



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

DATE: Thursday, March 21, 2024
4:00 p.m.

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

DIRECTORS: Scott Freels, Chair (City of San Juan Bautista)
Mia Casey, Vice-Chair (City of Hollister)
Dolores Morales (City of Hollister)
Angela Curro, (County of San Benito)
Mindy Sotelo (County of San Benito)
Ex Officio: Caltrans District 5

ALTERNATES: San Benito County: Kollin Kosmicki
City of San Juan Bautista: Jackie Morris-Lopez
City of Hollister: Rick Perez

NOTICE OF PROCEDURES FOR COUNCIL OF GOVERNMENTS BOARD MEETINGS

The meeting will be available through Zoom, for those who wish to join or require accommodations.

Members of the public may participate remotely via Zoom at the following link: <https://zoom.us/join> with the following: Webinar ID: 891-0542-9490 and Webinar Passcode: 845688

*Those participating by phone who would like to make a comment can use the “raise hand” feature by dialing “*9” (star-nine) . In order to receive full Zoom experience, please make sure your application is up to date.*

Remote Zoom participation for members of the public is provided for convenience only. In the event that the Zoom connection malfunctions for any reason, the COG Board of Directors reserves the right to conduct the meeting without remote access.

*Persons who wish to address the Board of Directors must complete a Speaker Card and give it to the Clerk prior to addressing the Board. Those who wish to address the Board on an agenda item will be heard when the Chairperson calls for comments from the audience. Following recognition, persons desiring to speak are requested to advance to the podium and state their name and address. After hearing audience comments, the Public Comment portion of the agenda item will be closed. **The Opportunity to address the Board of Directors on items of interest not appearing on the agenda will be provided during Section 5. Public Comment.***

1. CALL TO ORDER 4:00 P.M.
2. Pledge of Allegiance
3. Roll Call

4. Verification of Certificate of Posting

5. **Public Comment:** *(Opportunity to address the Board on items of interest on a subject matter within the jurisdiction of the Council of Governments and not appearing on the agenda. No action may be taken unless provided by Govt. Code Sec. 54954.2 Speakers are limited to 3 minutes.)*

CONSENT AGENDA:

(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

6. APPROVE Council of Governments Special Meeting Action Minutes Dated January 31, 2024 – Gomez
7. APPROVE Council of Governments Special Meeting Action Minutes Dated February 12, 2024 - Gomez
8. APPROVE Council of Governments Regular Meeting Action Minutes Dated February 15, 2024 – Gomez

ACTION ITEMS:

4:00 P.M. Public Hearing (Or As Soon Thereafter As the Matter May Be Heard)

9. APPROVE Change in Appointment of SBCOG Representative to the San Benito/Santa Clara Mobility Partnership – Aceves
10. **Unmet Transit Needs Report** – Kean
 - a. ADOPT Report on the Unmet Transit Needs Process.
 - b. HOLD Public Hearing on the Unmet Transit Needs of the Community.
 - c. RETURN for Board Input and Action in April.
11. ADOPT the State Route 25 Purpose and Need Statement – Kean

INFORMATION ITEMS:

12. RECEIVE Update on SBCOG Community Engagement Plan for State Route 25 – Aceves
13. RECEIVE Information Regarding Recent and Upcoming Grant Opportunities the Council of San Benito County Governments (SBCOG) is Applying for – Borick
14. RECEIVE Draft of the Fiscal Year 2024/2025 Overall Work Program, which Includes Planning Activities to be Performed by the Council of San Benito County Governments – Borick
15. RECEIVE Presentation on the US 101/SR 25 Interchange Improvements – Aceves/ VTA
16. RECEIVE Monthly Caltrans District 5 Construction Projects Report – Caltrans Ex-Officio
17. Caltrans Report/Correspondance (Verbal Report) – Caltrans Ex-Officio

18. Executive Director's Report (Verbal Report) – Abraham

19. Board of Directors' Reports (Verbal Report)

CLOSED SESSION:

20. Public Employee Performance Evaluation (Government Code, § 54957(b)(1))
Employee: Executive Director

21. Conference with Labor Negotiators (Government Code, § 54957.6)
Agency Designated Representative: Board Chair
Unrepresented Employee: Executive Director

RETURN TO OPEN SESSION

Report out of Closed Session.

Adjourn to COG Meeting on April 18, 2024. Agenda Deadline is April 2, 2024, at 12:00 p.m.

In compliance with the Americans with Disabilities Act (ADA), if requested, the Agenda can be made available in appropriate alternative formats to persons with a disability. If an individual wishes to request an alternative agenda format, please contact the Clerk of the Council four (4) days prior to the meeting at (831) 637-7665. The Council of Governments Board of Directors meeting facility is accessible to persons with disabilities. If you need special assistance to participate in this meeting, please contact the Clerk of the Council's office at (831) 637-7665 at least 48 hours before the meeting to enable the Council of Governments to make reasonable arrangements to ensure accessibility.

Written Comments & Email Public Comment

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

Public Comment Guidelines

1. If participating on Zoom: once you are selected, you will hear that you have been unmuted. At this time, state your first name, last name, and county you reside in for the record.
2. The Council of Governments Board welcomes your comments.
3. Each individual speaker will be limited to a presentation total of three (3) minutes.
4. Please keep your comments brief, to the point, and do not repeat prior testimony, so that as many people as possible can be heard. Your cooperation is appreciated.

If you have questions, contact the Council of Governments, and leave a message at (831) 637-7665 x. 201, or email monica@sanbenitocog.org.

CERTIFICATE OF POSTING

Pursuant to Government Code Section #54954.2(a) the Meeting Agenda for the Council of San Benito County Governments on **March 21, 2024**, at **4:00 P.M.** was posted at the following locations freely accessible to the public:

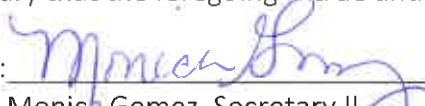
The front entrance of the San Benito County Administration Building, 481 Fourth Street, Hollister, CA 95023, and the Council of Governments Office, 330 Tres Pinos Rd., Ste. C7, Hollister, CA 95023 at the following date and time:

On the 15th day of March 2024, on or before 5:00 P.M.

The meeting agenda was also posted on the Council of San Benito County Governments website, www.sanbenitocog.org, under Meetings, COG Board, Meeting Schedule

I, Monica Gomez, swear under penalty of perjury that the foregoing is true and correct.

BY:



Monica Gomez, Secretary II
Council of San Benito County Governments

**SAN BENITO COUNTY COUNCIL OF GOVERNMENTS
SPECIAL MEETING
Community Foundation Epicenter, San Andreas Conference Room
440 San Benito Street, Hollister, CA 95023
January 31, 2024, at 9:00 A.M.**

ACTION MINUTES

MEMBERS PRESENT:

Chair Scott Freels, Vice Chair Mia Casey, Director Angela Curro, Director Dolores Morales, Director Mindy Sotelo, and Ex Officio: Scott Eades; Caltrans District 5

STAFF PRESENT:

Executive Director; Binu Abraham, Administrative Services Specialist; Norma Rivera, Transportation Planner; Douglas Kean, Transportation Planner; Samuel Borick, Office Assistant; Griselda Arevalo, Secretary; Monica Gomez, Deputy County Counsel; Shirley Murphy.

