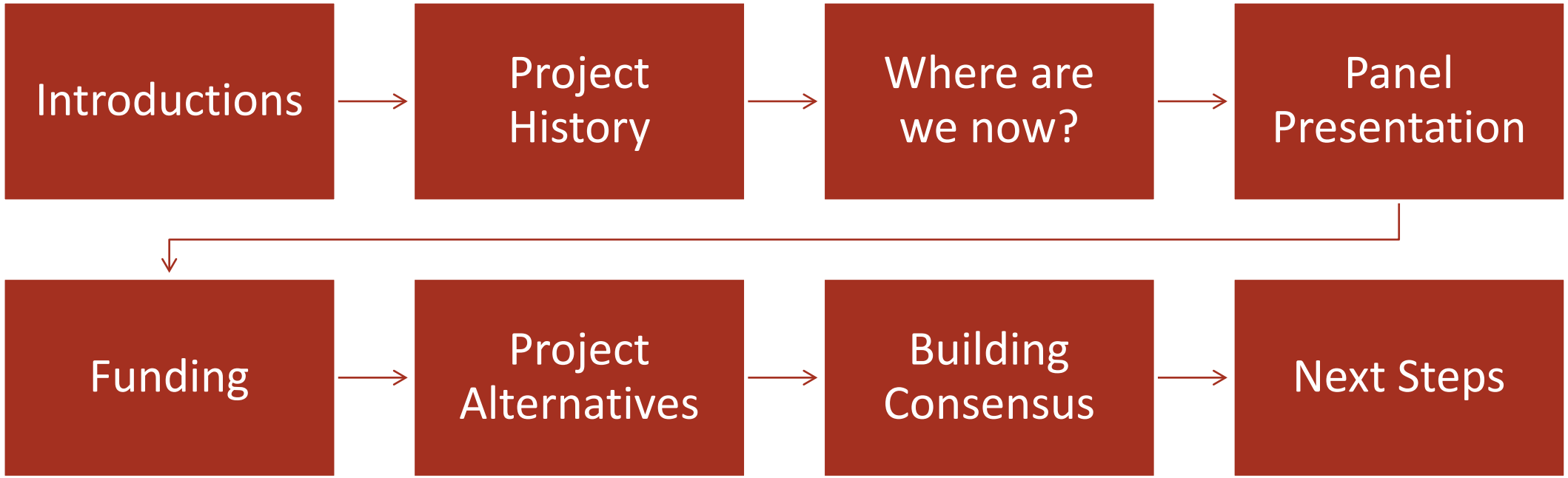
Highway 25 Workshop

JANUARY 31, 2024

Caltrans

SBCOG
Council of
San Benito
County Governments

Agenda


Introductions
Project History
Where are we now?
Panel Presentation
Funding
Project Alternatives
Building Consensus
Next Steps

Introductions and Review of Day

Eileen Goodwin

Apex Strategies

Project History

Binu Abraham

Executive Director

Council of San Benito County Governments

Brandy Rider

Deputy District Director

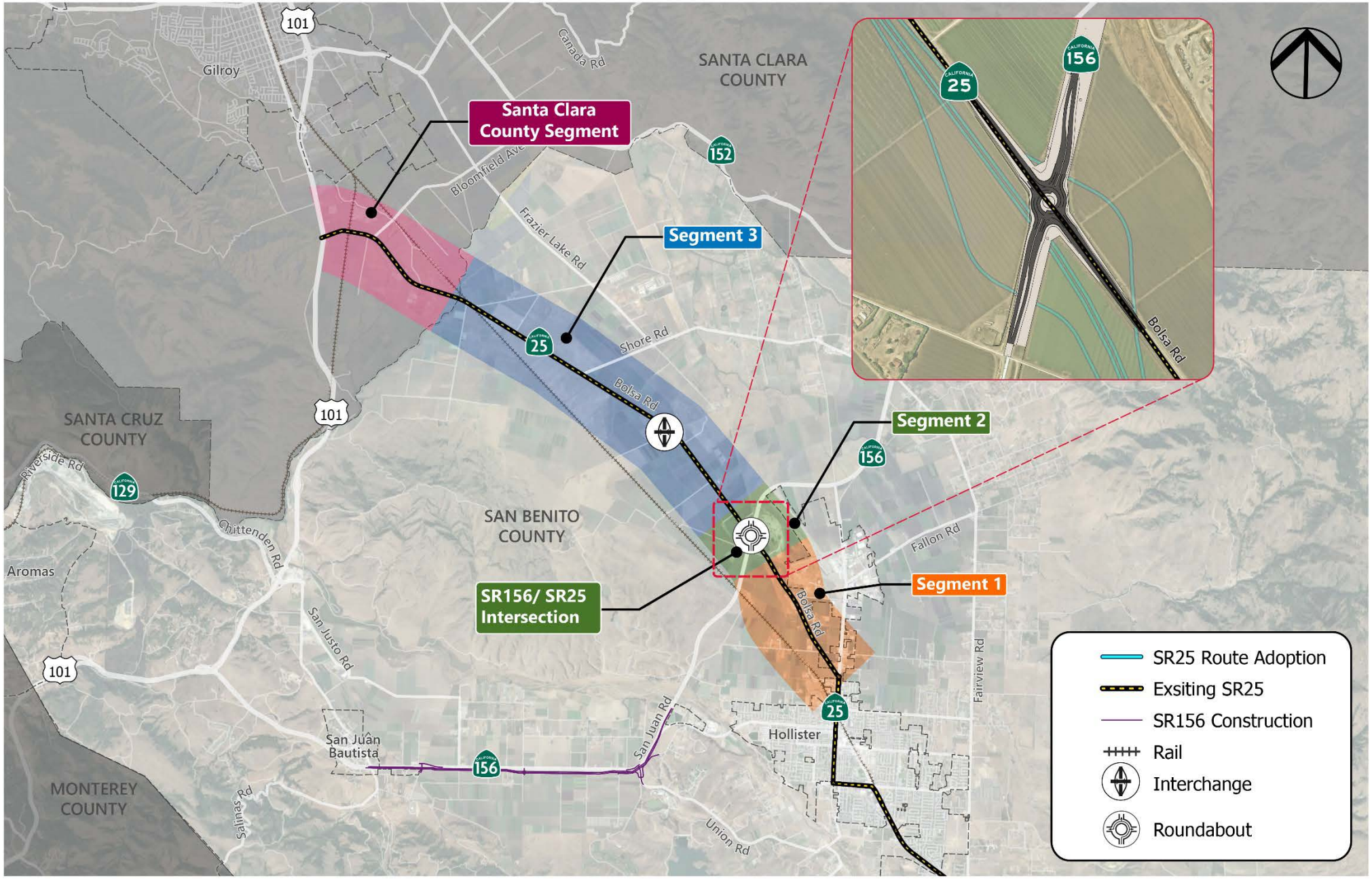
Caltrans District 5

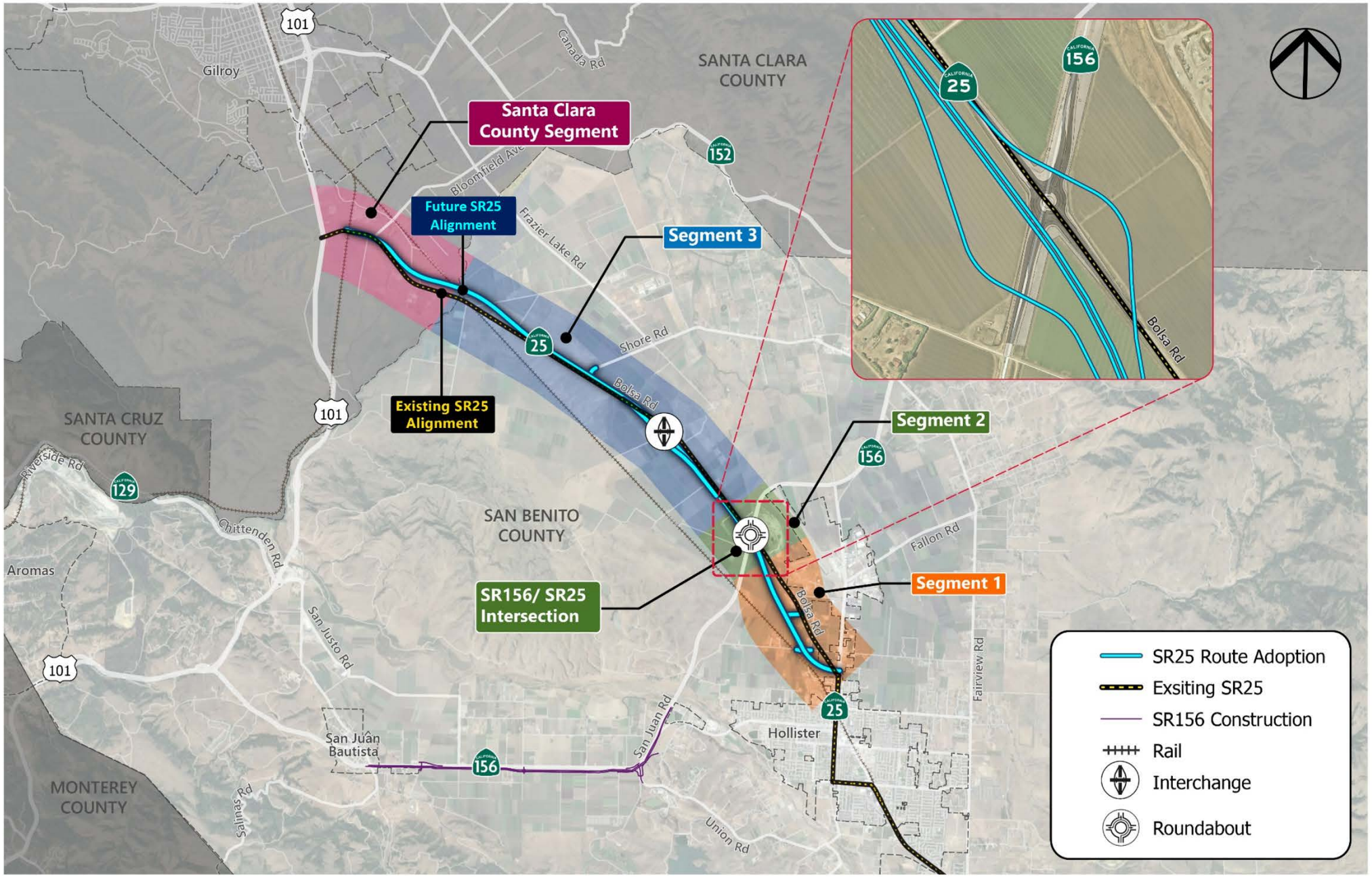
Binu Abraham

Executive Director

Council of San Benito County Governments

SBCOG
Council of
San Benito
County Governments


Santa Clara County Segment
Segment 3
Segment 2
Segment 1
SR156/ SR25 Intersection
SANTA CLARA COUNTY
SANTA CRUZ COUNTY
SAN BENITO COUNTY
MONTEREY COUNTY
Gilroy
Aromas
San Juan Bautista
Hollister
Bolsa Rd
Shore Rd
Frazier Lake Rd
Canada Rd
Bloomfield Ave
Riverside Rd
Chittenden Rd
San Justo Rd
San Juan Rd
Fallon Rd
Fairview Rd
Union Rd
Salinas Rd
101
25
156
152
129
SR25 Route Adoption
Exsiting SR25
SR156 Construction
Rail
Interchange
Roundabout


Santa Clara County Segment
Future SR25 Alignment
Existing SR25 Alignment
Segment 3
Segment 2
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SANTA CLARA COUNTY
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SR25 Route Adoption
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SR156 Construction
Rail
Interchange
Roundabout

Brandy Rider

Deputy Director

Caltrans District 5

Why did we begin?

Highway Safety Corridor Task Force kicked off in 2000

- “Stay Alive on 25” campaign began
- Projects Constructed between 2000-2004

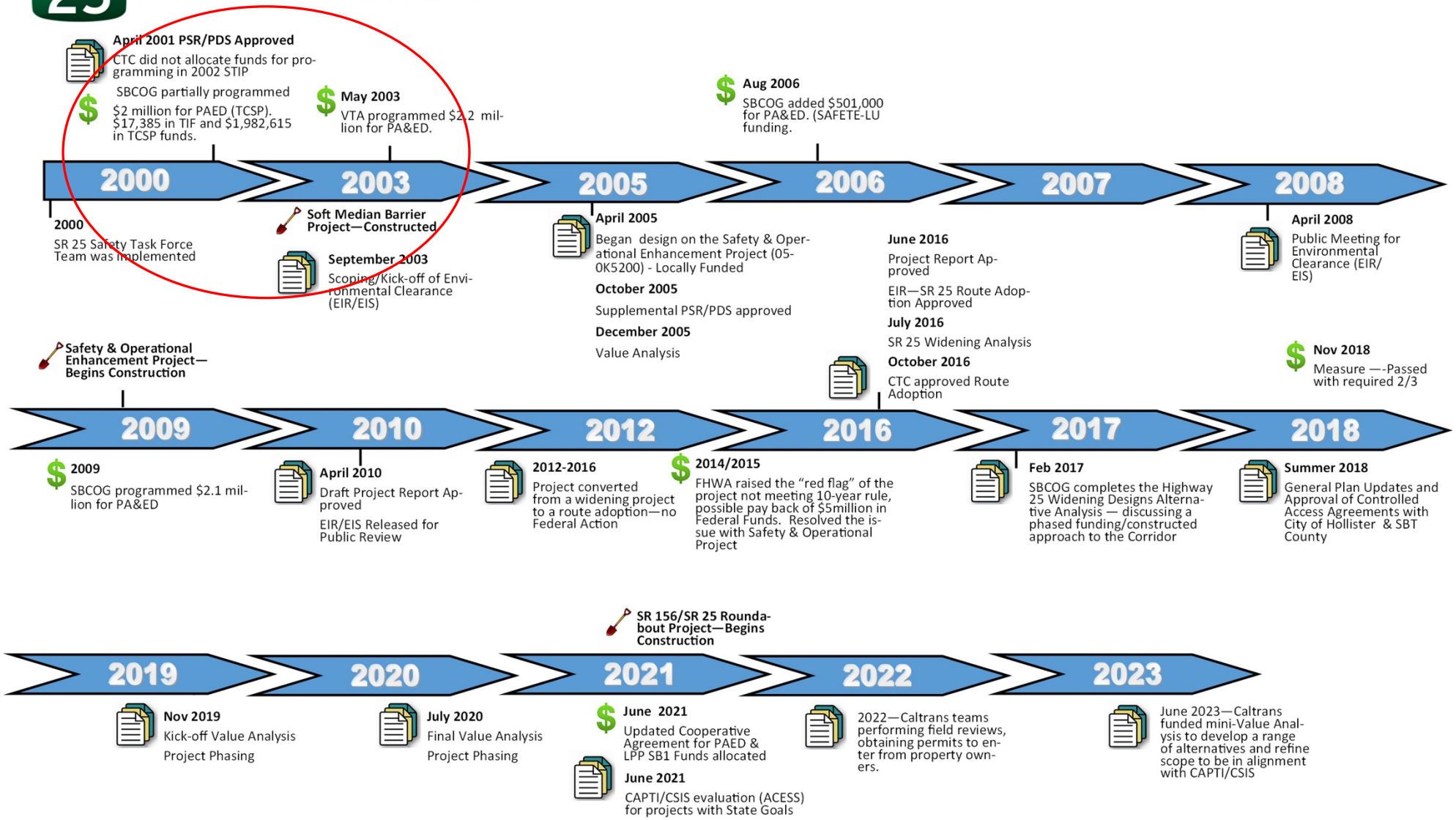
  Rumble Strips Project (2000)

  Ground-In Rumble Strip with, 2-foot soft barrier (2001)

  4-foot soft barrier, rumble strip, highly reflective striping, shoulder widening and channelization at Flynn Road (2002)

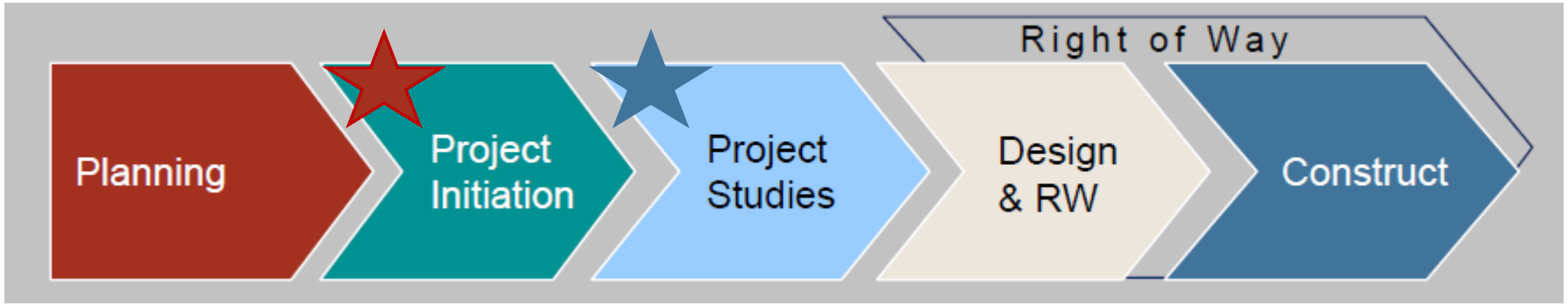
  4- foot soft barrier, shoulder widening, drainage improvements and channelization at Bloomfield Road (2004)

PROJECT TIMELINE



Securing Funds - Project Begins

2000 Project Initiation Document kicked off and completed in 2001.



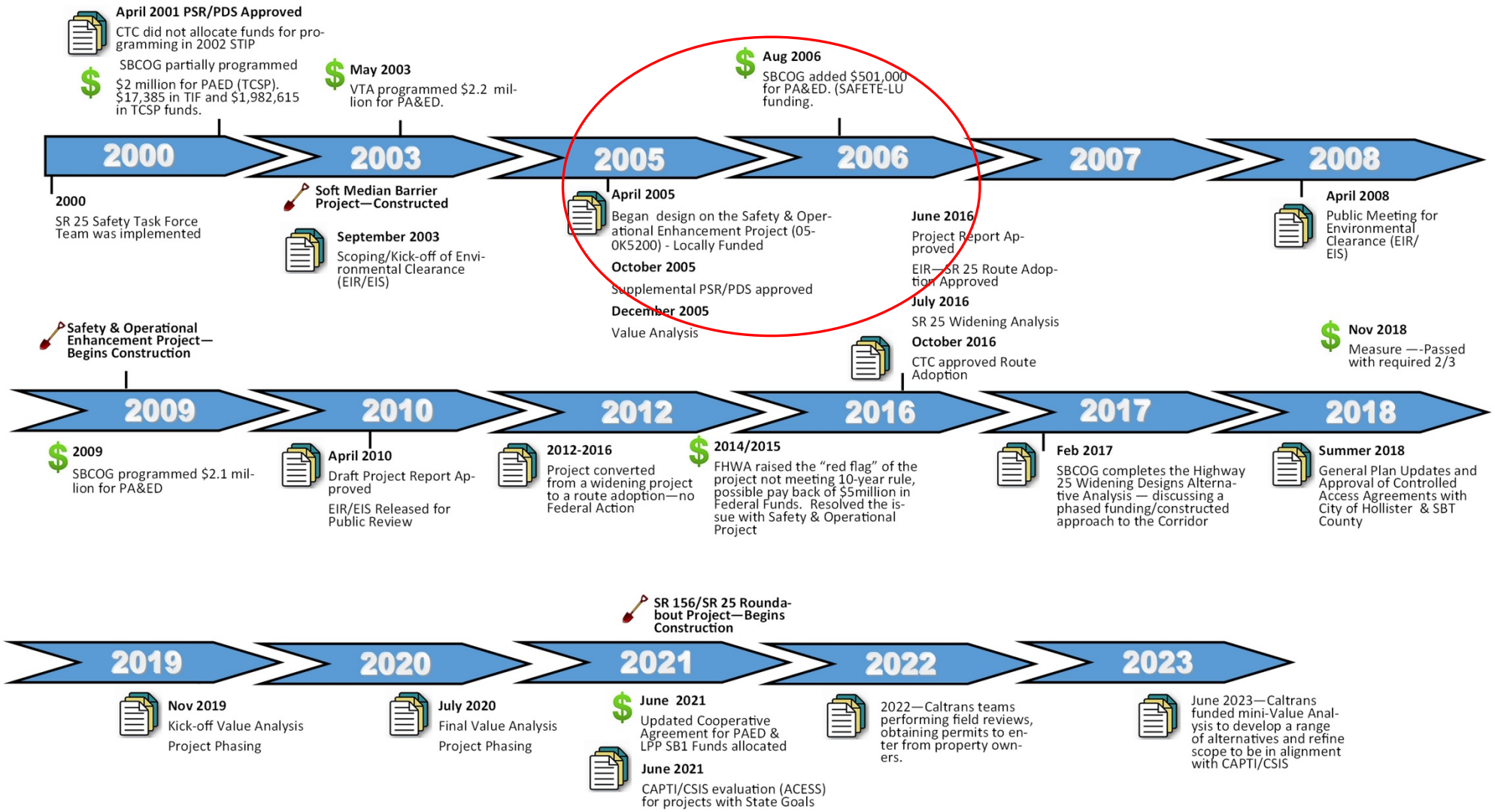
In 2001 the Project Approval & Environmental Document Phase begins.

