projected Performance Improvement (indicate timeframe)</b>
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita		
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles		
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	Improve accessibility and on-time performance for rail and transit		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school)		
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		



	CO <sub>2</sub> emissions reduction per capita		
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<b>Table B2(a)</b>			
<b>Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected Performance (indicate timeframe)</b>
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist		
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction		
	Change in Pavement Condition Index (local streets and roads)		
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)		

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

<b>Table B3</b>			
<b>Evaluation – Project Changes or Increased Capacity Benefits</b>			
<b>Project Type Or Mode</b>	<b>Changes to Built Environment</b>	<b>Indicator/Measure</b>	<b>Benefits or Performance Improvement at Project Completion</b>
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed bridges		

**Section 15. Project Specific Evaluation (Required per Section 22D)**

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state’s most vulnerable populations. The evaluation shall be conducted by each region and

by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

## **E. Detailed Project Information**

### **Section 16. Overview of Projects Programmed with RIP Funding**

Not applicable. SBtCOG does not have any projects at this time due to overprogramming on the State Highway System.

## **F. Appendices**

**Section 17. Projects Programming Request Forms** (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

**Section 18. Board Resolution or Documentation of 2024 RTIP Approval** (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

**Section 19. Fact Sheet (1-2 pages).** (See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

**Section 20. Documentation on Coordination with Caltrans District (Optional)** (With Cover Sheet)

**Section 21. Detailed Project Programming Summary Table (Optional) N/A**

**Section 22. Alternative Delivery Methods (Optional) N/A**

**Section 23. Additional Appendices (Optional) N/A**

## Section 17. Project Programming Request (PPR) Forms

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/06/2023 08:43:57
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05			2043	Council of San Benito County Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
San Benito County					
				MPO	Element
				AMBAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Veronica Lezama			831-637-7665	veronica@sanbenitocog.org	

**Project Title**

Planning, Programming and Monitoring

**Location (Project Limits), Description (Scope of Work)**

Through the Overall Work Program, San Benito COG has completed Planning, Programming, and Monitoring activities each fiscal year. SBtCOG has primarily planned for regional coordination, public engagement activities, update of the Regional Transportation Plan, and other Work Elements as identified in the annual Work Program.

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Council of San Benito County Governments

**Legislative Districts**

Assembly:	28	Senate:	17	Congressional:	18
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/06/2023 08:43:57

Purpose and Need

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total



Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change



District	County	Route	EA	Project ID	PPNO
05	San Benito County				2043

Project Title  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Council of San Benito County Govern
R/W									
CON									Council of San Benito County Govern
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		37	58	58	57	50		260	
TOTAL		37	58	58	57	50		260	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		37	58	58	57	50		260	
TOTAL		37	58	58	57	50		260	

Section 18. Board Resolution or Documentation of 2022 RTIP Approval

To be inserted upon COG board approval.



**CERTIFICATION**

I, Monica Gomez, Secretary II for the Council of San Benito County Governments (COG), do hereby swear that the following motion was made at the COG’s regular meeting on November 16, 2023, held at the San Benito County Board of Supervisors Chambers, 481 Fourth Street, Hollister, California 95023.

**9. Approve the 2024 San Benito County Regional Transportation Improvement Program (RTIP).**

**Motion made to approve Item 9:**

Motion: Mia Casey                      Second: Dolores Morales

Motion carried:                      4/0

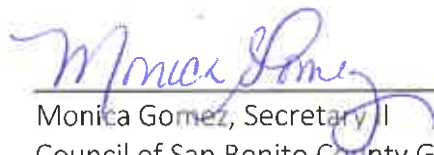
Yes:                                      Casey, Morales, Sotelo, Freels

No:                                        None

Recused:                                None

Abstention:                            None

Absent:                                  Gonzales

  
\_\_\_\_\_  
Monica Gomez, Secretary II  
Council of San Benito County Governments

Section 19. Fact Sheet

# 2024 State Transportation Improvement Program (STIP)

## Fact Sheet<sup>1</sup>

### **Executive Summary**

*An executive summary of the Regional Transportation Improvement Program (RTIP) highlighting the region's top priorities (ref. Section 1 from the 2024 RTIP Template). Summary may include but not limited to: a list of projects with changes and estimated completion dates and a map.*

The San Benito region is scheduled to receive a formula share distribution of \$260,000 total of Planning, Programming and Monitoring funds between Fiscal Years 2024/2025 and 2028/29, according to the 2024 State Transportation Improvement Program (STIP). The 2024 Regional Transportation Improvement Program (RTIP) identifies the regional deficit from a net advancement of \$11,115,000, as of the 2024 Fund Estimate. The Region proposes to program STIP funds for Planning, Programming, and Monitoring only. The PPM programming request is based on the limitations that identifies the five percent limit for county shares.

### **Benefits**

*A summary of the most significant benefits the proposed RTIP will provide to the region(s), including the safety, environment, equity, and economic benefits to the community (ref. Section 12, 14, 15, and 16 from the 2024 RTIP Template).*

Not applicable. SBtCOG does not have any projects at this time due to overprogramming on the State Highway System.

### **Goals and Objectives**

*A description of how the RTIP is advancing the goals and objectives of the Regional Transportation Plan and, where applicable, the Sustainable Communities Strategy (ref. Section 12 from the 2024 RTIP Template) as well as other regional plans, such as Regional Bicycle Plans and the Comprehensive Multimodal Corridor Plans.*

Not applicable. SBtCOG does not have any projects at this time due to overprogramming on the State Highway System.

*A description of how the RTIP aligns with the State's goals regarding plans such as the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Race and Equity Action Plan (REAP), California Freight Mobility Plan (CFMP), etc.*

Not applicable. SBtCOG does not have any projects at this time due to overprogramming on the State Highway System.

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<sup>1</sup> The fact sheet (one- or two-page) will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.