OTHERS PRESENT:

Eileen Goodwin; Apex Strategies, Sasha Dansky; Mark Thomas & Co., Steve VanDenburgh; Cathedral Oaks Consulting, Eric Sundquist; Caltrans Headquarters, Brandy Rider, Richard Rosales, Terry Thompson; Caltrans District 5, Ray Espinosa; San Benito County, Steve Loupe; San Benito County, Don Reynolds; City of San Juan Bautista, Paul Hierling; Association of Monterey Bay Area Governments, Mike Sakamoto, Jason Birmingham; California Highway Patrol.

1. CALL TO ORDER:

Chair Freels called the meeting to order at 9:05 A.M.

2. PLEDGE OF ALLEGIANCE

Chair Freels led the pledge of allegiance.

3. ROLL CALL

Secretary Gomez called the roll call and confirmed a quorum of Directors were present.

4. CERTIFICATE OF POSTING

Motion made to acknowledge Certificate of Posting:

Motion: Director Mindy Sotelo Second: Director Dolores Morales

Motion carried: 5/0

Yes: Casey, Curro, Morales, Sotelo, Freels

No: None

Recused: None

Abstention: None

Absent: None

REGULAR AGENDA:

INFORMATIONAL ITEMS:

5. Welcome – Chair Freels, Executive Director Abraham, Eileen Goodwin with Apex Strategies

Chair Freels and Executive Director Abraham provided the welcome.

Eileen Goodwin, with Apex Strategies facilitated the meeting, went through attendee introductions, and provided a summary of the agenda for the day.

6. State Route 25 – Project History

Executive Director, Binu Abraham opened up the project history segment.

Caltrans District 5 Deputy Director for Transportation Planning, Brany Rider, provided an overview of the history of the project.

7. State Route 25 – Where are we now

Executive Director, Binu Abraham and Caltrans District 5 Director, Scott Eades, provided an overview of some of the current and future challenges of the project.

Cathedral Oaks Consulting President, Steve VanDenburgh, provided an overview of the grant funding process, which included funding categories, priorities, and criteria.

Caltrans HQ Deputy Director for Equity, Sustainability, and Tribal Affairs, Eric Sundquist, Caltrans District 5 Director, Scott Eades, and Mark Thomas & Co. PE Principal Consultant, Sasha Dansky, were part of a panel discussion, which included presentations on Transportation Demand Policy, Climate Action Plan for Transportation Infrastructure (CAPTI), Transportation Project Development Process, and Components of Transportation Solutions.

8. State Route 25 – Project Development & Next Steps

Mark Thomas & Co. PE Principal Consultant, Sasha Dansky, provided a presentation on some of the alternatives that other agencies around the state considered to meet the CAPTI requirements. Cathedral Oaks Consulting President, Steve VanDenburgh commented on how certain alternatives would be able to attract grant funds.

During the Project Communications and Consensus Building discussion, the COG Board provided the following feedback:

Consensus from the Board to have COG staff develop a communications/educational campaign plan to go out to the community as soon as possible.

- Include all groups of stakeholders in the process (e.g., Farm Bureau, law enforcement, and local

agencies)

- Using the public health model for educational campaigns during COVID would be beneficial.
- Using Caltrans pre-environmental outreach process that was used in Santa Barbara and Santa Cruz counties would be beneficial.
- Using positive comments about the Hwy25/Hwy 156 Roundabout as a starting point for messaging.
- Receive update on Hwy 25/101 Interchange project- look at where the (bottleneck for Hwy 25) problem really is.

9. Final Remarks – Eileen Goodwin, Chair Freels

Eileen Goodwin with Apex Strategies provided a brief summary of the day’s discussion.

***See Attachment 1:** “SBCOG Highway 25 Workshop January 31, 2024, Meeting Summary” provided by meeting facilitator Eileen Goodwin, Apex Strategies.

Chair Freels called for public comment.

Public Comment:

There was public comment from Tim Gillio, and Don Reynolds (San Juan Bautista City Manager).

ADJOURNMENT:

There being no further business to discuss, Director Morales motioned to adjourn at 1:56 p.m.

Motion seconded by Director Curro.

Motion carried: 5/0

Yes: Casey, Curro, Morales, Sotelo, Freels

No: None

Recused: None

Abstention: None

Absent: None

ADJOURN TO COG MEETING FEBRUARY 15, 2024, AT 4:00 P.M.

Attachments:

1. SBCOG Highway 25 Workshop January 31, 2024, Meeting Summary – Eileen Goodwin, Apex Strategies (meeting facilitator).
2. SBCOG Special Meeting Web final slides -HWY 25 Workshop

SBCOG Highway 25 Workshop

January 31, 2024

Meeting Summary

The San Benito Council of Governments (SBCOG) met on January 31st, 2024 for a Board of Directors workshop related to the Highway 25 project. Board members in attendance included Board Chair Scott Freels and Directors Mia Casey, Angela Curro, Dolores Morales and Mindy Soletto. A majority of the staff of SBCOG were also in attendance. The meeting was facilitated and documented by Eileen Goodwin, Apex Strategies.

The workshop convened at 9:00 a.m. with an opening statement, certificate of posting and the Pledge of Allegiance. Chairperson Freels made opening remarks. Executive Director Abraham made opening remarks.

Eileen Goodwin, facilitator, reviewed the agenda and asked for any questions. The attendees introduced themselves, their positions, and answered an ice breaker question.

The agenda for the day included the following topics. A hard copy of the slides was available to all of the attendees. Public comments were held until the end of the meeting. The observations and questions from the Board are captured by topic below.

Agenda:

- Project History
- Challenges and where we are now
- Funding
- Panel Discussion on CAPTI and Context
- Lunch
- Project Development Options
- Project Communications and Consensus Building
- Next Steps
- Public Comment
- Board Wrap up
- Adjourn

History

The first segment was framed by Executive Director Abraham and the history of the project was explained by Brandy Rider, Caltrans District 5 Deputy Director. The following question and answers were captured:

Is the roundabout location in the future interchange area?	Yes, it may be able to be incorporated into the interchange design. Caltrans and the team are trying to minimize any throw-away construction. The roundabout and other improvements have been put in place for safety reasons for this interim time.
Will the trade corridor project also run into CAPTI issues?	Yes, that is very likely that they will need to have a strategy as well.

Challenges

For the next segment Executive Director Abraham and Caltrans District 5 Director Eades gave context about the challenges the currently scoped project phases. The following question was captured:

With 743 and housing planning considerations can there be a case for “over-riding considerations?” Will the state allow that?	Great question. Yes, there is a process for that possibility. As the lead agency for the environmental document, Caltrans would need to demonstrate there has been a good faith effort and a very reasonable attempt to mitigate for all impacts. Let’s ask that of the panel in a later section today.
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Funding

Steve VanDenburgh, consultant to the SBCOG, gave an overview of the grant funding process including funding categories, priorities, and criteria. The following questions were captured:

Is there a way to be in line for grants given the reality of what information has been provided?	For capacity increasing projects the funding is no longer there at the state and federal level. You will need to reconceive the project and its scope to match the current funding priorities of sustainability and equity. You will need an approved environmental document to even begin to start the funding process.
Was the disadvantaged communities map you showed calculated off the 2020 census? When will it be re-evaluated/updated?	Yes, the map uses recent data. You are not alone in being surprised you don’t have red zones. Many coastal communities don’t show up as disadvantaged. Remember also the

	criteria includes things like particulate matter and health issues. So, air quality is a factor.
Is there anything that can be done and who would need to do it?	There are some areas that are creating their own criteria and submitting that information as part of their applications to try to get some of the points. Monterey is an example so SBCOG and AMBAG could work on this as part of the MTP and RTP update process just underway.