- 2001, SBCOG received $2M
- 2003, Santa Clara Valley Transportation Authority, partners on project contributing $2.2M for PAED

HWY 25

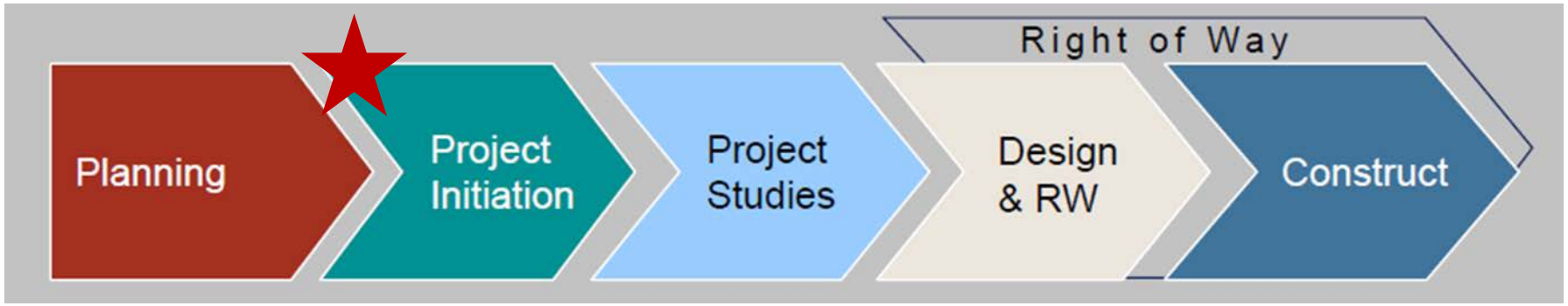
Caltrans

PROJECT TIMELINE



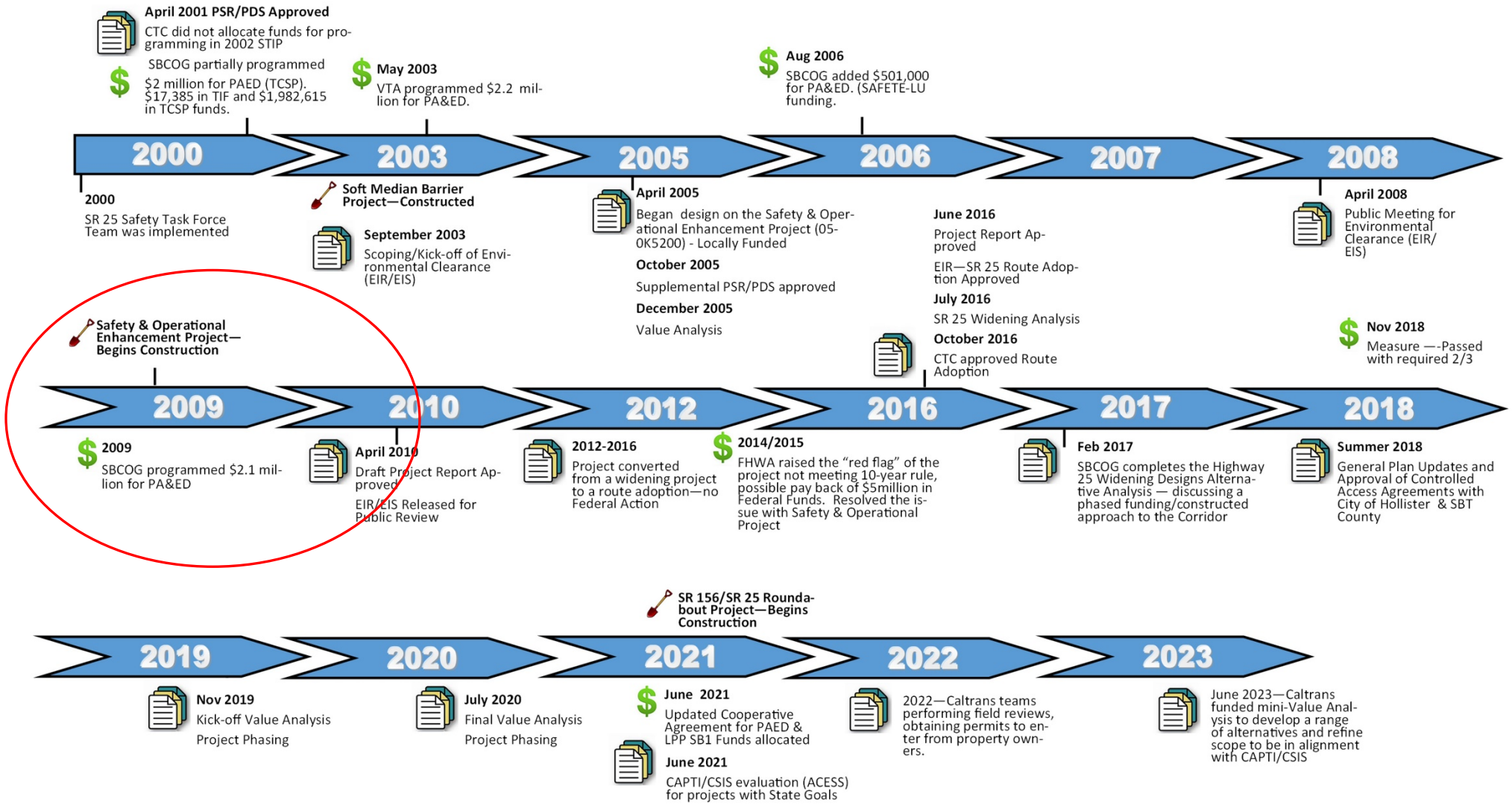
Project Study Report Completed, Funds Programmed

2005 a Supplemental Project Study Report completed



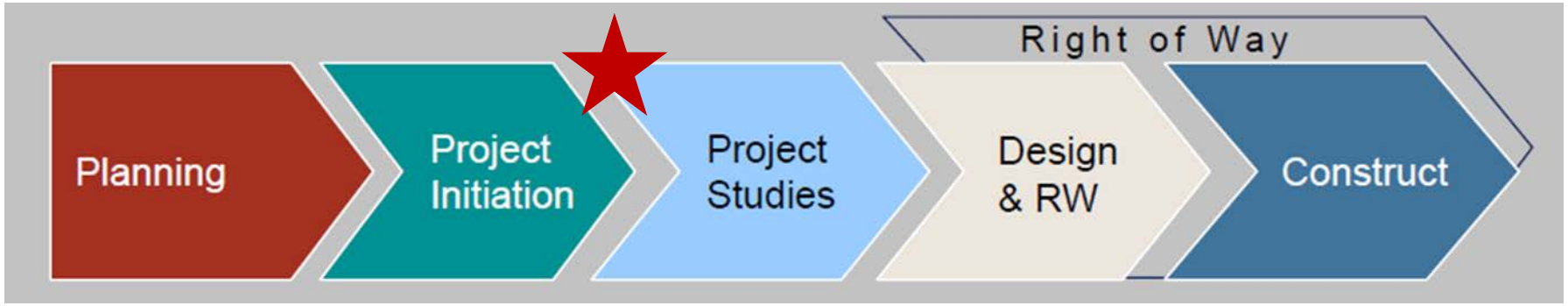
- The Mobility Partnership established

PROJECT TIMELINE



Project Environmental & Design Begin

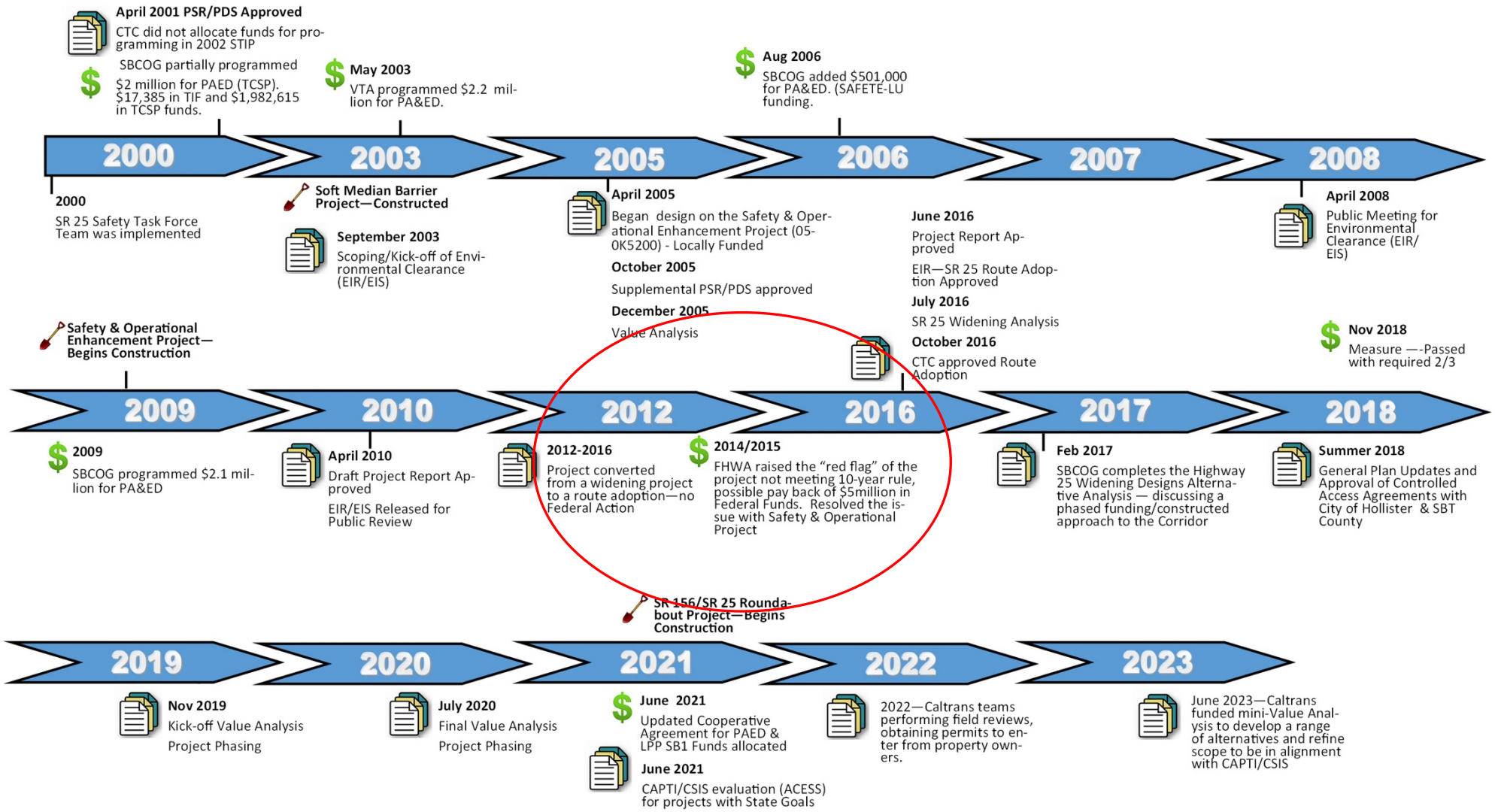
2008, Caltrans & SBCOG hosted a public scoping meeting to kick off the environmental process.



- 2009, SR 25 Safety Project constructed, $12.5M received
- 2010, The Draft Project Report & Draft EIR/EIS was released to the public for comment.

SR 25 Safety Enhancement Project – Constructed 2009

PROJECT TIMELINE



Project Does Not Meet Federally Constrained Criteria

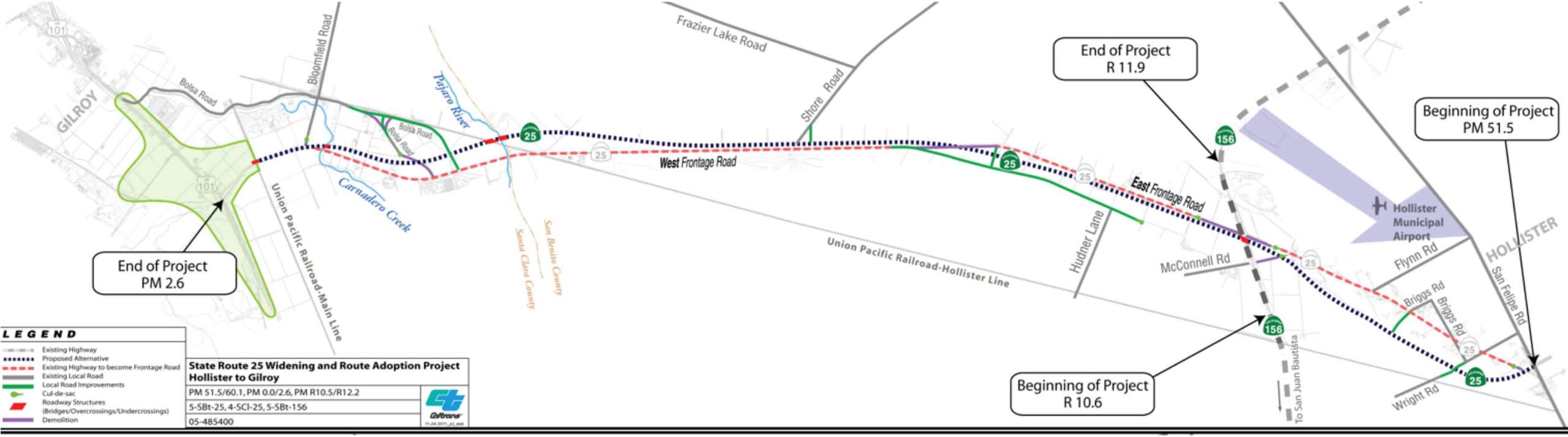
- 2012, project future funding unclear, project not included in a constrained Regional Transportation Plan.

  What does this mean?

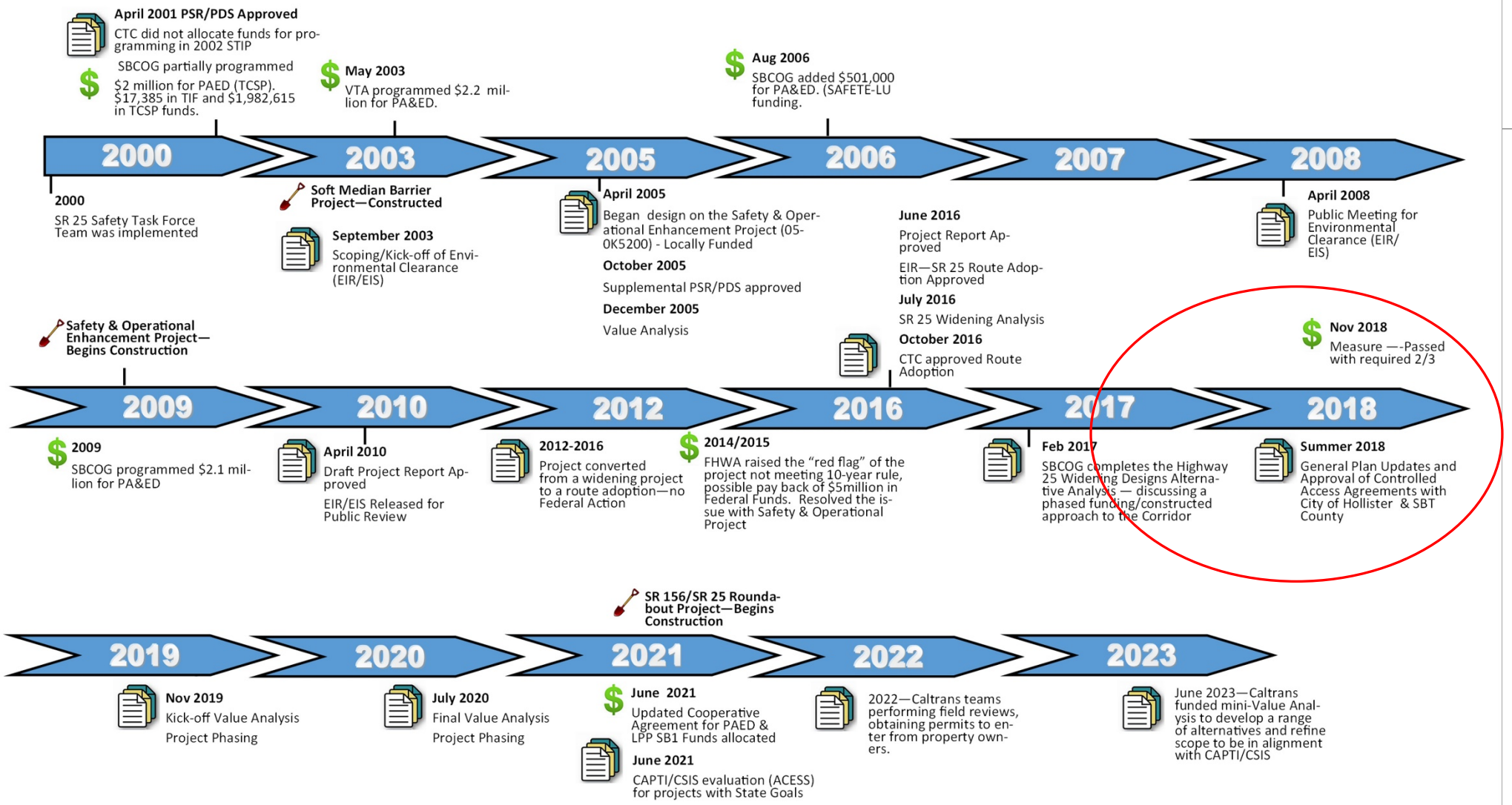
  What actions were taken to address the lack of funding?

  - 2016, the Final EIR was revised & completed as a Route Adoption approved CTC*
  - 2018, County & City of Hollister adopt the Route and incorporate in the local General Plans

Route Adoption Alignment



PROJECT TIMELINE

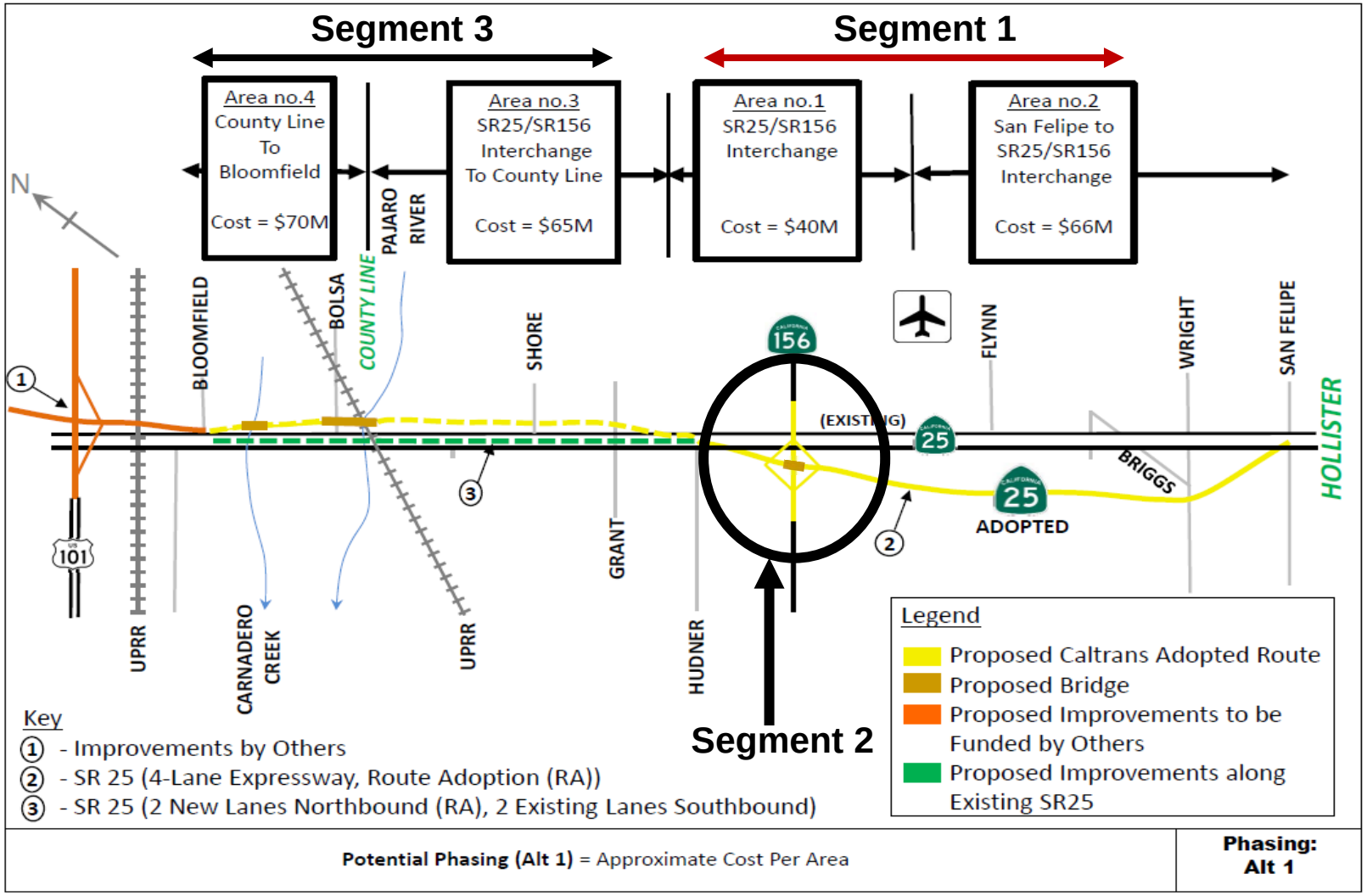


Measure G Passes

- 2018, Measure G passes

  Project now meets the federally constrained criteria
- 2019, Caltrans and SBCOG develop agreements to reinitiate the project
- 2020, a Value Analysis Study is completed focusing on project segments and feasibility of phasing the project for anticipated funding

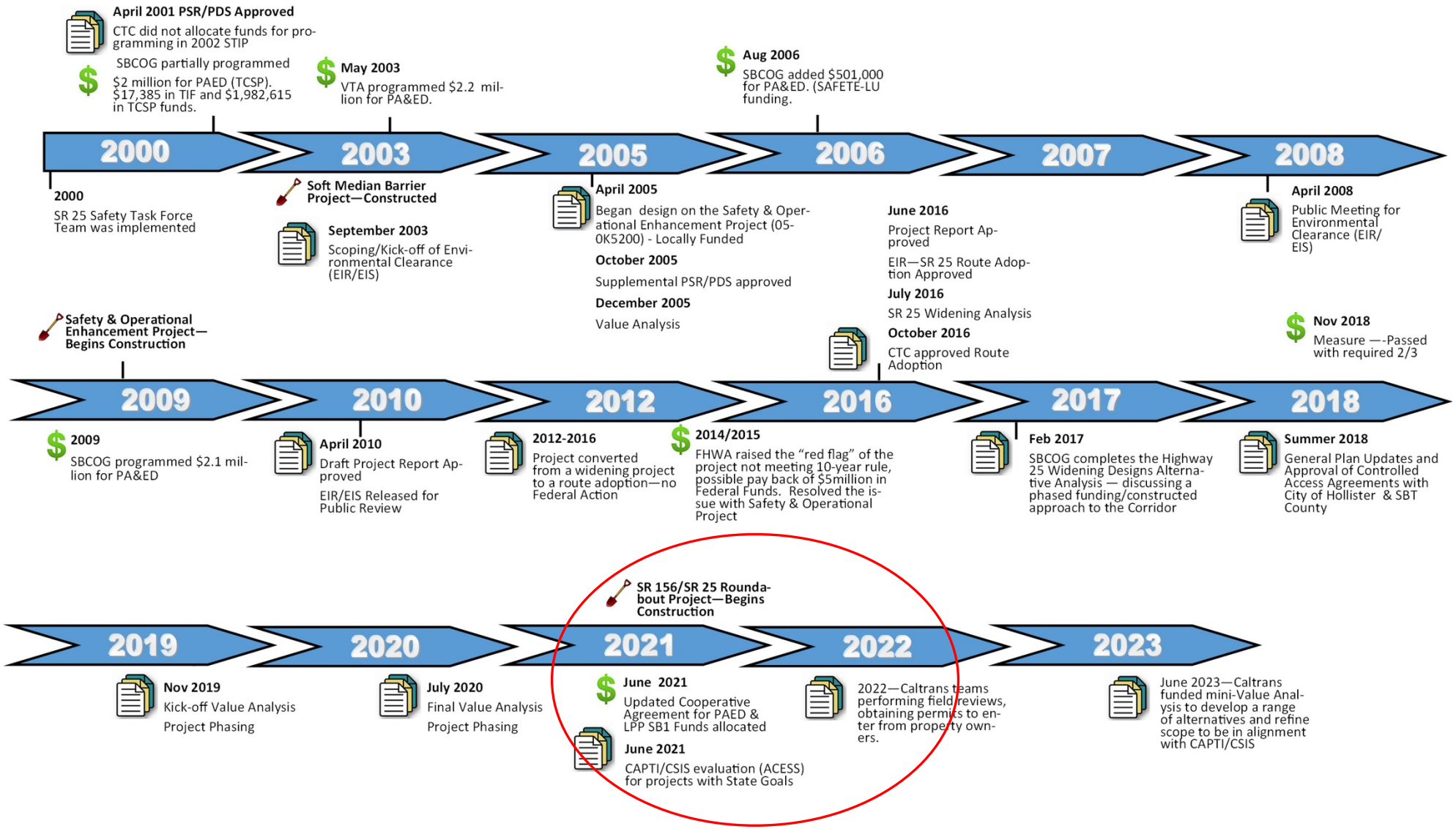
2020 Value Analysis Results



HWY 25

Caltrans

PROJECT TIMELINE



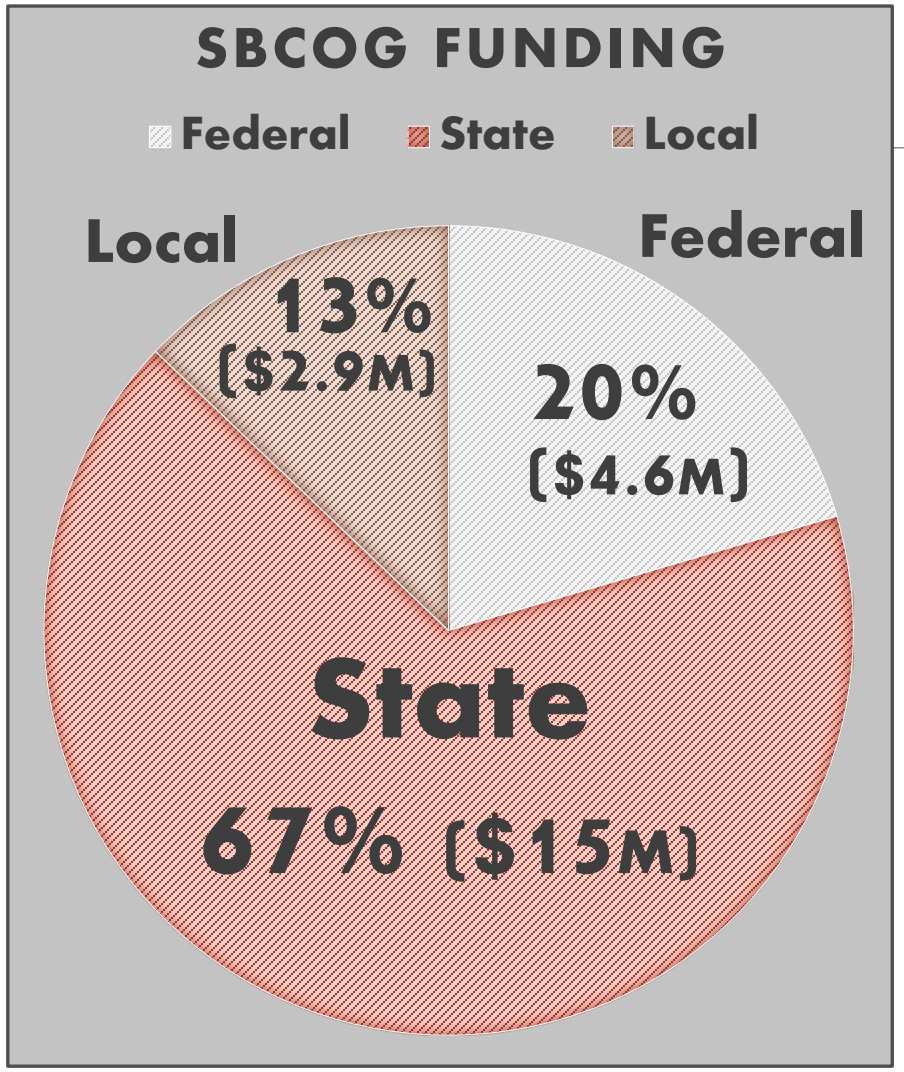
Alignment with State Funding Framework

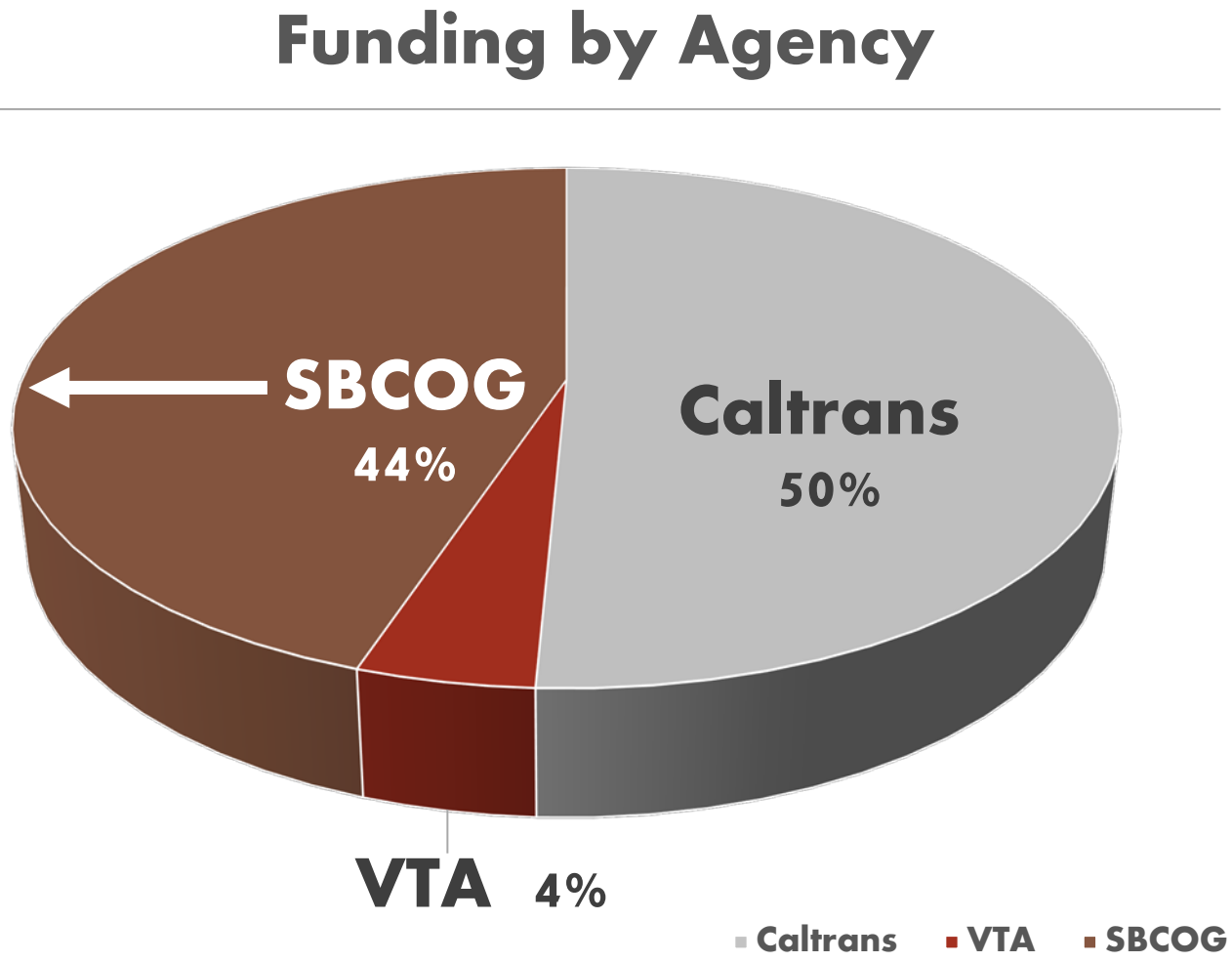
- 2020/2021 – Funding is secured for the Project Approval & Environmental Document phase of the project (PAED)
- 2021 --- Statewide funding programs were transitioning alignment to CAPTI. SR 25 was evaluated for CAPTI compliance
- 2022 – Project ranked not in alignment with statewide CAPTI goals.
- 2023 --- Value Analysis Study was done to bring project into CAPTI alignment.

Year	Allocation	Funding Agency	Fund Source	Expenditures	Deliverables
Environmental Document/Design – FEIR for Route Adoption					
2001	$2M	San Benito COG	TCSP (federal – 1.98M & 17K local match)		Environmental Doc & Alternative Design
2003	$2.2M	Santa Clara VTA	VTA Local		Environmental Doc & Alternative Design
	$365K	San Benito COG	SBCOG Local		Environmental Doc & Alternative Design
2006 2009	$501K $2.1M	San Benito COG	Federal DEMO		Environmental Doc & Route Adoption
Sub-Total	***$7.2*M***			***$7.1M***	**approximately 45K to be returned to SBCOG*
Environmental Document/Design – Segment 1					
2021	$2.5M	San Benito COG	SB-1 LPP (state)	$1.4M	Environmental Doc & Alternative Design
2021	$2.5M	San Benito COG	Measure G		Environmental Doc & Alternative Design
Sub-Total	***$5M***			***$1.4M***	
Expenditures for Safety Improvement Projects Constructed in Corridor					
2001	$10.8M	Caltrans	SHOPP	$10.8M	SR 25 Soft Median Barrier Project
2009	$12.5M	San Benito COG	RIP	$12.5M	SR 25 Safety Enhancement Project
2021	$14.6M	Caltrans	SHOPP	$14.6M	SR 25/SR 156 Roundabout Project
Sub-Total	***$37.9M***			***$37.9M***	
TOTAL	***$50.1M***			***$46.4M***	

Corridor Investments

Corridor Investments by Agency





Current & Future Challenges

Binu Abraham

Executive Director

Council of San Benito County Governments

SBCOG
Council of San Benito County Governments

Scott Eades

District Director

Caltrans District 5

District 5

Where we are now?

Regional Needs

- Regional Growth (18.4%)
- Employment / Housing Imbalance

State Goals

- Housing
- CAPTI
- SB 743

Funding Needs

Panel Presentation : CAPTI / SB 743

Eric Sundquist

Acting Deputy Director

Caltrans Director's Office of Equity Sustainability & Tribal Affairs

Scott Eades

Director

Caltrans District 5

Sasha Dansky

PE Principal

Mark Thomas & Co.

Caltrans®

District 5

MARK THOMAS

Eric Sundquist

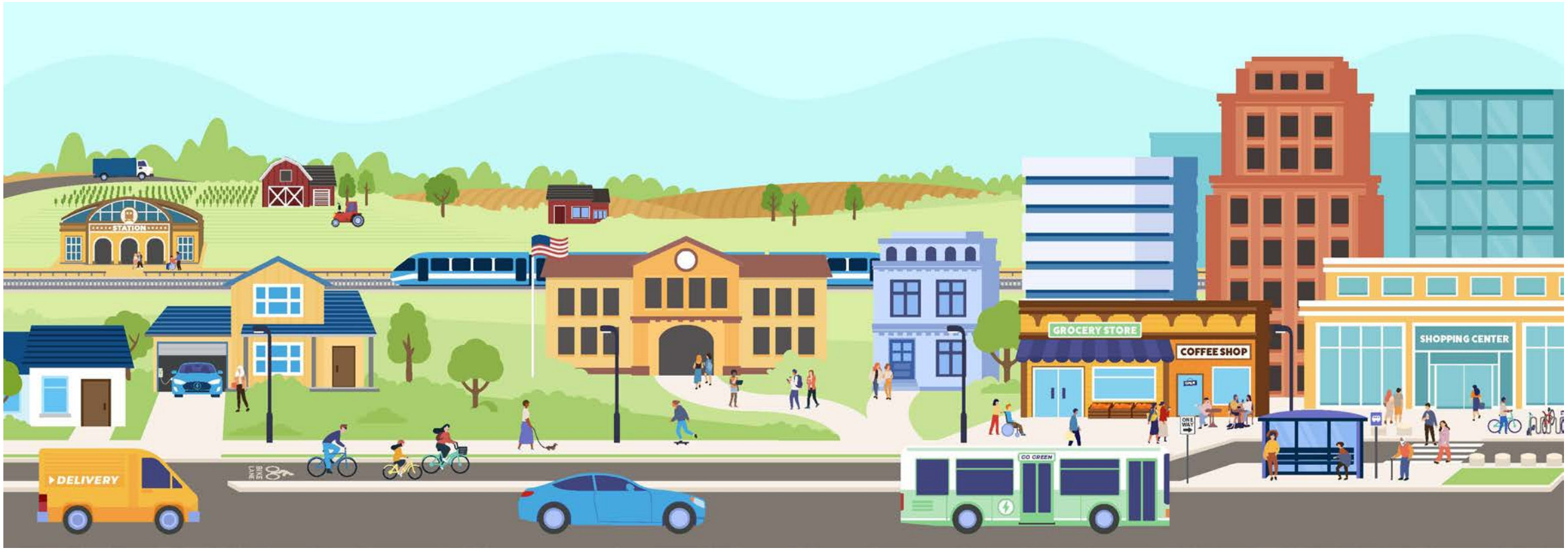
Acting Deputy Director

Caltrans Director's Office of Equity

Sustainability & Tribal Affairs

Caltrans

CALIFORNIA DEPARTMENT OF TRANSPORTATION

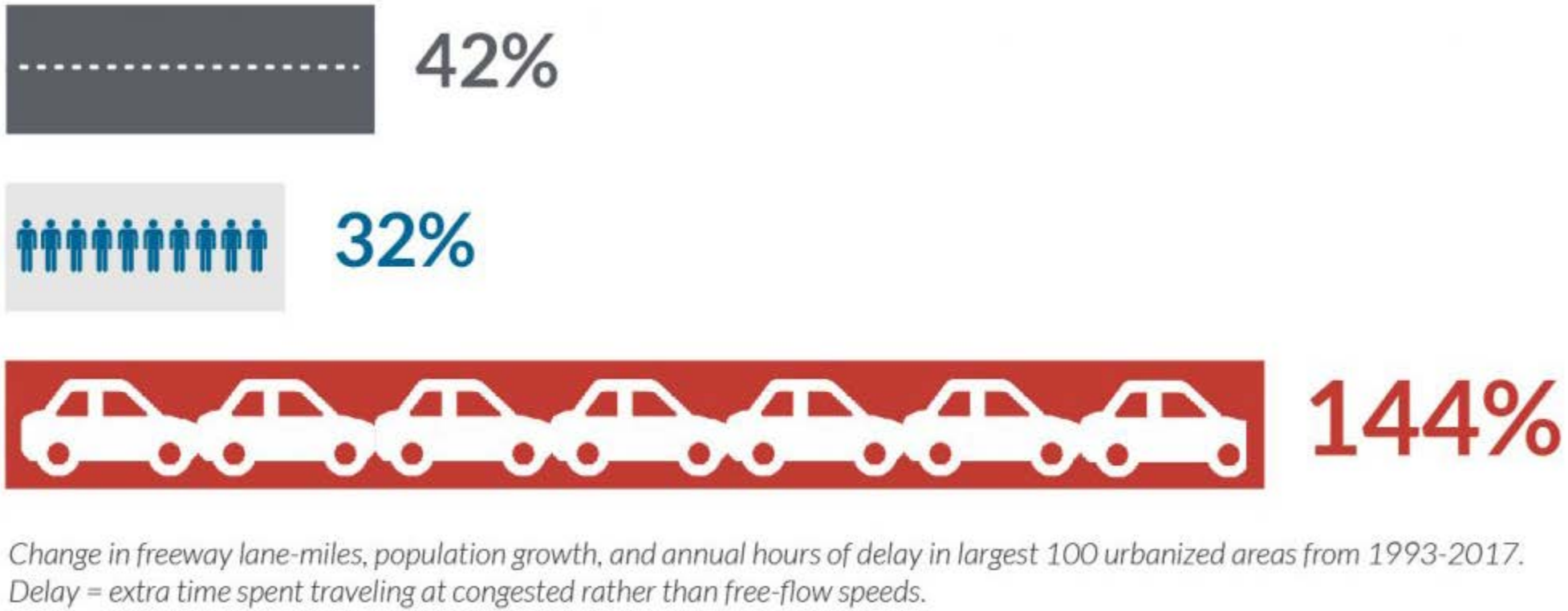


Transportation demand policy

Eric Sundquist
Deputy Director for Equity, Sustainability, and Tribal Affairs
Jan. 31, 2024
San Benito COG