Panel

A panel of Eric Sundquist, Caltrans Acting Deputy Director of Equity, Sustainability and Tribal Affairs, Caltrans District 5 Director Eades and SBCOG Engineering Consultant Sasha Dansky covered CAPTI and other contextual topics. Following their slide presentations, the facilitator asked them questions related to EVs networks and VMT, the conflict between providing housing in a rural county and providing access to that housing, the potential for a mitigation bank for transit like the one used for habitat mitigation and the process for over-riding considerations. The following questions were captured:

We are a rural county—we are primarily an ag county. We have the catch 22 of being close to Silicon Valley and some very high paying jobs in the Bay Area. How do we reconcile this?	While San Benito County is rural in many respects, it is part of a larger metropolitan statistical area (MSA) with Gilroy and points north. With this designation, SB 743 requirements for VMT analysis and mitigation apply.
Are bi-directional lanes a possibility?	Yes, we will share the options in a presentation after lunch

Project Design Options

After a break for lunch, Mr. Dansky gave a presentation related to specific project design options the Board might consider to meet the CAPTI requirements. Mr. VanDenburgh gave a quick handicap on how various options would be able to attract grant funds. The following questions were captured:

Do combination HOV and transit lanes qualify for no VMT?	HOV lanes can reduce VMT but they don't eliminate it per the calculators, so there would still be increased VMT.
Even with transit?	Yes, and any project that includes transit would need to specify transit service is funded and at what frequency.

With HOV toll lanes, how does that work with equity concerns?	Toll lanes use transponders. Those transponder accounts can be subsidized.
Will all these new ideas set us back?	We have the route adoption which is an important body of work that sets the stage for considering a wider range of alternatives. This range of alternatives can include options that could be more aligned with CAPTI and SB 743 and have an increased chance of garnering competitive funding sources. We are at a key point in the environmental phase where the purpose and need statement can be finalized and a range of alternatives specified. Additional public input, key environmental studies, and selection of a preferred alternative would follow.
Would a Caltrain extension help VMT?	Yes, rail projects do not induce VMT and could, in fact, be VMT off-setting (or part of a mitigation package). However, Caltrain may not want to extend their service to Hollister due to their financial situation. Another issue noted was that south of Tamien station, Caltrain does not own the ROW and runs only four trains a day, only on weekdays. It is questionable if those low frequencies would lead to a true mode shift or VMT reduction.

Communications and Consensus Building

For the final session, the Board gave feedback to the facilitator and the team regarding the need for communications and consensus building with the community. The Board would like to start that process immediately and Caltrans concurred that pre-environmental outreach process modelled after ones in Santa Barbara and Santa Cruz would be desirable. Board members shared that being transparent and getting feedback on the problem the COG should solve would be desirable. Board Members felt that the public health model used during Covid when community groups were convened and educated would be beneficial to the process. Members cautioned that this education would take time and that messages would need to be simple and would need to be framed well and delivered multiple times. There was consensus from the Board to have COG staff take the lead in developing a communication/educational campaign plan to go out to the community as soon as possible. The Board members were sensitive to the promises made during the Measure G campaign related to the Highway 25 project. They cautioned that the public would likely be frustrated with the new CAPTI context, and the significant work needed before construction could begin. They also said the positive comments the roundabout is receiving would be a good starting point for messaging. Caltrans Director Eades commented that the listening and education process is key, however at some point in the not-too-distant future the

environmental process would need to start because it is a lengthy process. He asked that the communication campaign be structured to acknowledge that. Board members stated that with a good outreach process that built consensus and a revamped project, they felt future Boards could stay the course and continue on the path set by these actions. The Board also would like to get an update on the Highway 25/101 interchange status since that is a bottleneck for Highway 25 and most drivers don't know where the county line is and therefore think the problem is in San Benito County.

Wrap Up

The facilitator gave a recap of the day and the key observations.

Public Comment

Two public comments were received:

- The first speaker said the Board should take credit and build off of the success of the roundabout.
- The second speaker reminded the Board there is a Measure G Oversight Committee and suggested that group would be a good forum to start discussions and education.

The meeting adjourned at 2:00 p.m.

Meeting Summary by Eileen Goodwin, Apex Strategies

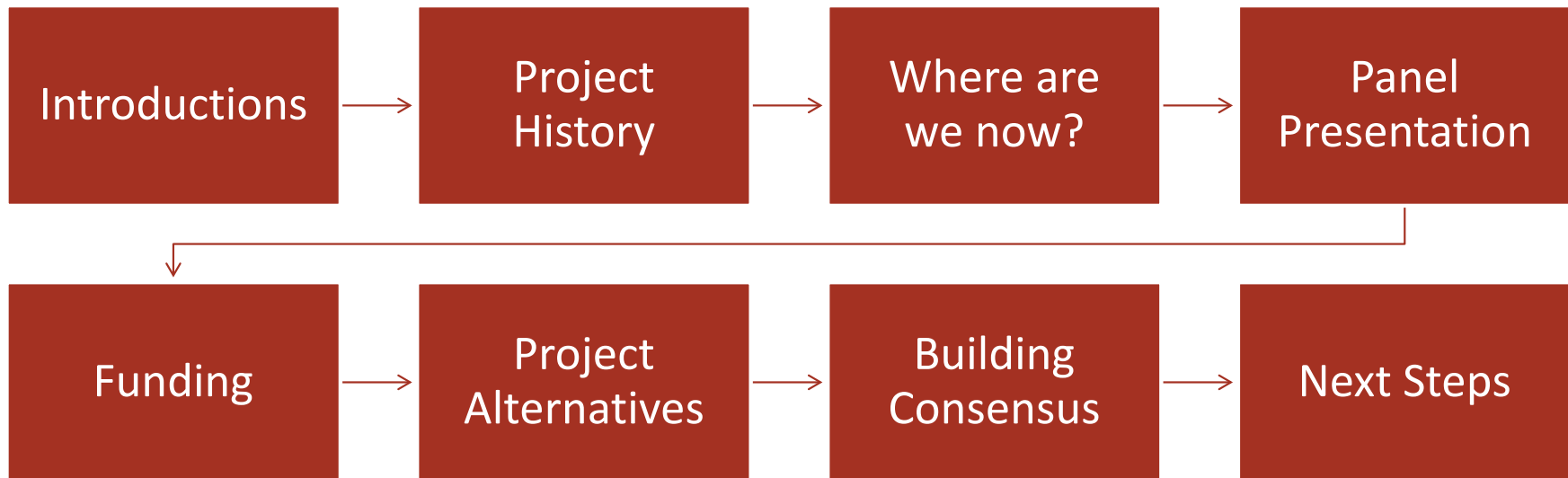


Highway 25 Workshop

JANUARY 31, 2024



Agenda



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

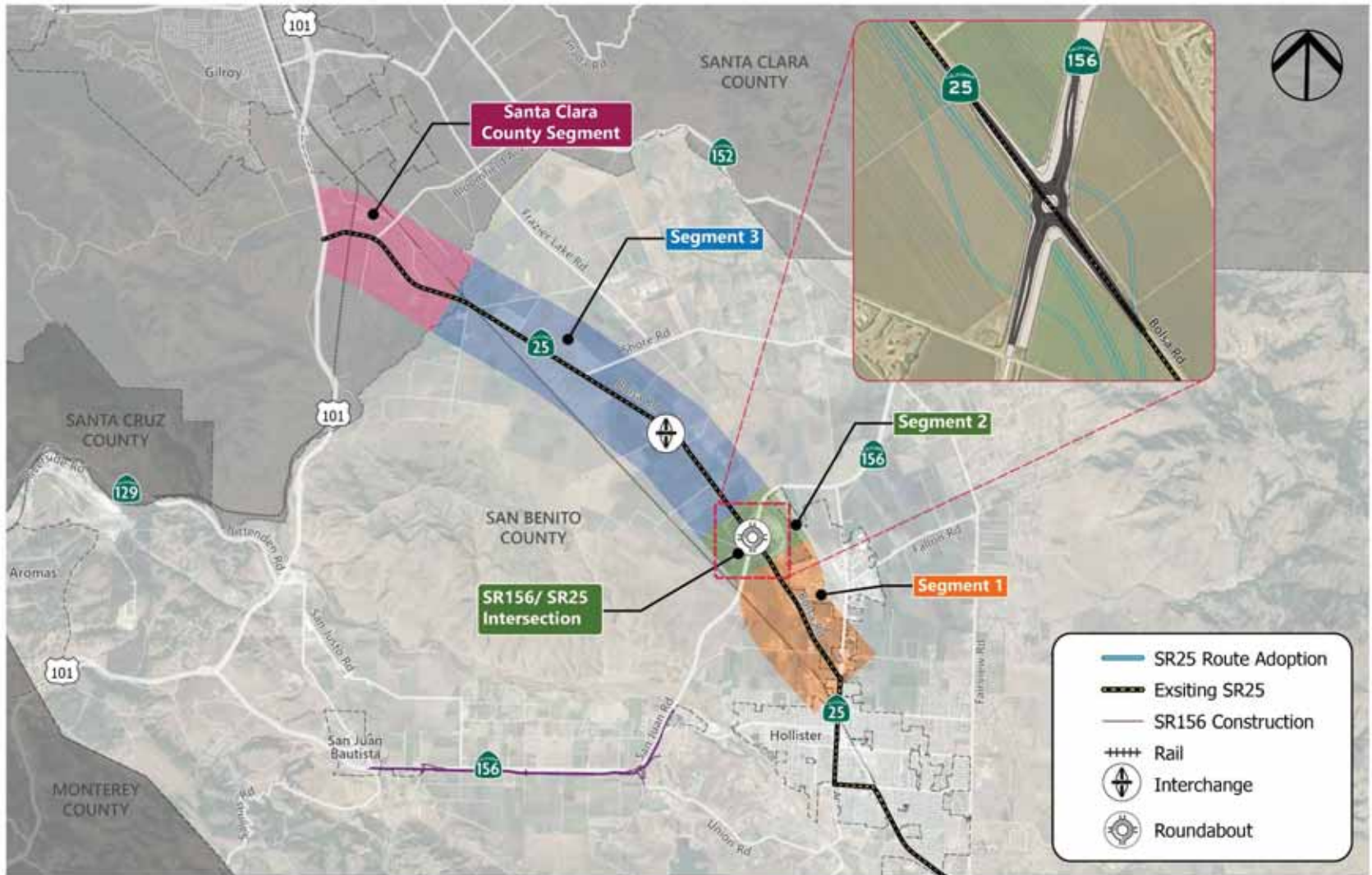


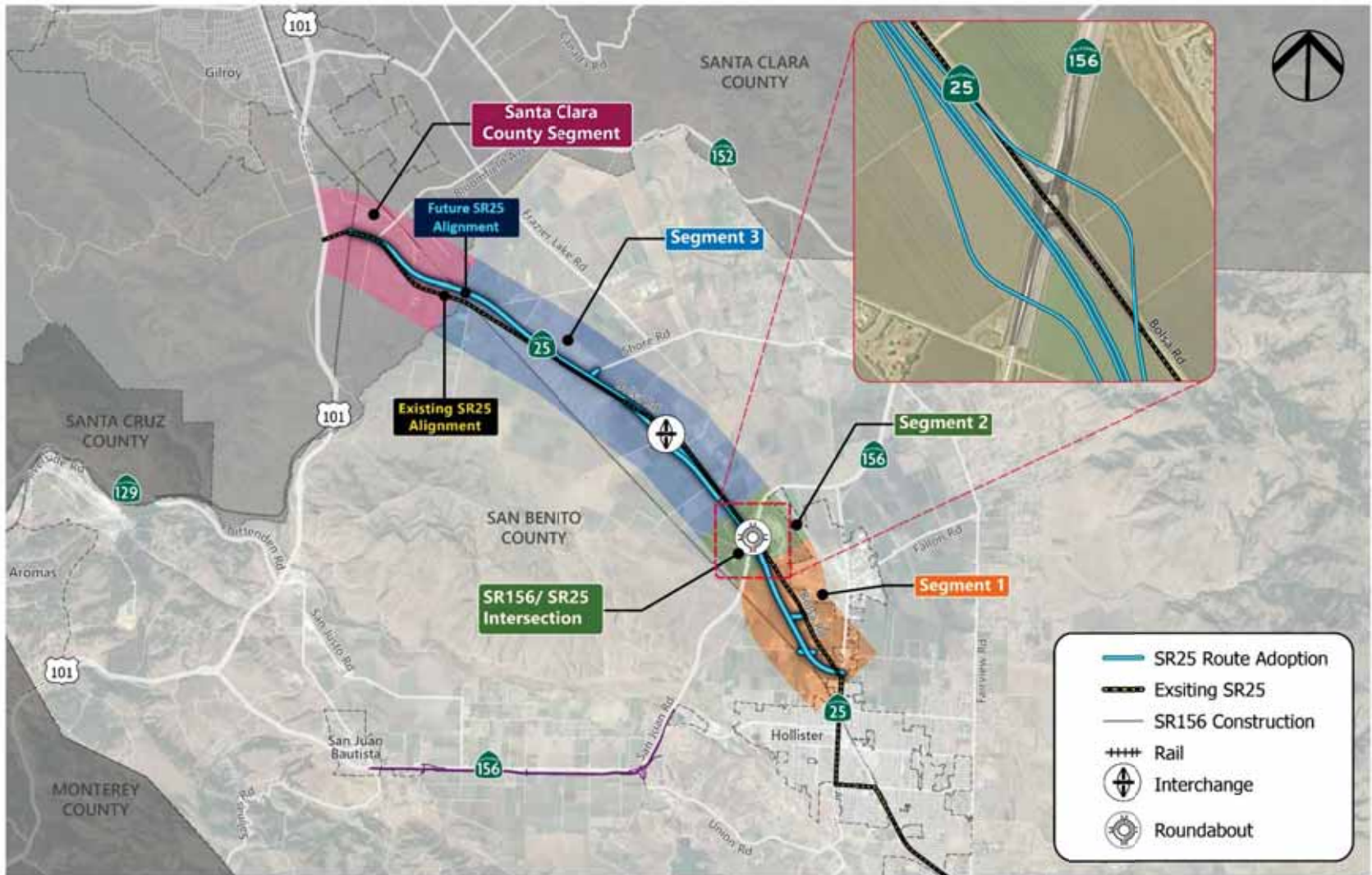
Binu Abraham

Executive Director

Council of San Benito County Governments







Brandy Rider

Deputy Director

Caltrans District 5



District 5

Corridor History

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)