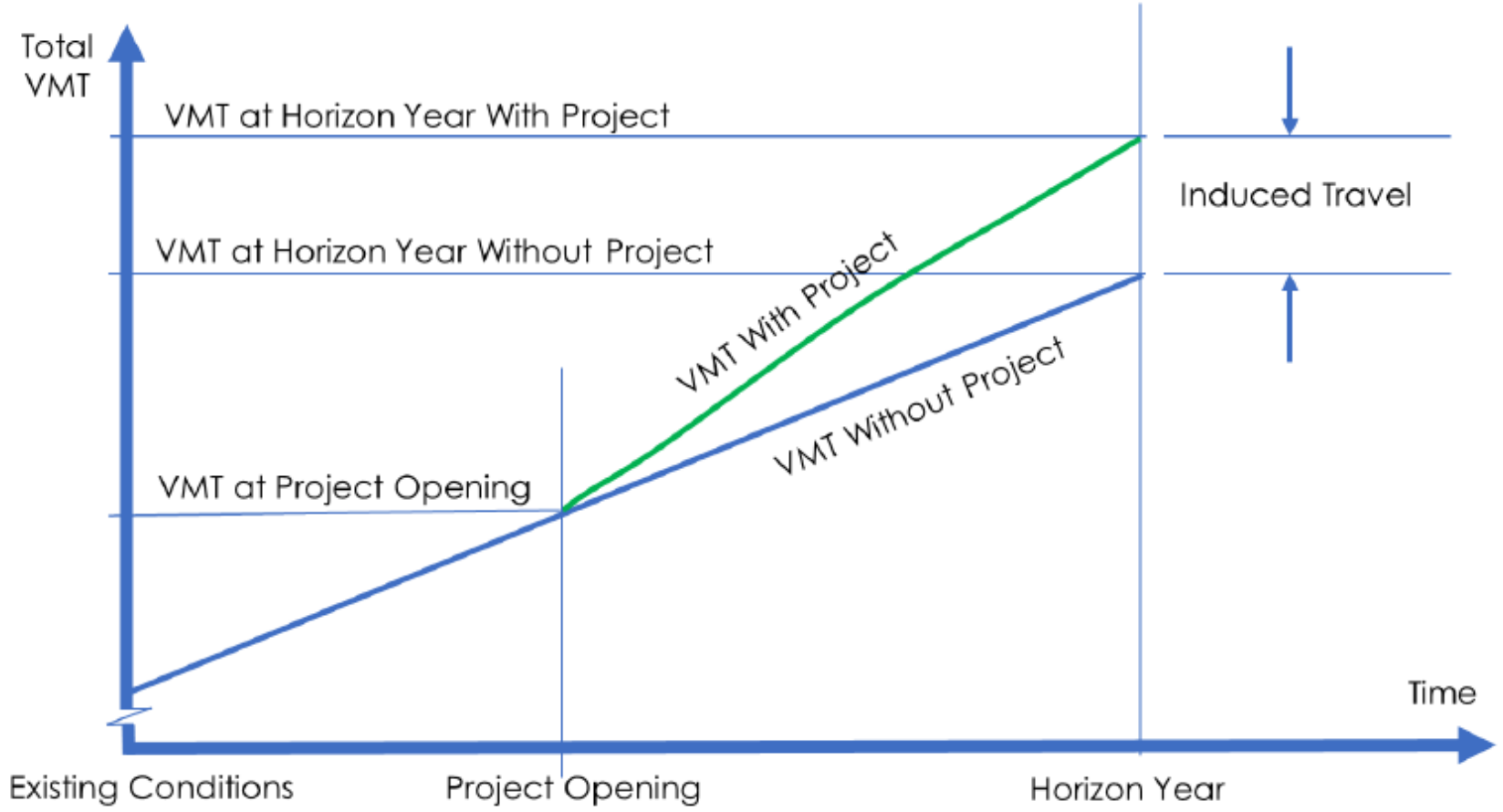
Old paradigm: Increase supply

From 1993 to 2017, lane-miles grew faster than population in the biggest urbanized areas, yet congestion grew.



Source: Transportation for America from FHWA and Texas Transportation Institute

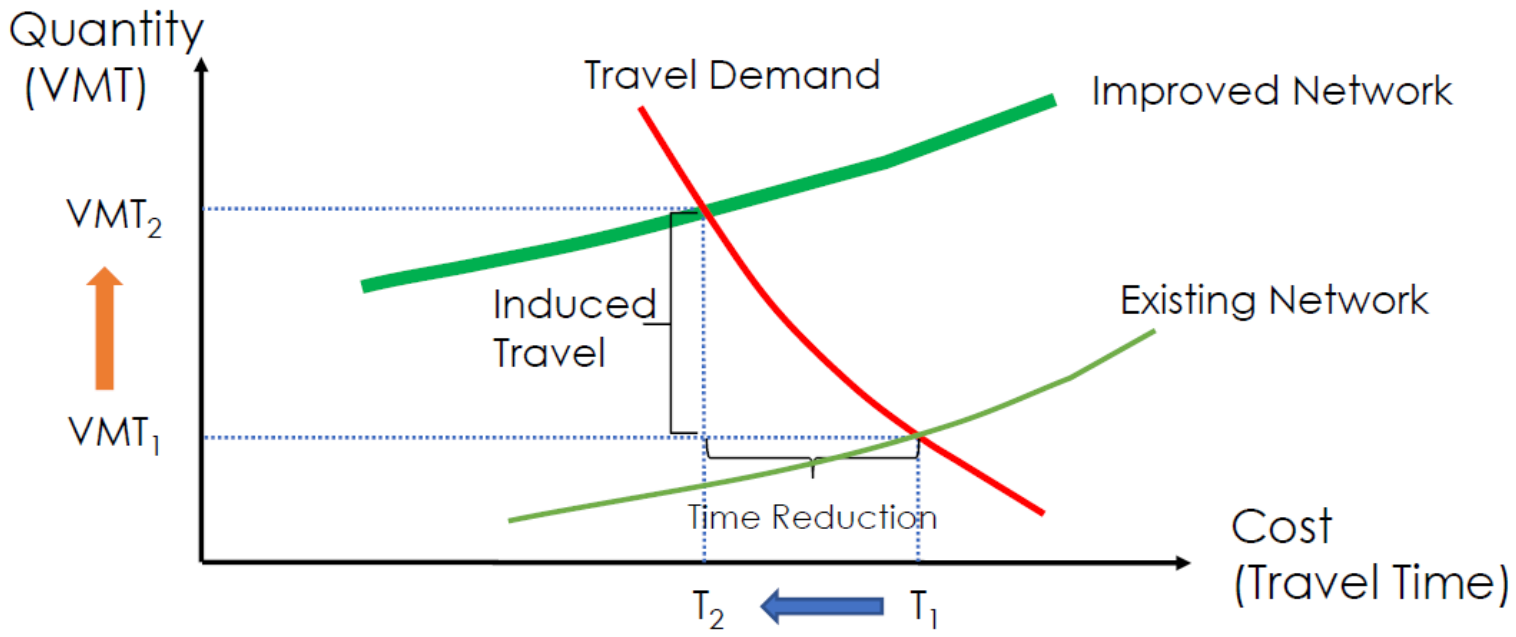
New paradigm: Consider demand



Induced travel

Induced travel: Factors

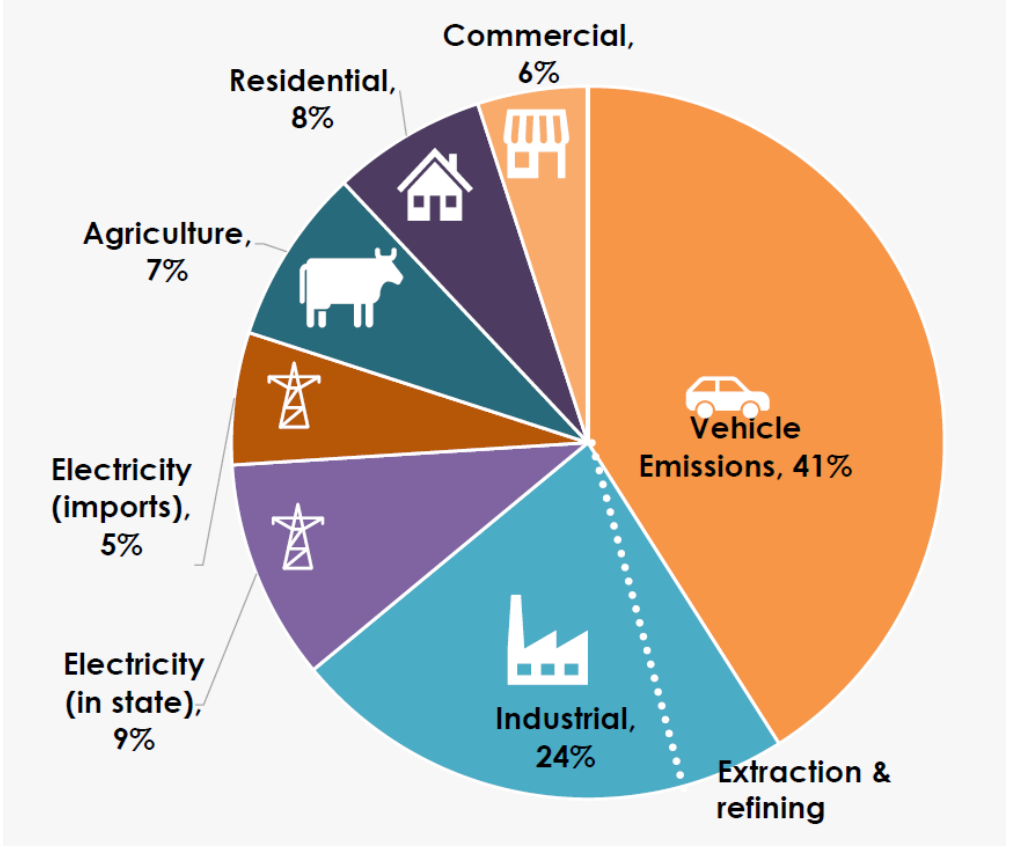
- Longer trips
- More trips
- Change in mode choice
- Route changes
- Land use changes



Induced travel: Outcomes

- Congestion
- Crashes
- Emissions
- Land consumption
- Less transportation choice
- Personal transportation costs
- Maintenance and operational costs
- Heat island
- Stormwater runoff
- Noise

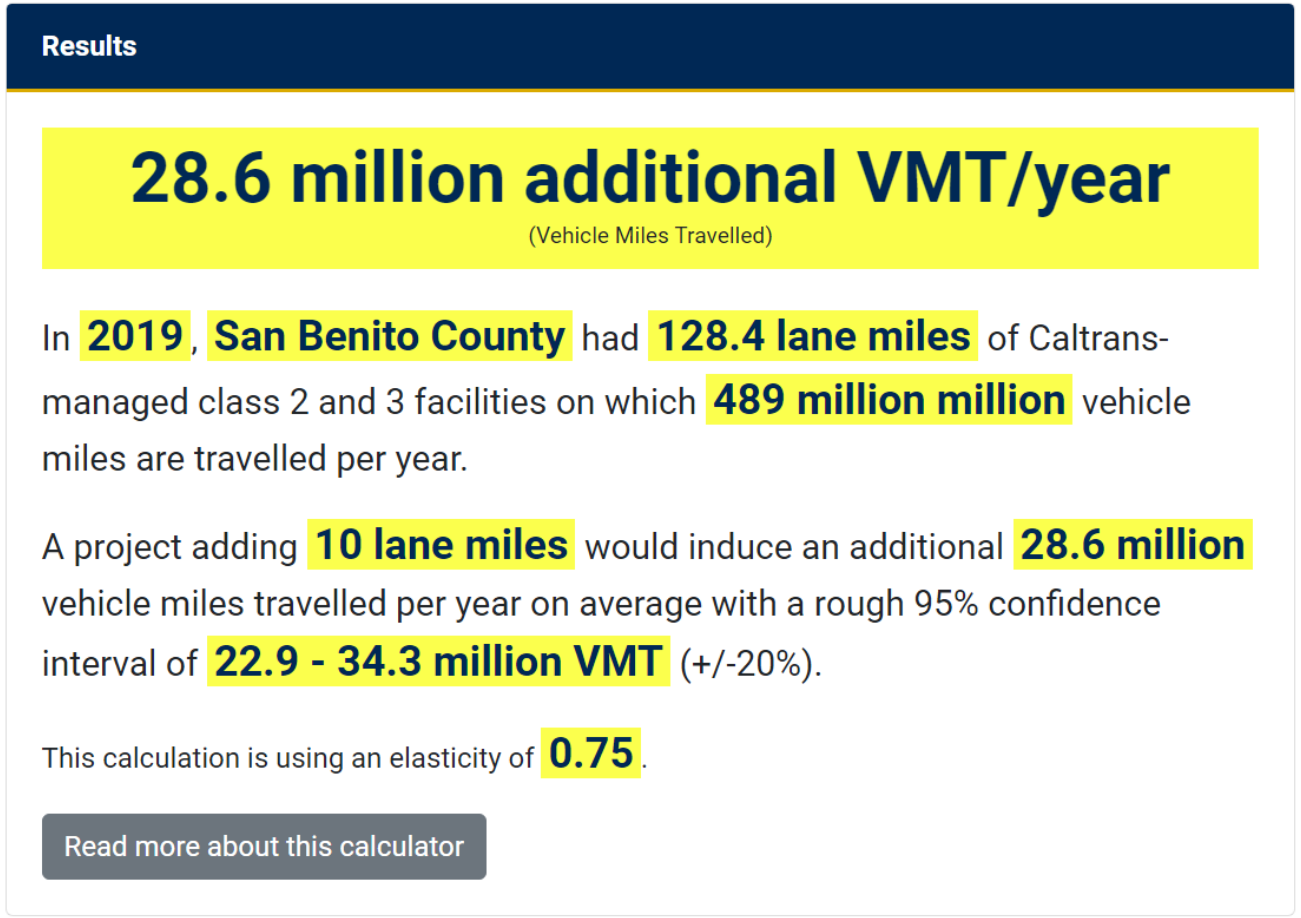
See [SB 743 at 10: The Environmental Effects of Traffic | Caltrans]



2021 California GHG emissions Source: CARB

CEQA*

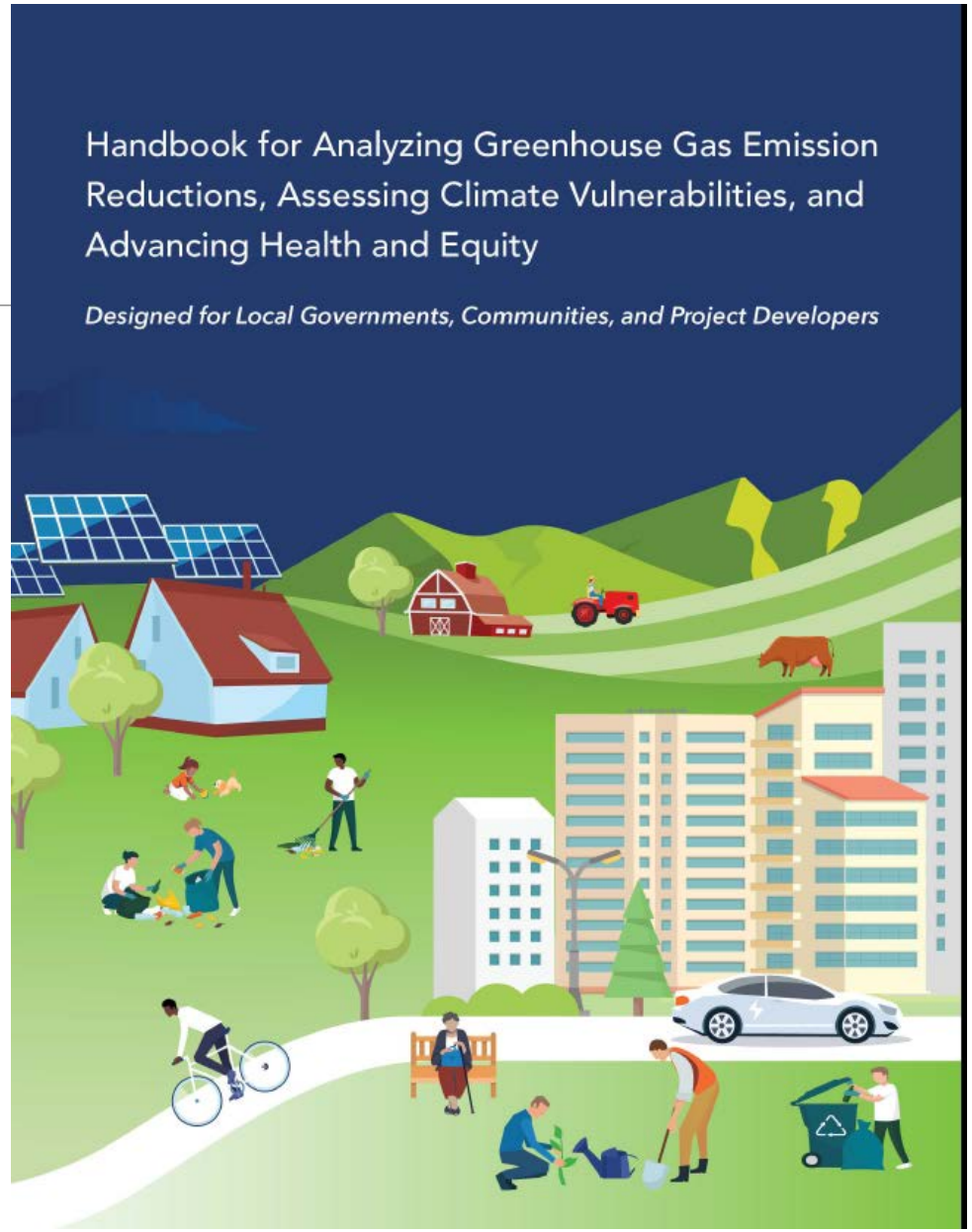
- No longer counts slow traffic as an environmental impact
- Assesses induced traffic – measured in vehicle-miles traveled (VMT) – as an impact
- Rule of thumb: For every 1 percent of new lane-miles, we induce 1 percent more VMT
- CEQA requires mitigation of impacts to the extent feasible
- Price tags for such mitigation have ranged up to $400+ million per project to date



**California Environmental Quality Act as amended by SB 743 (2013)*

CEQA Mitigation

- New or improved transit service
- New or improved active transportation facilities
- Transportation demand management
  - Discounted fares
  - Education and outreach
  - Ride matching
  - Guaranteed rides home
- Low VMT land use
- Pricing and other lane management



CAPTI*

Building towards an integrated, statewide rail and transit network

Investing in networks of safe and accessible bicycle and pedestrian infrastructure

Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure

**Climate Action Plan for Transportation Infrastructure*

CAPTI

Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits

Making safety improvements to reduce fatalities and severe injuries of all users towards zero

Assessing physical climate risk

Promoting projects that do not increase passenger vehicle travel

Promoting compact infill development while protecting residents and businesses from displacement

Protecting natural and working lands

Developing a zero-emission freight transportation system

Summary

- Conventional widenings are still being contemplated.
- However, they usually require expensive mitigations, which greatly add scope.
- As well they can be more difficult to fund than projects that are more CAPTI-aligned.
- In response some projects are rescoping to avoid or reduce VMT impacts
  - Truck-only lanes
  - Transit-only lanes
  - Operational improvements
- Other expansion projects are moving to pricing to both manage traffic and also generate revenues to cover mitigation over their decades-long lifecycle.

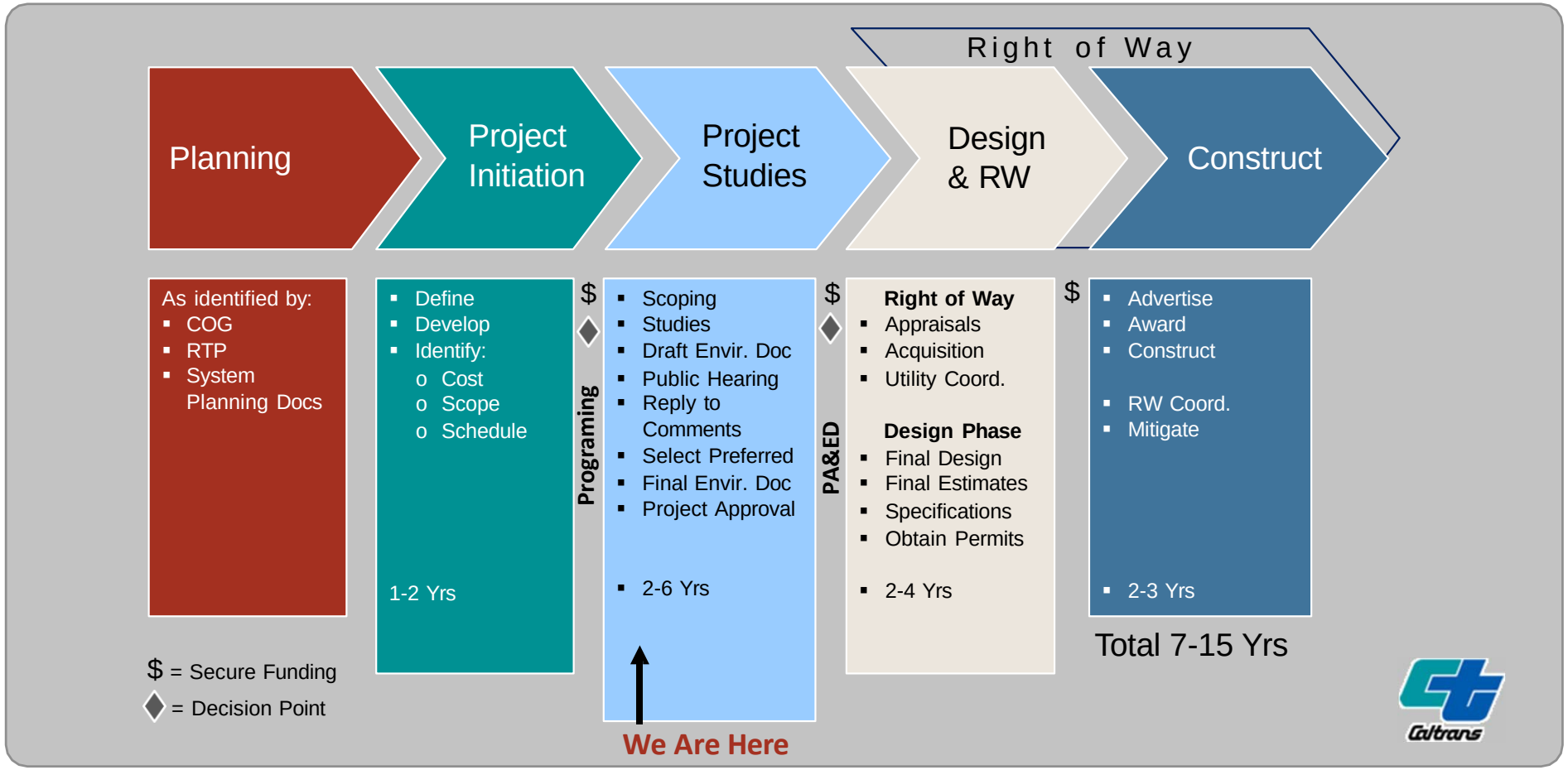
Scott Eades

Director

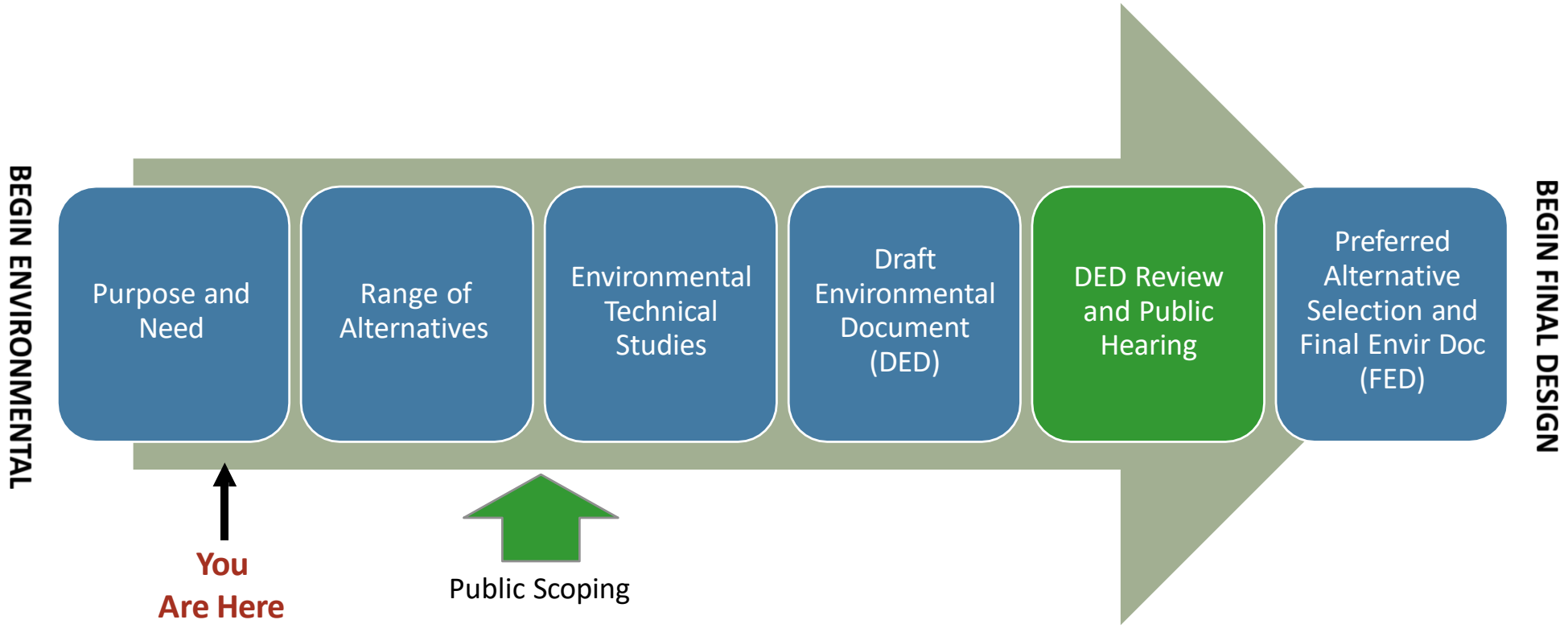
Caltrans District 5

District 5

Transportation Project Development Process



Project Studies and Alternatives Analysis



Anticipated Environmental Studies:

- Visual Impact Analysis
- Air Quality
- Noise
- Water Quality
- Hazardous Waste Investigations
- Hydraulic / Floodplain
- Paleontology
- Biological and Wetland
- Community Impact Assessment
- Archeological and Historical Architectural
- Farmland
- Traffic and VMT
- Cumulative Impacts

Santa Barbara U.S. 101 Multimodal Corridor

High-Occupancy Vehicle (HOV) Lane

Peak Hour Commuter Rail

Long-life, 40-year Pavement

Interregional Bus Service

California Coastal Trail Enhancements

Carpooling - Vanpooling

HOV

Santa Barbara U.S. 101 Multimodal Corridor

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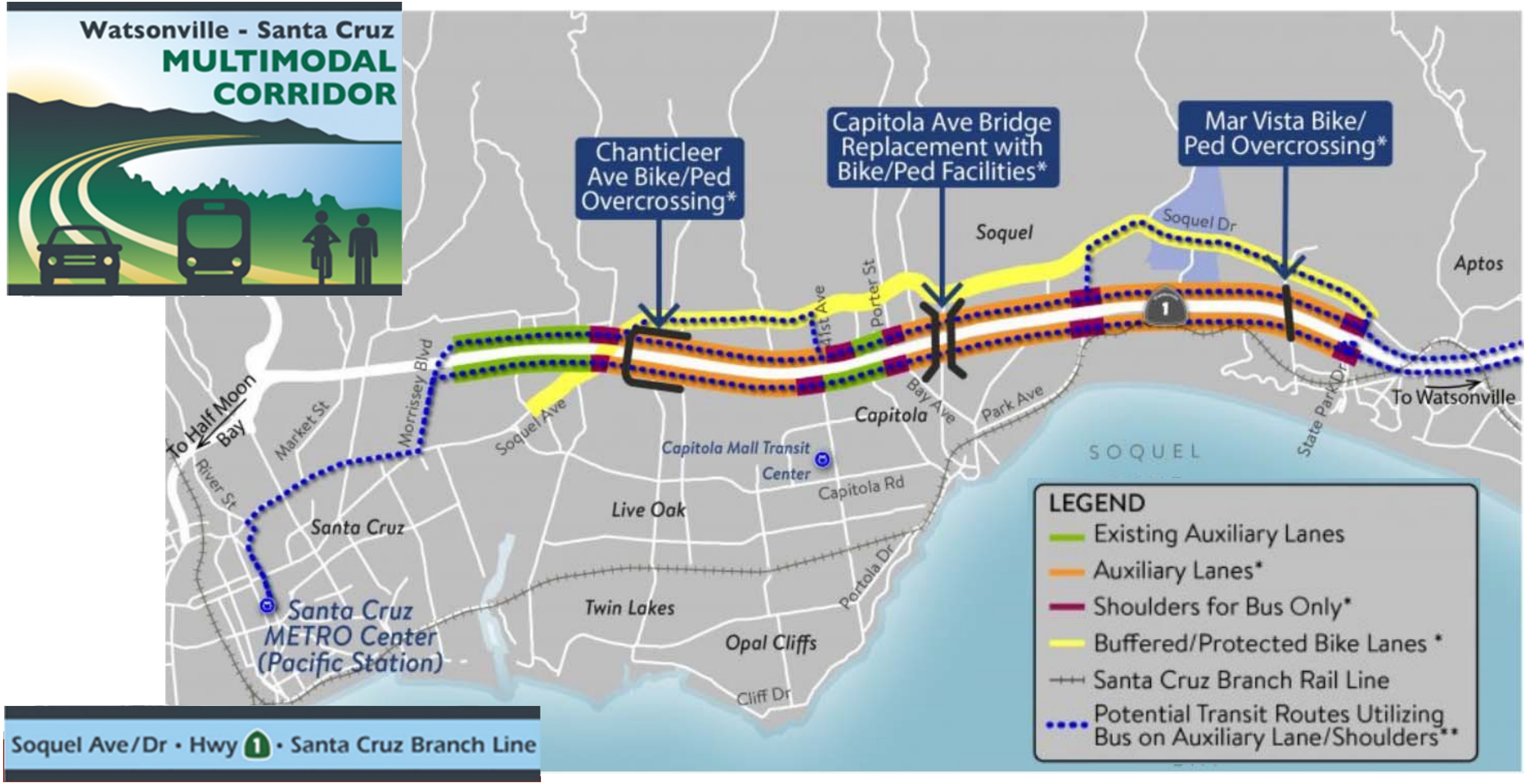
805.845.5112

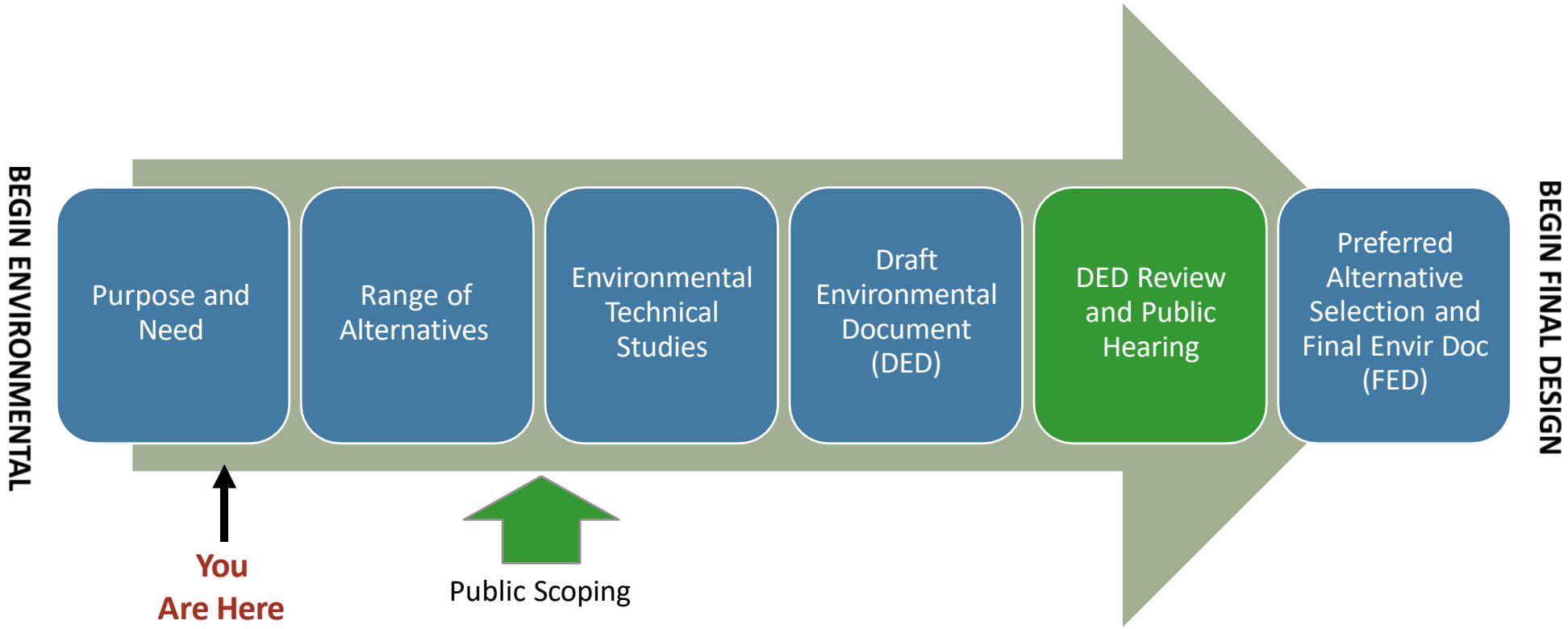
SBCAG Caltrans


Watsonville - Santa Cruz
MULTIMODAL CORRIDOR
Chanticleer Ave Bike/Ped Overcrossing*
Capitola Ave Bridge Replacement with Bike/Ped Facilities*
Mar Vista Bike/ Ped Overcrossing*
Soquel
Soquel Dr
Aptos
41st Ave
Porter St
Morrissey Blvd
Market St
To Half Moon Bay
River St
Soquel Ave
Capitola
Bay Ave
Park Ave
State Park Dr
To Watsonville
Capitola Mall Transit Center
Capitola Rd
Live Oak
Santa Cruz
Santa Cruz METRO Center (Pacific Station)
Twin Lakes
Portola Dr
Opal Cliffs
Cliff Dr
SOQUEL
LEGEND
Existing Auxiliary Lanes
Auxiliary Lanes*
Shoulders for Bus Only*
Buffered/Protected Bike Lanes *
Santa Cruz Branch Rail Line
Potential Transit Routes Utilizing Bus on Auxiliary Lane/Shoulders**
Soquel Ave/Dr • Hwy 1 • Santa Cruz Branch Line

PROJECT GOALS AND BENEFITS

- Provide high quality transportation choices to reduce countywide VMT
- Reduce travel times and vehicle hours of delay along the Highway 1 corridor
- Increase transit frequency and on-time performance
- Enhance safety and mobility for vehicles, transit, bicycles, and pedestrians
- Eliminate barriers to mobility created by the Highway 1 to reconnect the community
- Reduce mobile source emissions and improve air quality and public health
- Advance equity through competitive, low-cost transportation alternatives serving disadvantaged communities, including more frequent bus service and improvements to complete streets facilities

Project Studies and Alternatives Analysis



Sasha Dansky

PE, Principal

Mark Thomas and Co.