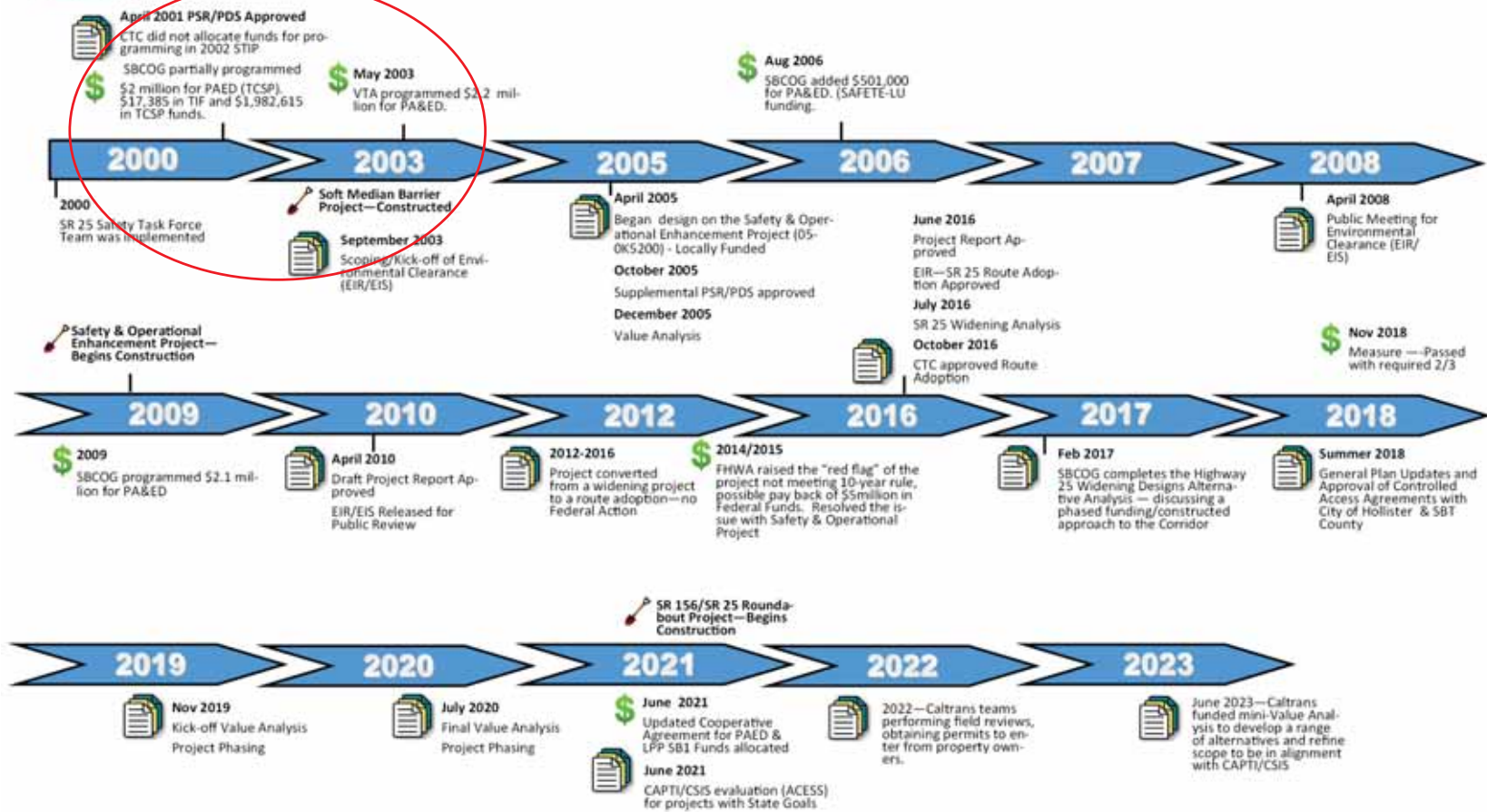
Ground-In Rumble Strip with, 2-foot soft barrier (2001)

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)

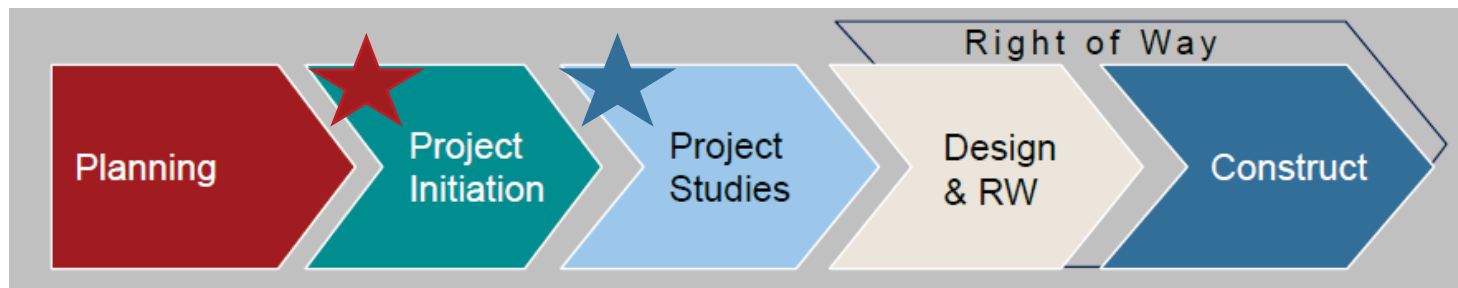


PROJECT TIMELINE



Securing Funds - Project Begins

- ★ 2000 Project Initiation Document kicked off and completed in 2001.