MARK THOMAS

Components of Transportation Solutions

Transit Solutions

Multimodal Solutions

Managed Lane Solutions

Other Solutions

Examples of Encouraged Transportation Solutions

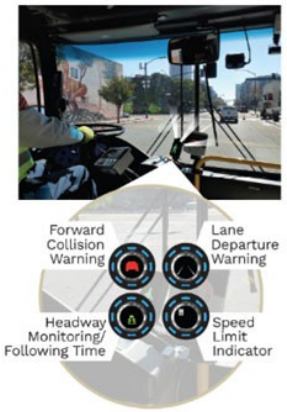
Transit Solutions	Bus on Shoulder projects Bus Rapid Transit Express Bus
Multimodal Solutions	Mobility Hubs Multi-Modal Corridors Complete Streets Active Transportation Projects First/Last Mile Projects
Managed Lane Solutions	HOV Lanes Tolling & Express Lanes
Other Solutions	TDM projects Goods Movement Projects Electric Vehicle Charging/Network projects

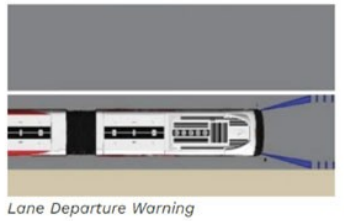
Transit Solutions

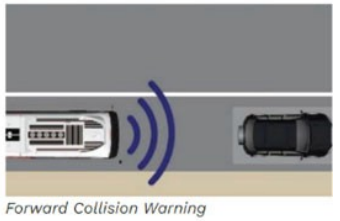
Bus on Shoulder

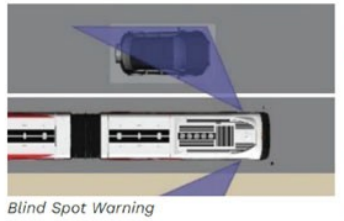
Buses utilize the shoulder lane of a roadway during peak hours

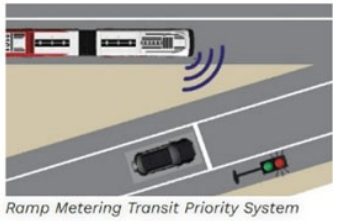
Alleviates congestion, reduces bus travel times, and improves bus travel time reliability




Lane Departure Warning


Forward Collision Warning


Blind Spot Warning


Ramp Metering Transit Priority System

SANDAG Caltrans MTS

Example: Bus On Shoulder Pilot Project is a collaboration between SANDAG, Caltrans, and San Diego Metropolitan Transit Services (MTS) and incorporates advanced safety technology to provide service on select shoulders of I-805 and SR 94

Bus Rapid Transit (BRT) / Dedicated Transit Lanes

Buses operate in dedicated lanes or busways

Provides the efficiency and speed of a rail system with the flexibility and lower cost of bus services

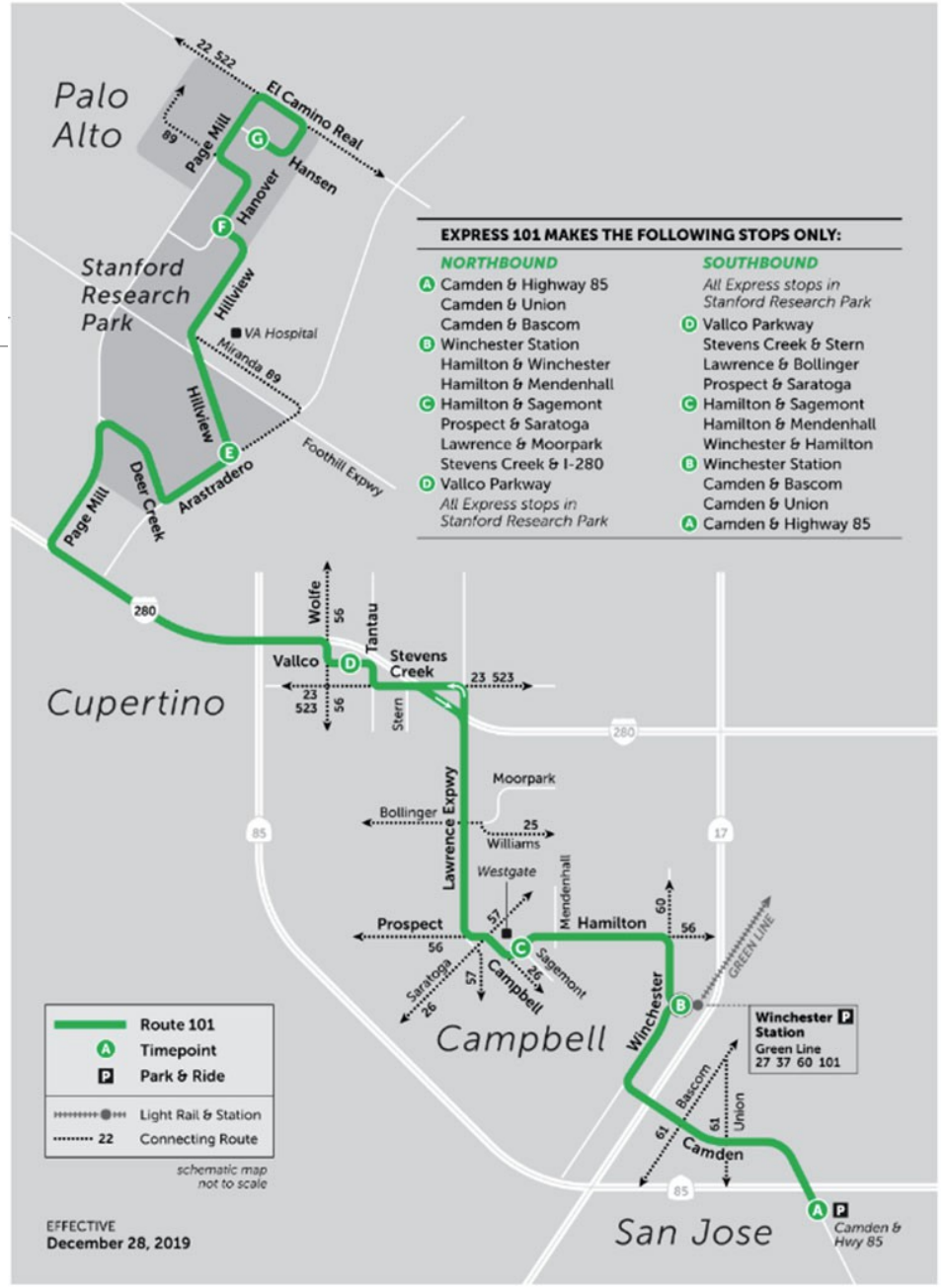
Example: Van Ness is a BRT corridor in San Francisco implemented by San Francisco Municipal Transportation Agency and opened in April 2022

Express Bus

Faster and more direct routes compared to typical bus services.

- Typically have limited stops to prioritize speed

Provide efficient bus transportation for longer-distance travel or corridors with high demand

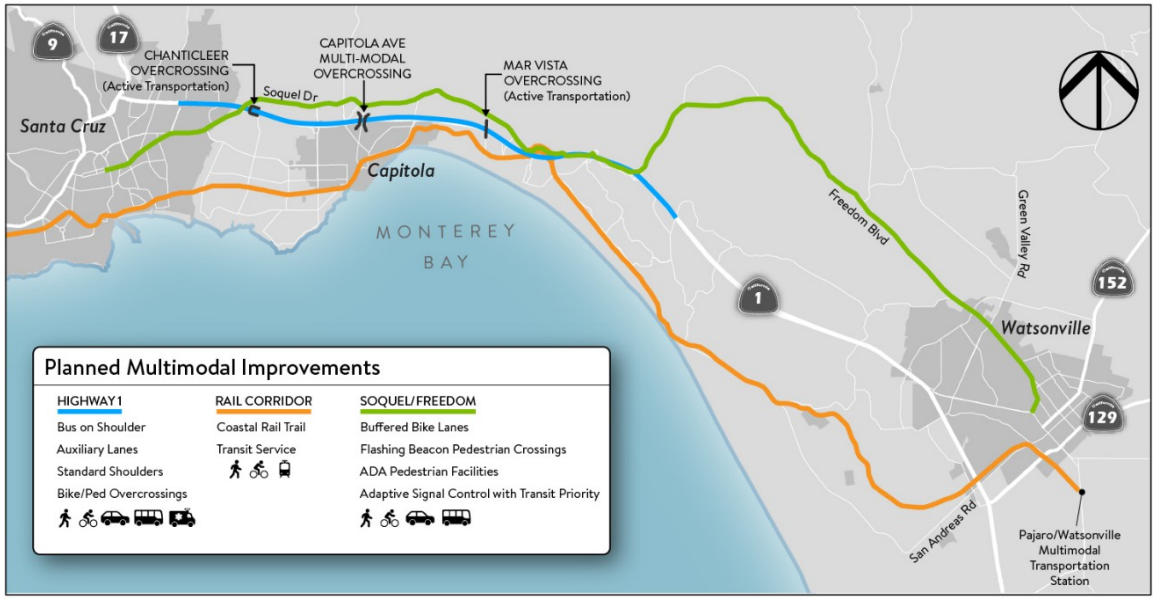


Multi-Modal Solutions

Multimodal Corridors

Data-driven transportation plans identifying multimodal project and program recommendations support

- Active transportation
- Air quality and public health
- Low income and disadvantaged communities
- Preservation of existing infrastructure
- Public safety and security
- GHG emission reductions and VMT
- System operations and congestion relief



Example: The Santa Cruz County Regional Transportation Commission has adopted a Comprehensive Multimodal Corridor Plan (CMCP) that includes projects along Highway 1, Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Line between Santa Cruz and Watsonville.

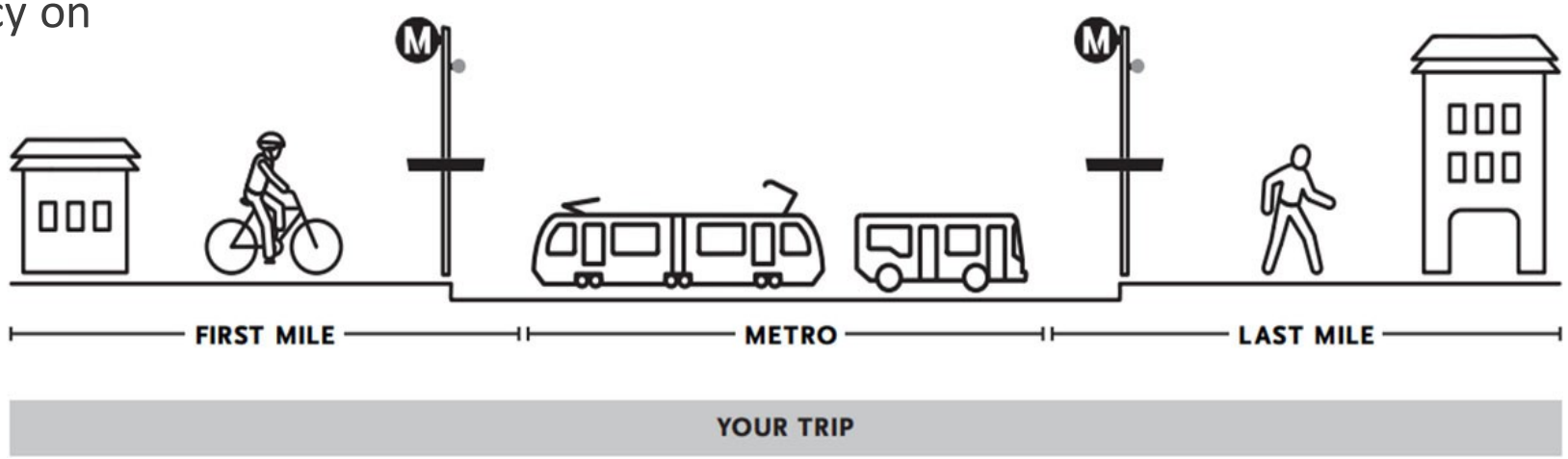
First / Last Mile

Focus on transportation challenges when traveling to or after using public transit services

- Trips usually begin and end on foot

First/Last Mile planning can:

- Reduce dependency on private vehicles
- Strengthen transit
- Improve safety



Example: In 2016, the LA Metro Board passed a motion to integrate first/last mile improvements as part of all new rail and bus rapid transit projects.

Mobility Hubs

A location that offers a variety of transportation options, amenities, or resources:

- Public transit
- Micromobility (bike or scooter share)
- Ride-Hailing and Rideshare
- EV Charging
- Package delivery lockers
- Co-working spaces
- Benches and green space
- Public art

Support multimodal connectivity and create vibrant community spaces

Example: The Wilshire Grand Mobility Hub is the first of a larger network of 97 mobility hubs being designed and implemented by LADOT to support transit services, electric vehicle charging, bike- and scooter-share, ridesharing, and delivery services.

Complete Streets

Create roadways that are safe, accessible, and accommodating for all users

Complete Streets projects may include:

- Bike facilities
- Pedestrian enhancements
- Transit enhancements
- Traffic calming measures (reduce vehicle speeds)
- Intersection improvements
- Accessibility upgrades
- Landscaping and streetscaping

Active Transportation

Promotes walking, cycling, and other forms of active-based mobility

Active transportation planning enhances:

- Safety
- Mobility
- Preservation of transportation infrastructure
- Social Equity

Example: Toward an active California, released in 2017, is Caltrans' first statewide plan for active modes of transportation

Managed Lane Solutions

High Occupancy Vehicle (HOV) Lanes

Lanes that are reserved for vehicles with a designated minimum number of occupants

Incentivize and prioritize the use of carpooling and help reduce congestion

Toll and Managed Lanes

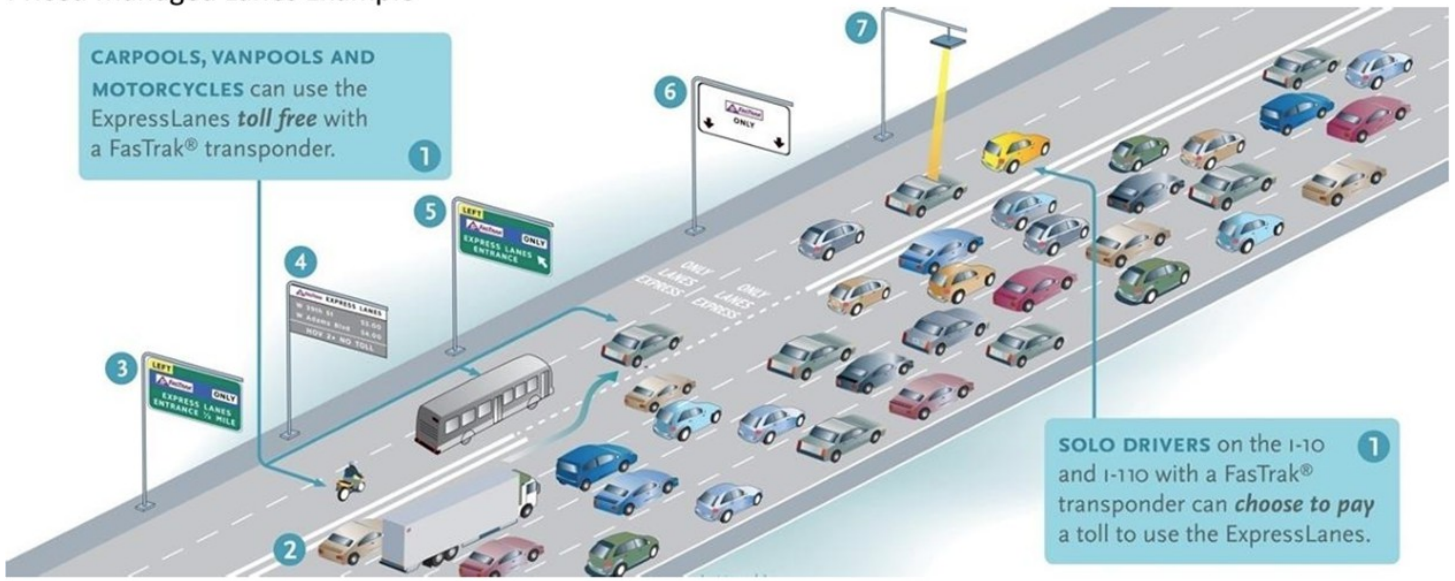
Toll Lanes

- Charge a fee to provide faster and more reliable travel
- Can reduce congestion and manage traffic flow

Managed Lanes

- Similar to toll lanes but may include other strategies to manage traffic flow like including high-occupancy vehicle, transit, or toll requirements

Priced Managed Lanes Example



Source: https://www.metroexpresslanes.net/en/about/howit.shtml

Other Solutions

Transportation Demand Management (TDM) Strategies

Manage and optimize transportation systems by:

- Reducing travel demand
- Promoting sustainable modes of transportation
- Improving overall transportation efficiency

Focus on shifting travel behavior and reducing the reliance on single-occupancy vehicles

Goods Movement Planning

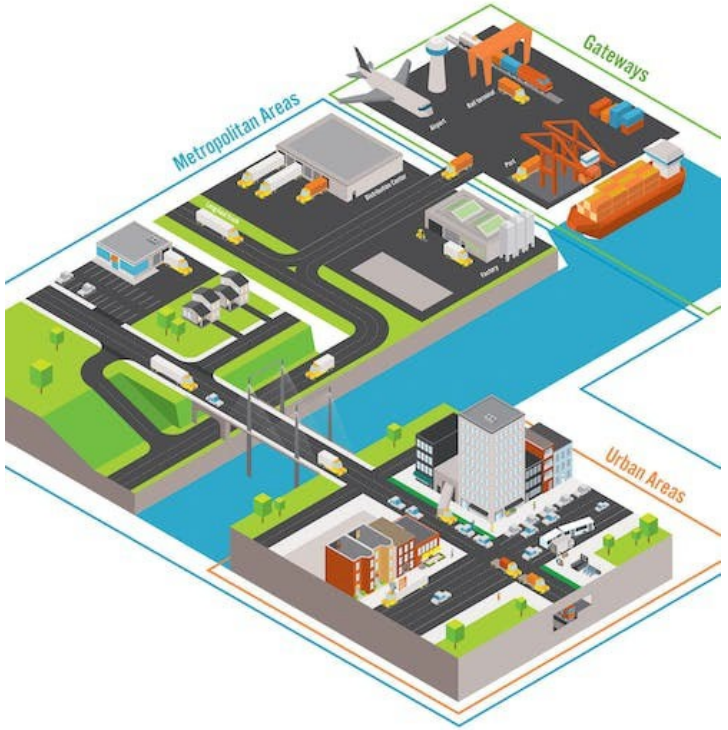
The strategic management and coordination of the transportation of goods and freight

Includes:

- Infrastructure planning
- Modal integration
- Freight corridor planning
- Freight demand forecasting
- Last-mile delivery
- Freight-oriented development
- Sustainable freight practices

Supports:

- Economic growth
- Improved mobility
- GHG emission reductions
- Environmental sustainability



Electric Vehicle (EV) Charging/Network Projects

Support the adoption and widespread use of electric vehicles

Projects generally consider:

- Charging infrastructure planning
- Charging station installation
- Charger types and network management
- Grid integration and power management
- Interoperability and roaming
- Scalability and future expansion

Discussion

Steve VanDenburgh

President

Cathedral Oaks Consulting

CATHEDRAL OAKS
CONSULTING

Funding Challenges

Current project cost estimate: $600 million to $800 million
- Escalated to year of construction

Funding available:
- Measure G: $242 million (2018 estimate) over life of program
- Impact fees: Expenditure Plan states developers to pay “fair share”

Leveraged Funding:
- State Grants
  - Congested Corridors
  - Local Partnership (Formula & Competitive)
  - Active Transportation Program
- Federal Grants
  - INFRA, MEGA, RAISE, Congressional Earmarks

Shovel ready projects attract more state\fed grant funds

State Funding Policy Priorities

The State is using discretionary transportation funding to support its policy priorities:

1. **Advance "CAPTI" goals**

Climate Action Plan for Transportation Infrastructure

- Adopted July 2021 by CalSTA
- Invest billions of discretionary transportation dollars to aggressively combat and adapt to climate change

2. **Advance Racial Equity goals**

Racial Equity Statement

- Adopted by California Transportation Commission in 2021
- Create mobility opportunities for all Californians, especially those from disadvantaged communities

State\Federal Grant Screening Criteria

- Air Quality and Greenhouse Gases
  - Reduce GHG emissions
- Vehicle Miles Traveled
  - Minimize VMT while maximizing person throughput
- Climate Change Resilience and Adaption
  - How will the project mitigate the impacts of climate change?
- Protection of Natural and Working Environments
  - Does the project protect Forests, Rangelands, Farms, Green Spaces, Wetlands, etc.?
- Community Engagement
  - Demonstrate that the project scope was developed by partnering with disadvantaged and marginalized communities
  - Create mobility options for disadvantaged and marginalized communities

Grant Screening Criteria cont.

- Accessibility (especially for disadvantaged communities)
  - Connect to jobs, major destinations, residential areas
  - Improve access to multi-modal infrastructure (sidewalks, bus lanes, bike lanes, transit centers)
- Congestion Relief
  - Reduce congestion, incorporate multiple modes, reduce Vehicle Miles Traveled
- Transportation, Land Use, Housing Goals
  - Is the project consistent with and promote local and regional plans?
- System Preservation
  - Does the project improve pavement condition or bridge deficiencies?
- Cost Effectiveness
  - Benefit \ Cost Analysis
- Leveraging
  - Are local funds being contributed to the project?

Grant Screening Criteria cont.

- Safety
  - Will the project improve safety in the corridor?
- Economic Development and Job Creation
  - Improve access to employment, economic development, improved movement of goods and services
- Innovation
  - New or innovative technologies, project delivery or financing methods
- Project Readiness
  - How close to “shovel ready” is the project?

District: 10

PROJECT: Eastern Segment (Phase 2)

Benefit \ Cost Calculation Summary
(Cal B\C Sketch Model)

EA:
PPNO:

3

INVESTMENT ANALYSIS
SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$58.8
Life-Cycle Benefits (mil. $)	$160.6
Net Present Value (mil. $)	$101.7
Benefit / Cost Ratio:	2.729
Rate of Return on Investment:	17.8%
Payback Period:	5 years

ITEMIZED BENEFITS (mil. $)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$42.3	$7.4	$49.7	$2.5
Travel Time Reliability Benefits	$0.0	$0.0	$0.0	$0.0
Veh. Op. Cost Savings	-$0.5	$0.4	-$0.1	-$0.0
Accident Cost Savings	$99.8	$11.1	$110.9	$5.5
Emission Cost Savings	-$0.1	$0.1	$0.0	$0.0
TOTAL BENEFITS	$141.5	$19.0	$160.6	$8.0
Person-Hours of Time Saved			4,333,216	216,661

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Travel Time Reliablity? (y/n)	Y	Default = Y
3) Vehicle Operating Costs? (y/n)	Y	Default = Y
4) Accident Costs? (y/n)	Y	Default = Y
5) Vehicle Emissions? (y/n) includes value for CO_2e	Y	Default = Y

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	45	2	$0.0	$0.0
CO_2 Emissions Saved	-1,027	-51	-$0.0	-$0.0
NO_X Emissions Saved	5	0	$0.1	$0.0
PM_{10} Emissions Saved	0	0	$0.0	$0.0
$PM_{2.5}$ Emissions Saved	0	0		
SO_X Emissions Saved	0	0	-$0.0	-$0.0
VOC Emissions Saved	1	0	$0.0	$0.0

SB 535 Disadvantaged Communities (2022 Update)

CalEPA California Environmental Protection Agency

CalEPA SB 535 Page | CalEnviroScreen 4.0 | About

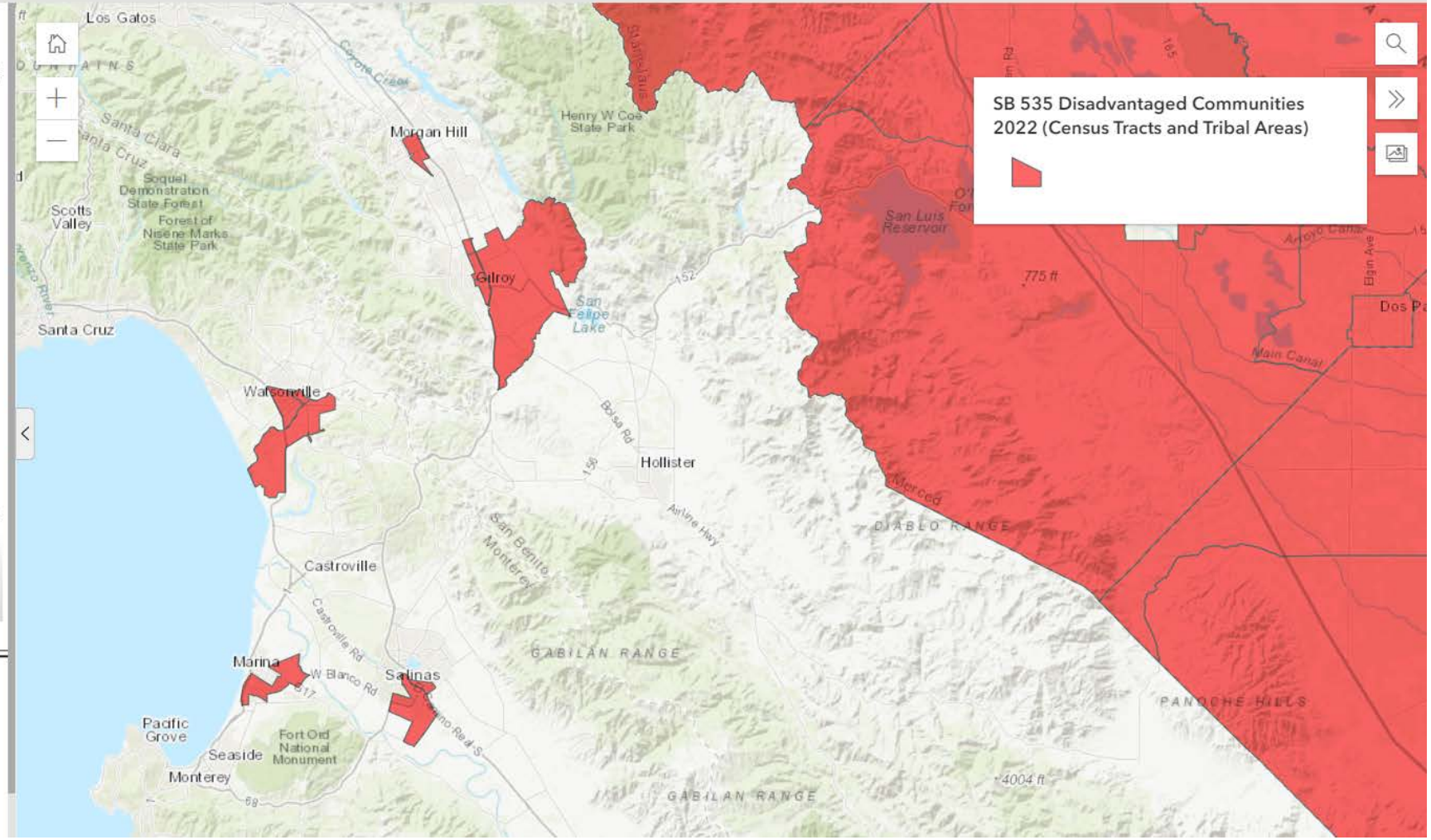
California Climate Investments are funds (Greenhouse Gas Reduction Fund and appropriated by the Legislature) from the proceeds of the State's Cap-and-Trade Program specifically targeted for investment in disadvantaged communities in California. These funds must be used for programs that further reduce emissions of greenhouse gases.

Senate Bill 535 (De León, Statutes of 2012) directed that at least a quarter of the proceeds go to projects that provide a benefit to disadvantaged communities and at least 10 percent of the funds go to projects located within those communities. The legislation gives CalEPA the responsibility for identifying those communities.

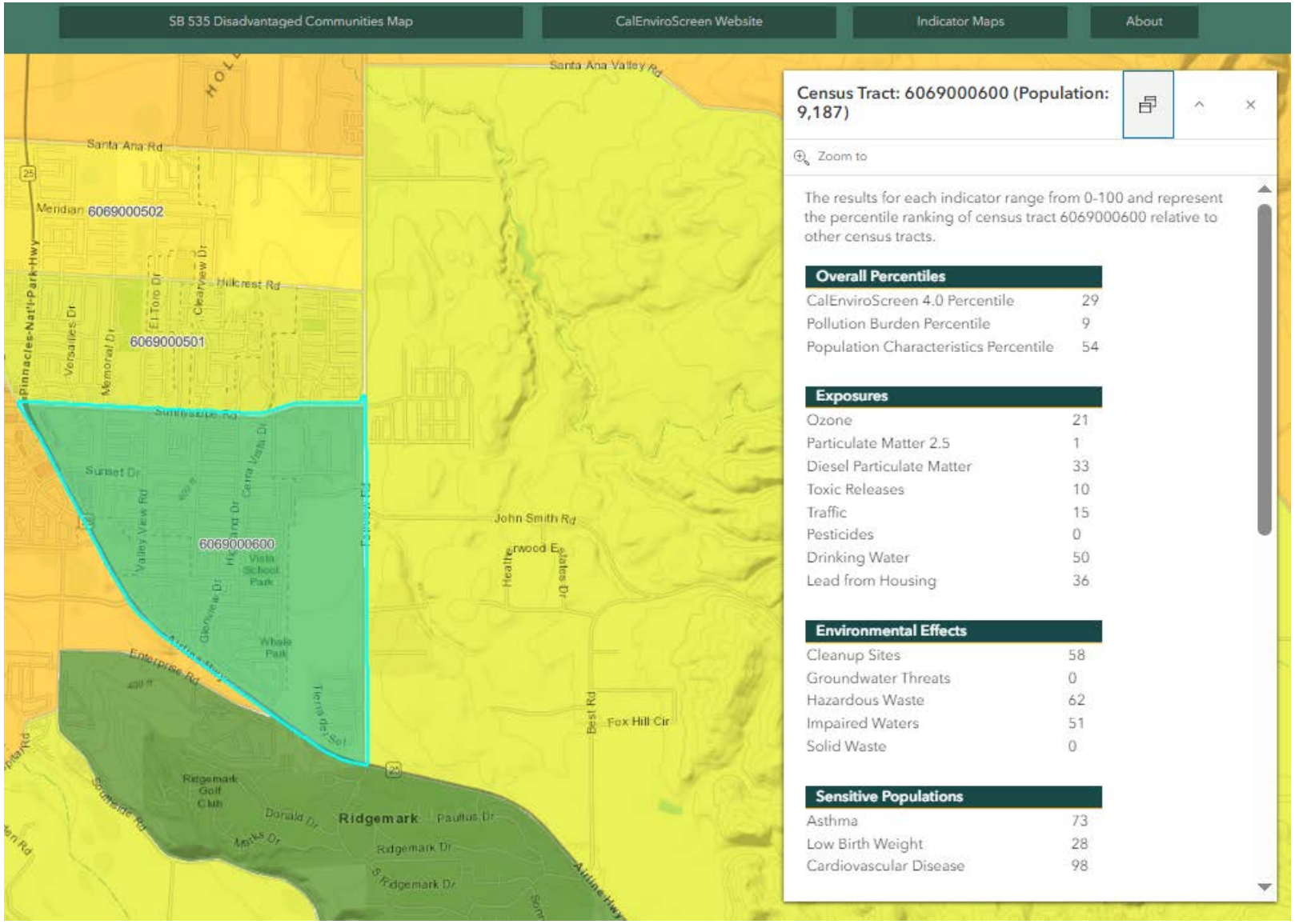
How to use this map

- Use your mouse or touchpad to pan around.
- Zoom in/out with a mouse wheel or the +/- icons.
- Search by location or census tract number with the **search icon**.
- Click on a census tract to view additional information in the pop-up window.
- Dock the pop-up window to the side of the screen by clicking the **dock** icon.
- Export a map view that includes the legend and popup using the **screenshot** widget.
- Click the links in the header to view additional resources related

SB 535 Disadvantaged Communities 2022 (Census Tracts and Tribal Areas)



CalEnviroScreen 4.0



Securing Grant Funding

At a minimum, make integral to the project's scope elements that:

1. Mitigate Climate Change \ minimize Vehicle Miles Traveled
2. Create mobility opportunities for underserved, disadvantaged, marginalized communities

Examples of elements that can address these emphasis areas:

- investments in bus and rail transit service, especially those that improve travel time or service frequency
- active transportation and highway solutions that improve transit travel times and reliability
- generate revenue to fund projects that reduce VMT (example HOT lanes)

Adding these types of elements to Hwy 25 improves your chance of success in receiving grants

But it also increases project cost

Funding Drives Project Phasing

$600 to $800 million estimated project cost

+ integrated Climate Change & Disadvantaged Community elements

= Project cost is going to be higher than anticipated

Hwy 25 will need to be delivered in phases

How many phases? Depends on…

- the potential size of grant awards
- the cost of projects typically funded
- the size of the Measure match

Recent Grant Awards For Projects Similar to Hwy. 25

- Congested Corridors — $263 mil. project phase, $107 mil. grant (Santa Barbara)
- Local Partnership – C — $130 mil. project, $25 mil. grant (Oakland, Sacramento)

This suggests Hwy 25 will be delivered as 3\4\5 phases in San Benito County.

Lunch

Project Alternatives

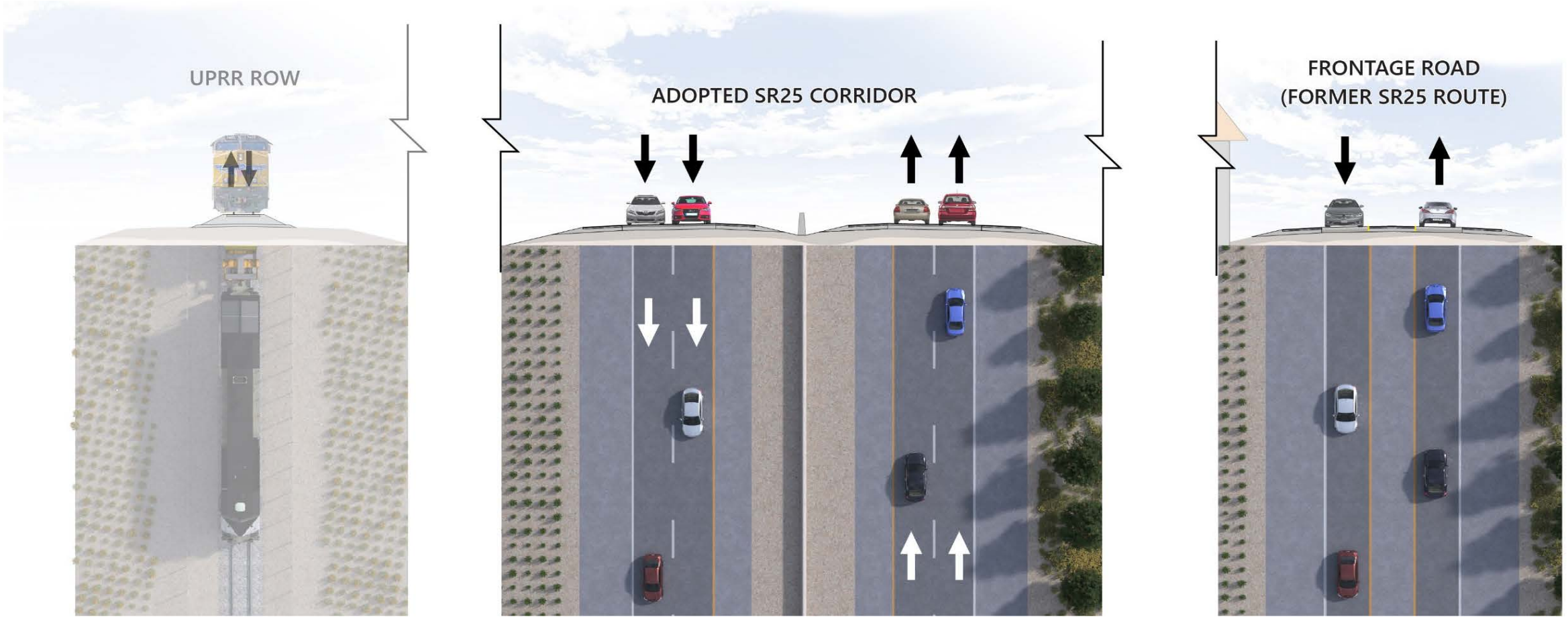
Sasha Dansky

PE, Principal

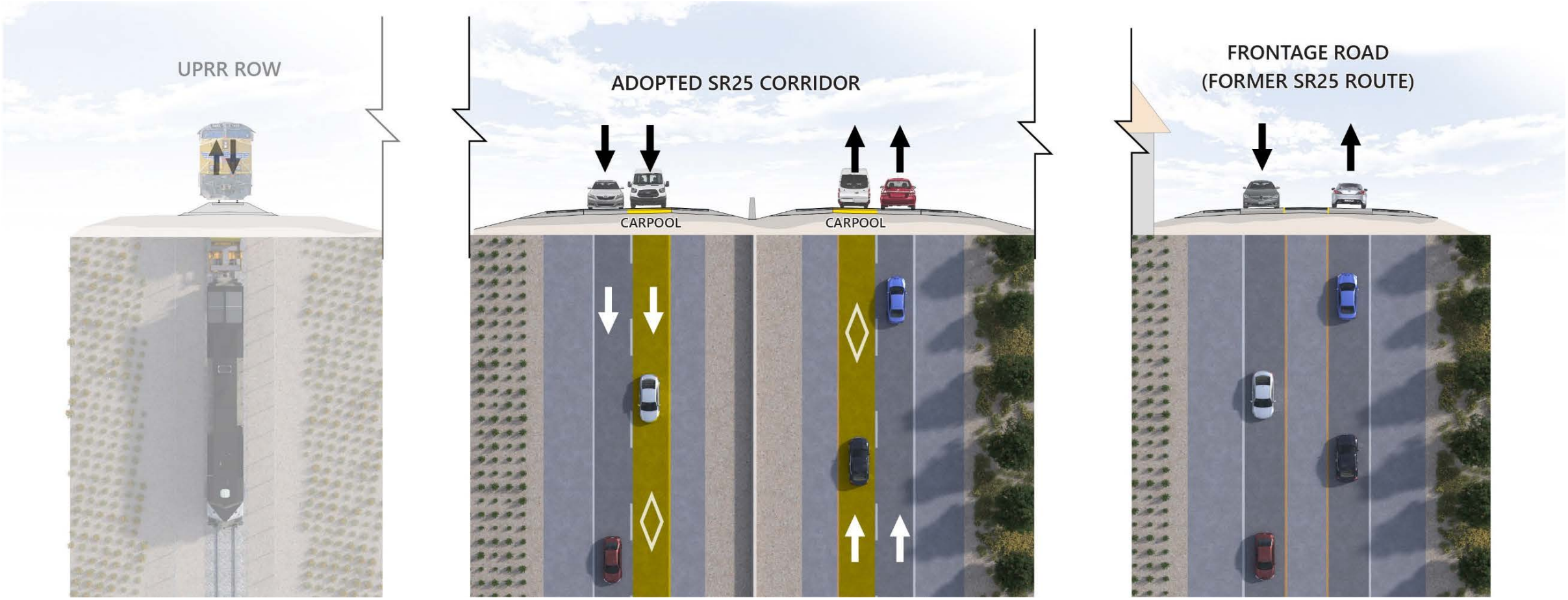
Mark Thomas & Co.