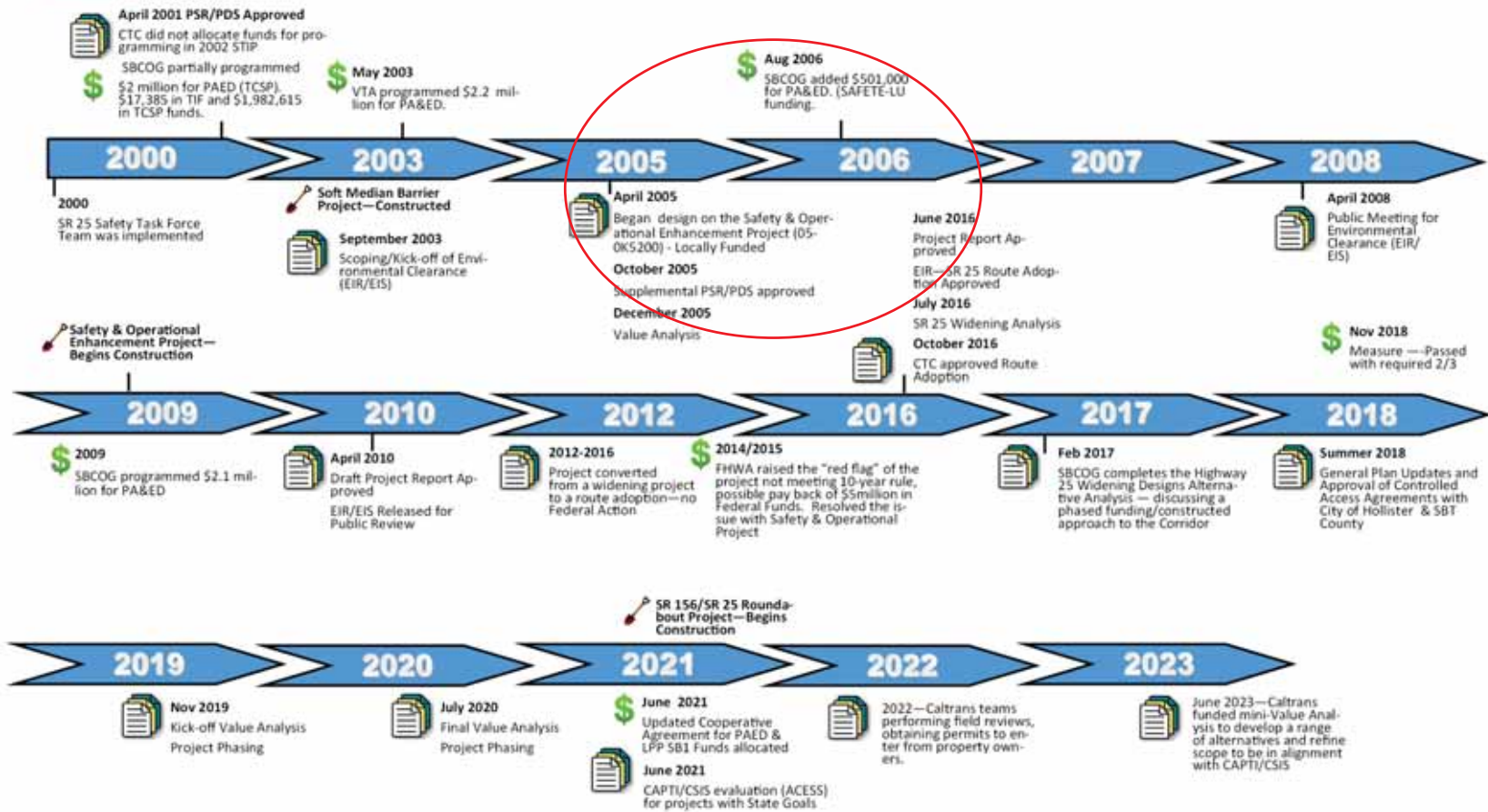


- ★ In 2001 the Project Approval & Environmental Document Phase begins.
 - 2001, SBCOG received \$2M
 - 2003, Santa Clara Valley Transportation Authority, partners on project contributing \$2.2M for PAED





PROJECT TIMELINE



Project Study Report Completed, Funds Programmed

- ★ 2005 a Supplemental Project Study Report completed



- The Mobility Partnership established



PROJECT TIMELINE



April 2001 PSR/PDS Approved
CTC did not allocate funds for programming in 2002 STIP



SBCOG partially programmed \$2 million for PAED (TCSF), \$17,385 in TIF and \$1,982,615 in TCSF funds.



May 2003
VTA programmed \$2.2 million for PA&ED.



Aug 2006
SBCOG added \$501,000 for PA&ED. (SAFETE-LU funding)



2000
SR 25 Safety Task Force Team was implemented

Soft Median Barrier Project—Constructed



September 2003
Scoping/Kick-off of Environmental Clearance (EIR/EIS)

April 2005
Began design on the Safety & Operational Enhancement Project (05-0K5200) - Locally Funded

October 2005
Supplemental PSR/PDS approved

December 2005
Value Analysis

June 2016
Project Report Approved
EIR—SR 25 Route Adoption Approved

July 2016
SR 25 Widening Analysis

October 2016
CTC approved Route Adoption

April 2008
Public Meeting for Environmental Clearance (EIR/EIS)

Nov 2018
Measure — Passed with required 2/3



Safety & Operational Enhancement Project—Begins Construction

2009
SBCOG programmed \$2.1 million for PA&ED

April 2010
Draft Project Report Approved
EIR/EIS Released for Public Review

2012-2016
Project converted from a widening project to a route adoption—no Federal Action

2014/2015
FHWA raised the "red flag" of the project not meeting 10-year rule, possible pay back of \$5million in Federal Funds. Resolved the issue with Safety & Operational Project

Feb 2017
SBCOG completes the Highway 25 Widening Designs Alternative Analysis — discussing a phased funding/constructed approach to the Corridor

Summer 2018
General Plan Updates and Approval of Controlled Access Agreements with City of Hollister & SBT County



SR 156/SR 25 Roundabout Project—Begins Construction

Nov 2019
Kick-off Value Analysis Project Phasing

July 2020
Final Value Analysis Project Phasing

June 2021
Updated Cooperative Agreement for PAED & LPP SB1 Funds allocated
June 2021
CAPTI/CSIS evaluation (ACCESS) for projects with State Goals

2022—Caltrans teams performing field reviews, obtaining permits to enter from property owners.

June 2023—Caltrans funded mini-Value Analysis to develop a range of alternatives and refine scope to be in alignment with CAPTI/CSIS



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.

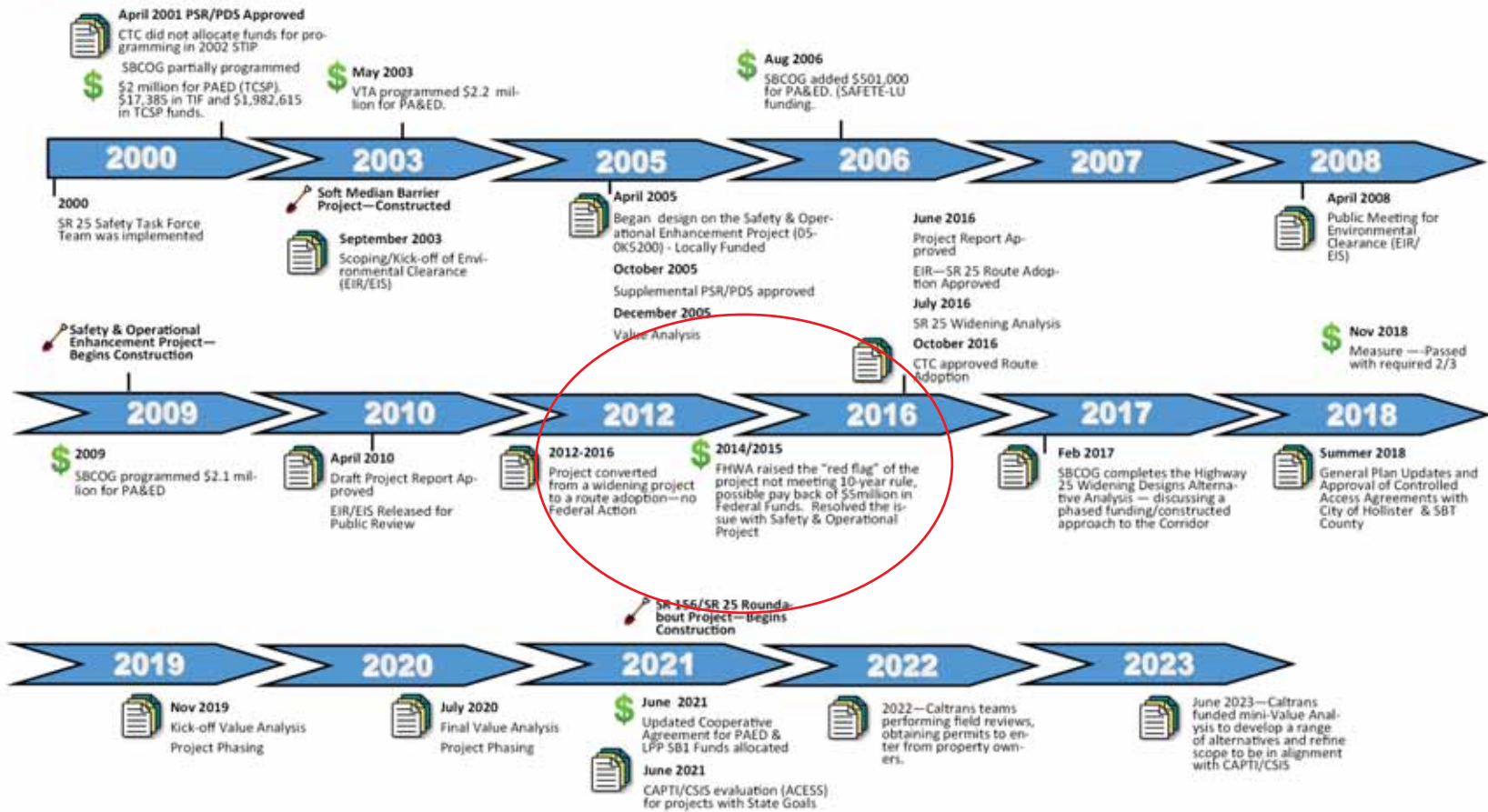




SR 25 Safety Enhancement Project – Constructed 2009



PROJECT TIMELINE



Project Does Not Meet Federally Constrained Criteria

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

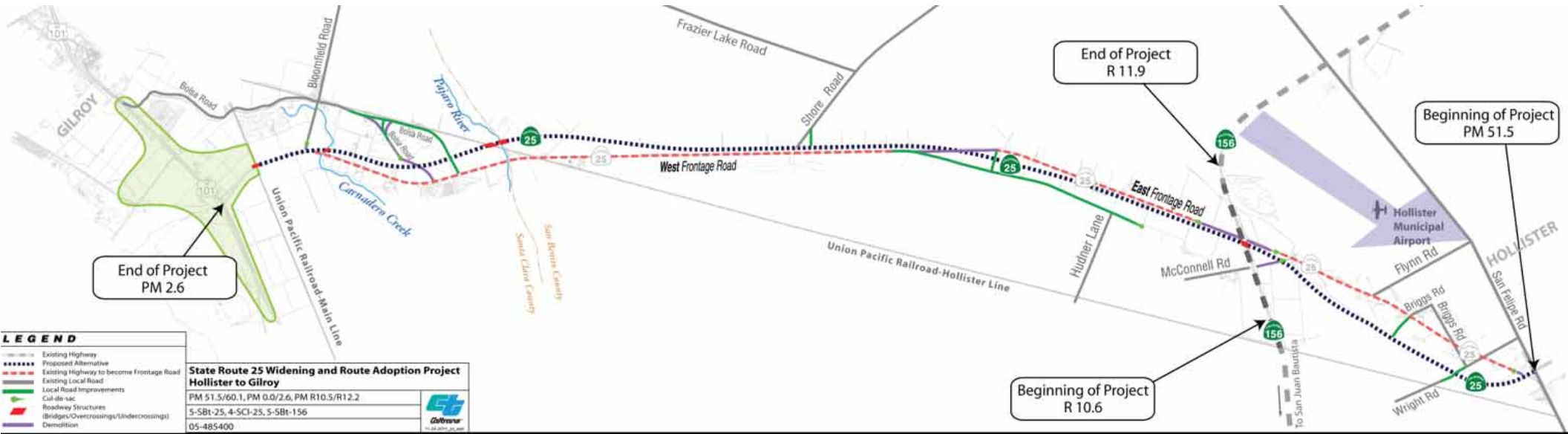
What does this mean?