MARK THOMAS

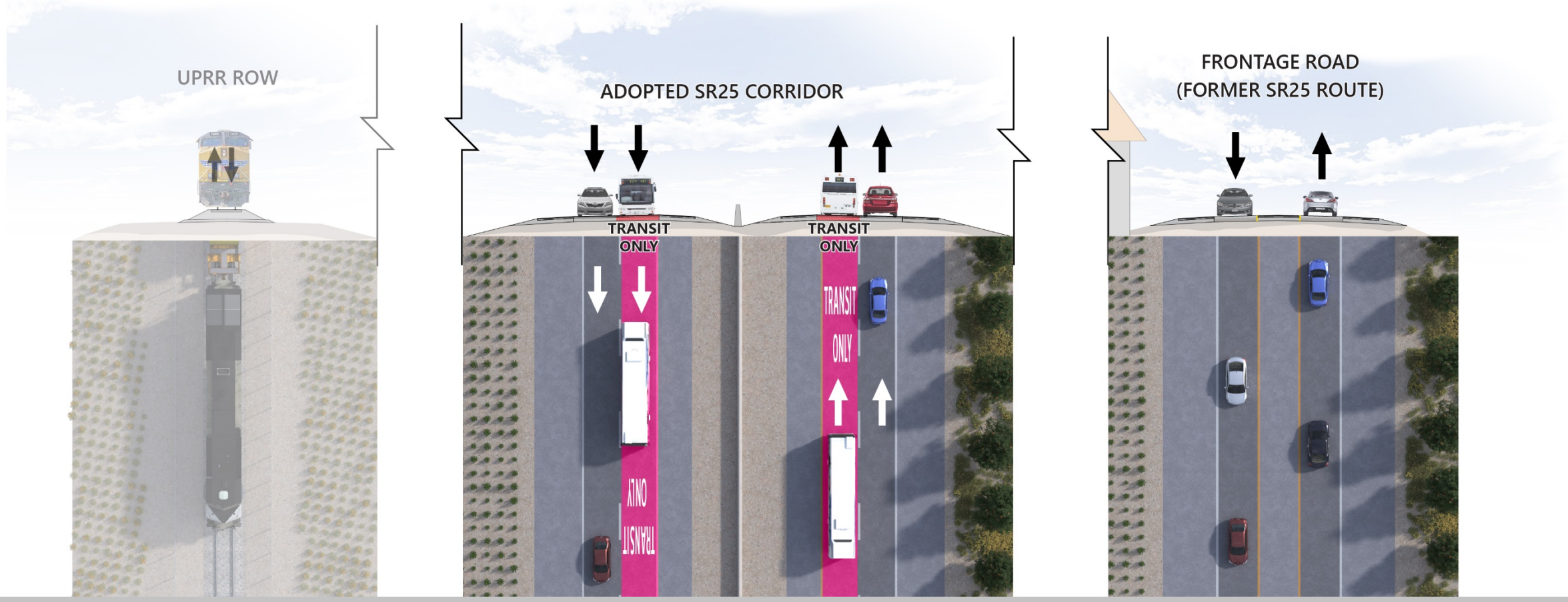
Adopted Expressway Plan



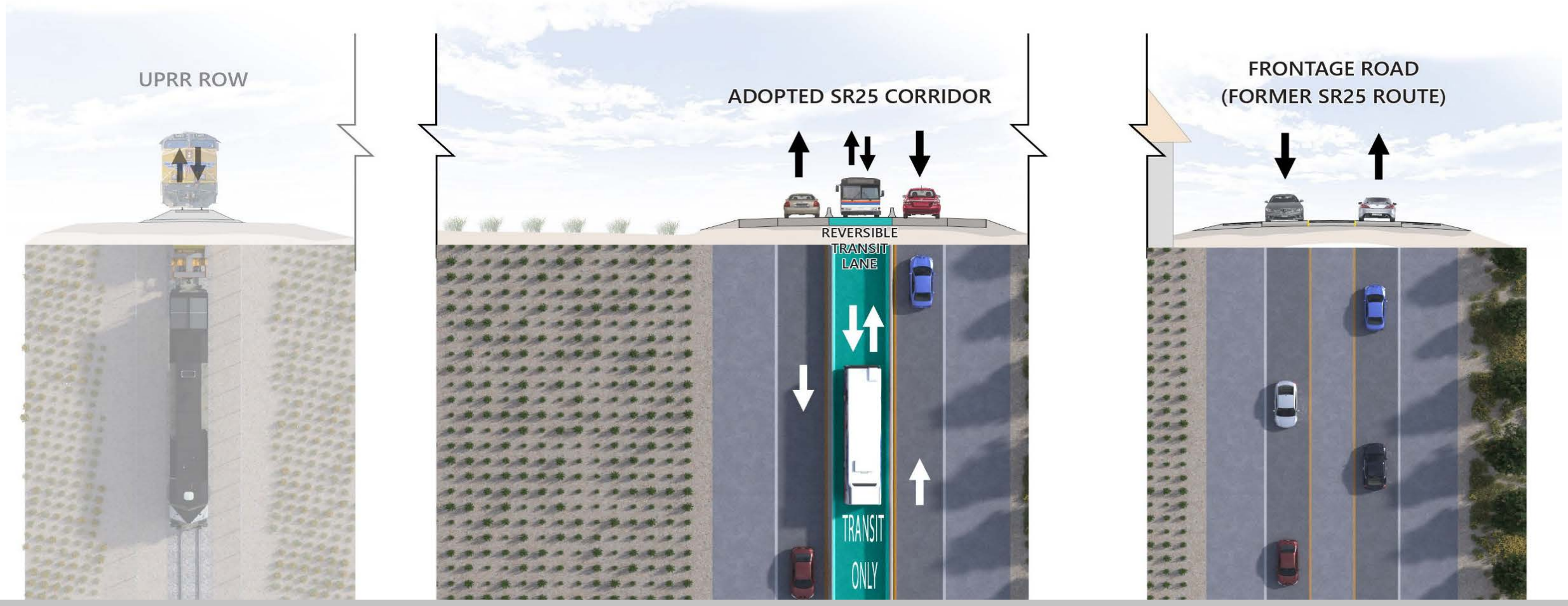
Adopted Expressway Plan with Carpool Lanes



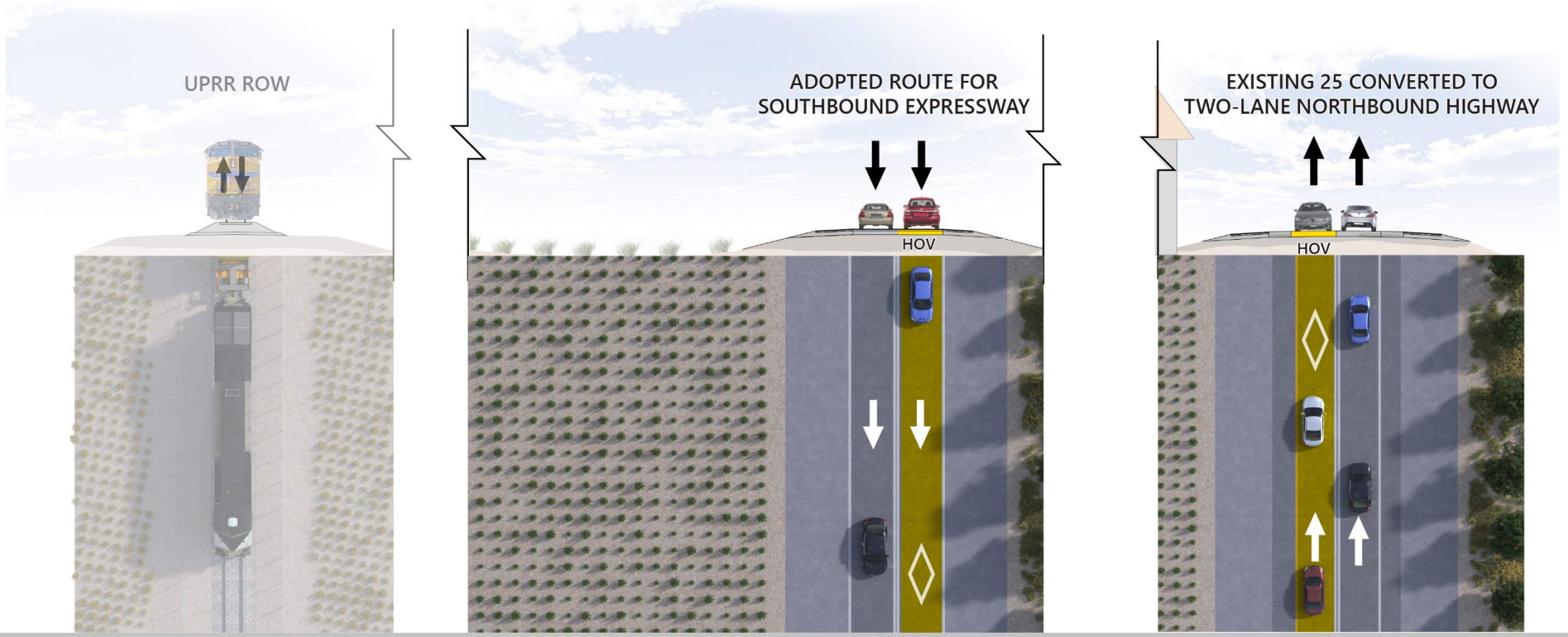
Adopted Expressway Plan with Transit Only Lane



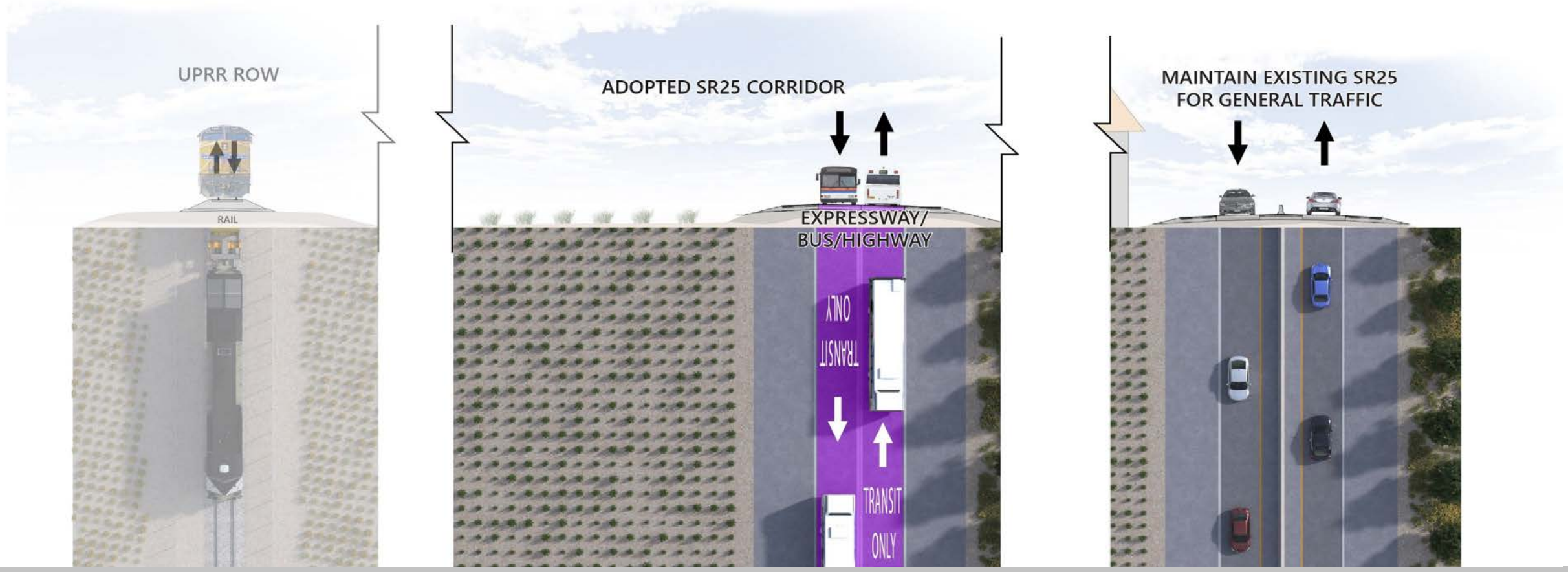
3-Lane Expressway – Reversible Transit Lane



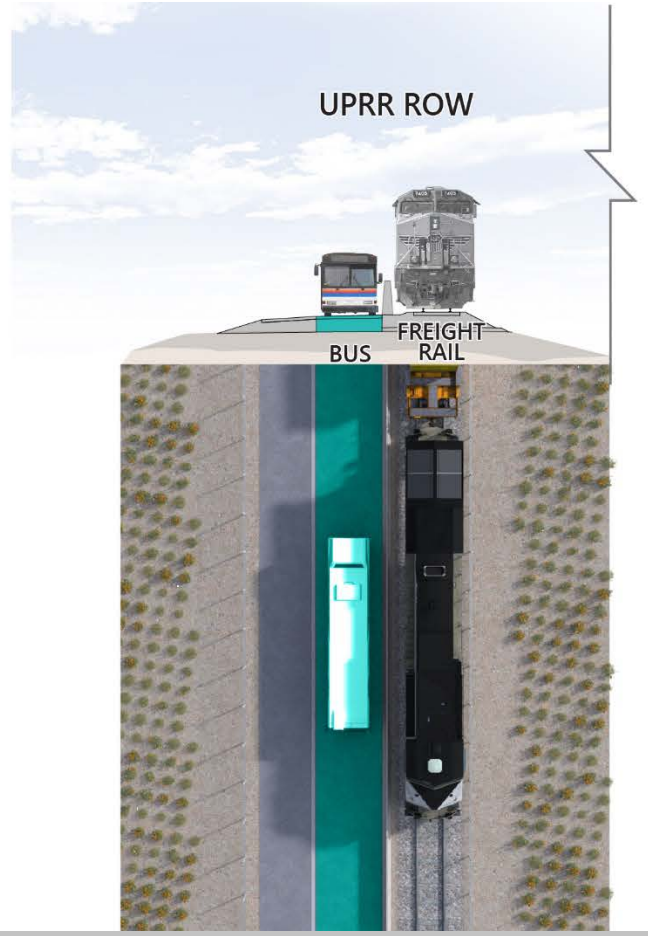
Hybrid Expressway/ Highway Interim Alternative

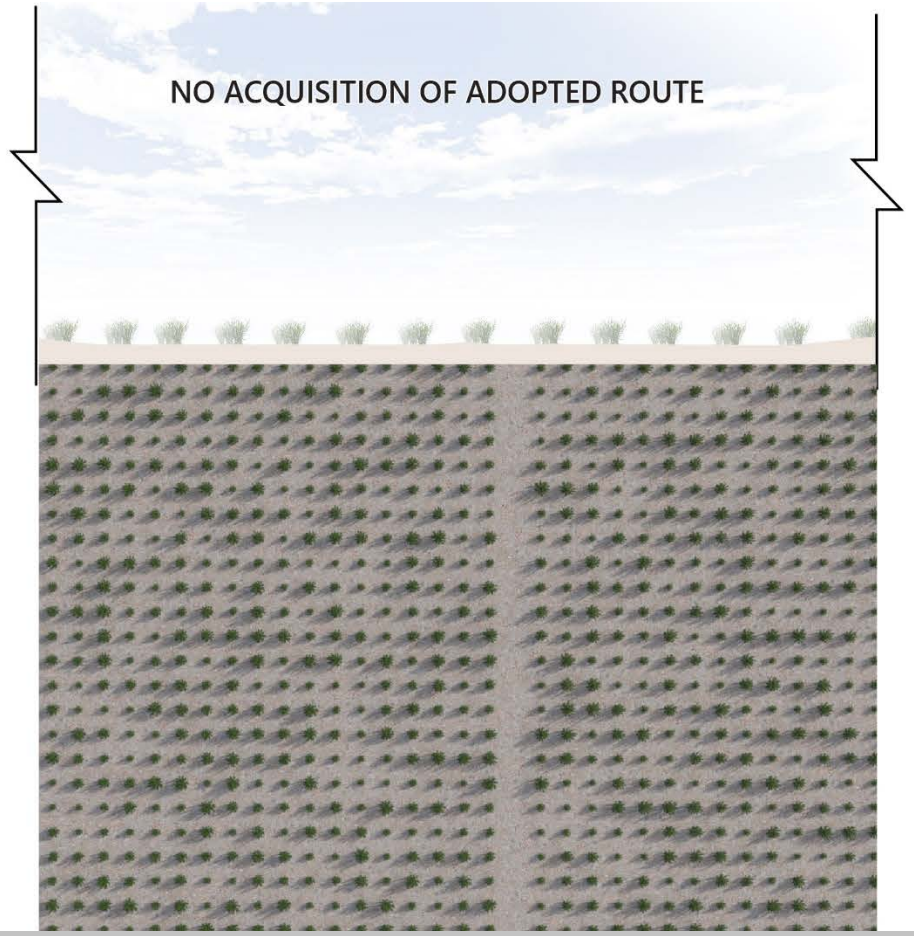


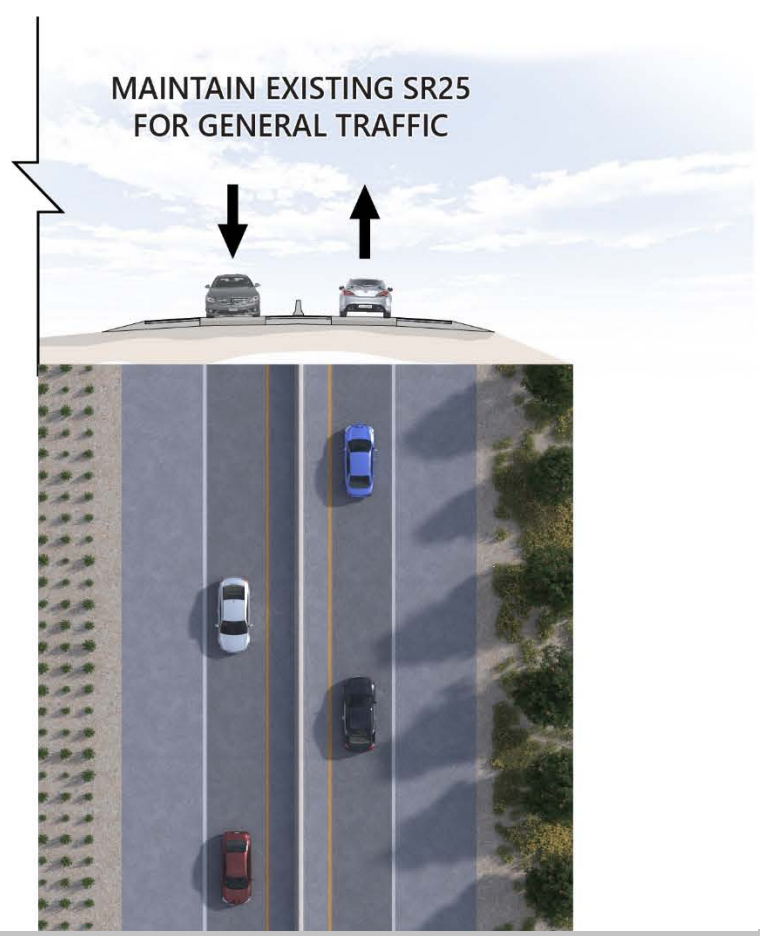
Transit Expressway Alternative



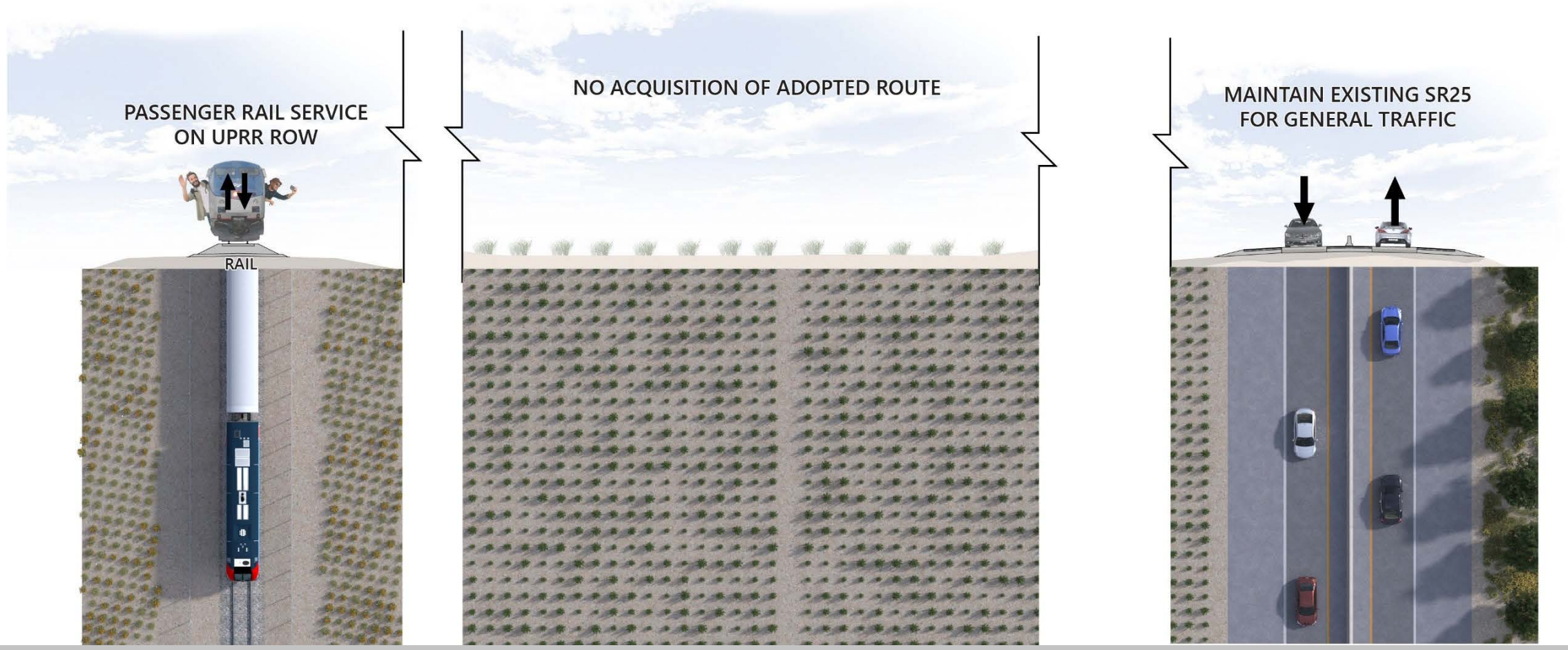
Bus next to Commercial Rail Alternative







Rail Transit Only Alternative



Questions?

Project Communication & Consensus Building

Discussion

Next Steps

Public Comment

Final Remarks

SBCOG
Council of
San Benito
County Governments