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

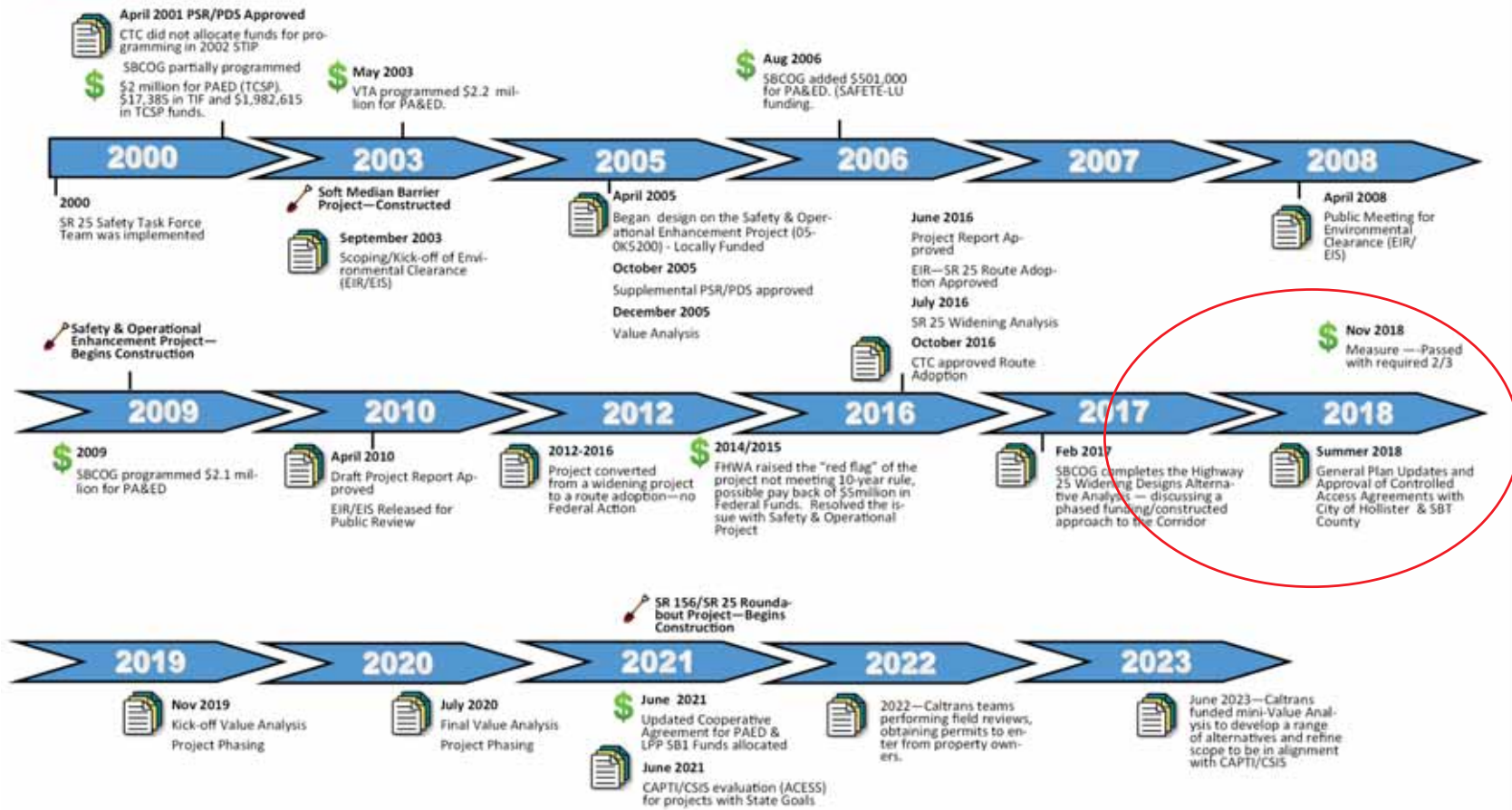


Route Adoption Alignment





PROJECT TIMELINE

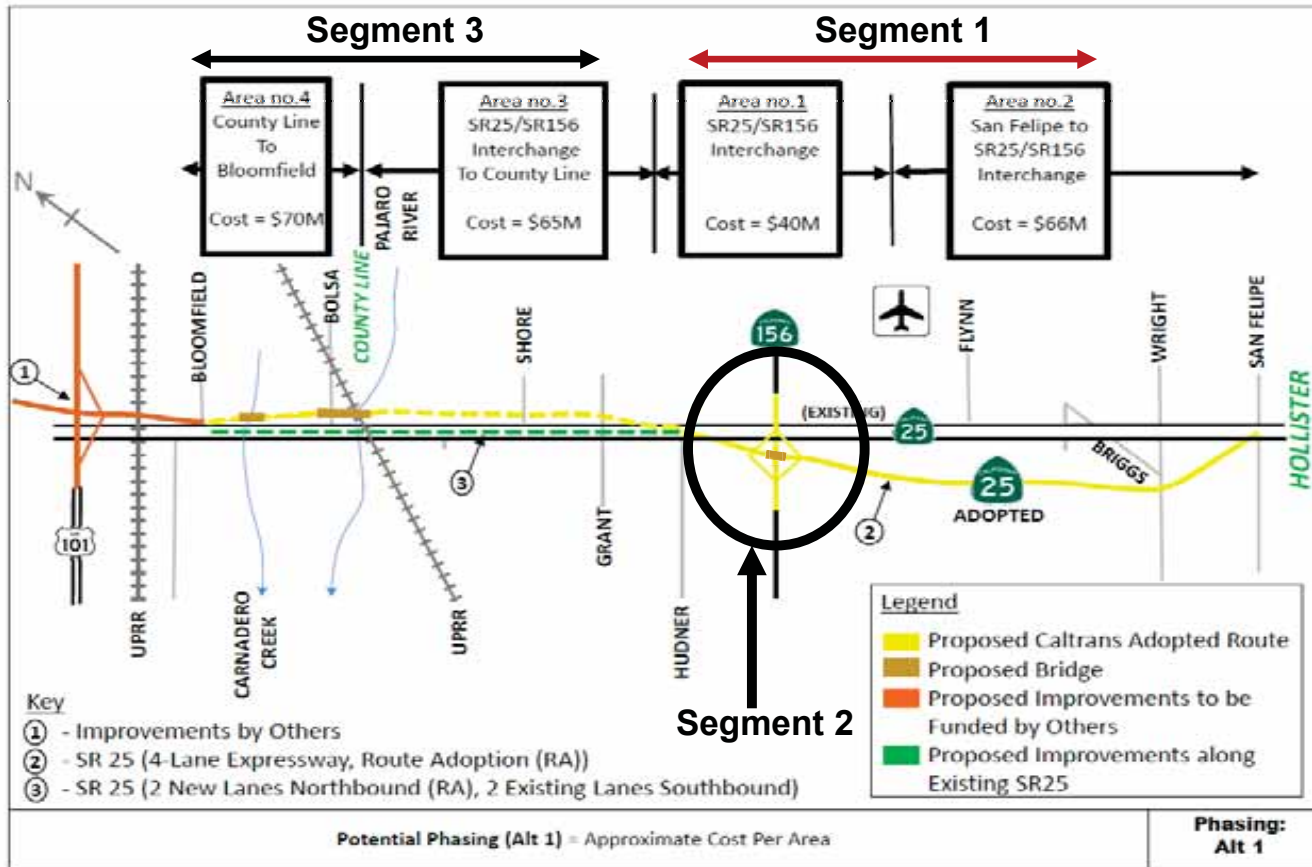


Measure G Passes

- 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

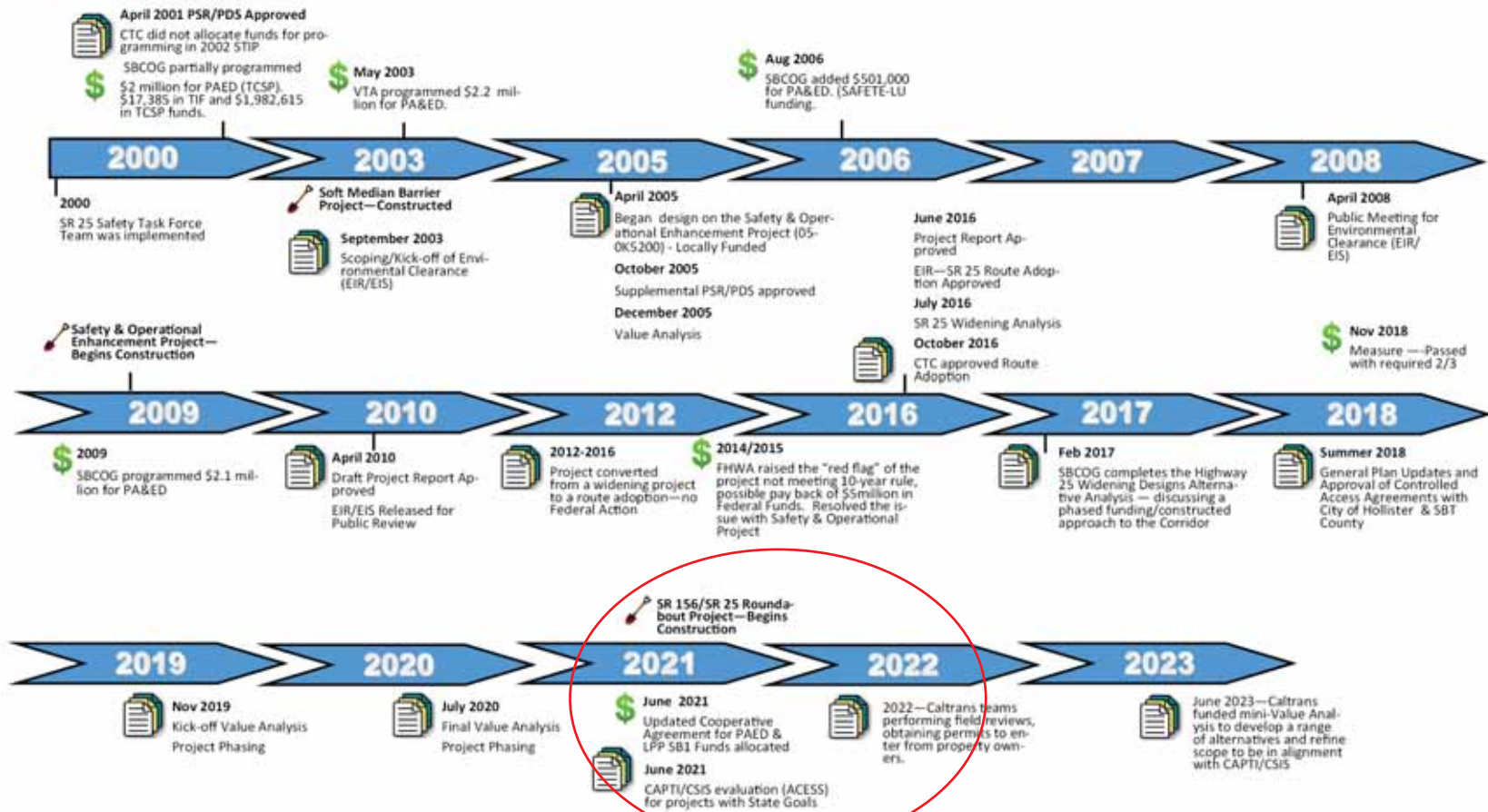


2020 Value Analysis Results





PROJECT TIMELINE



Alignment with State Funding Framework

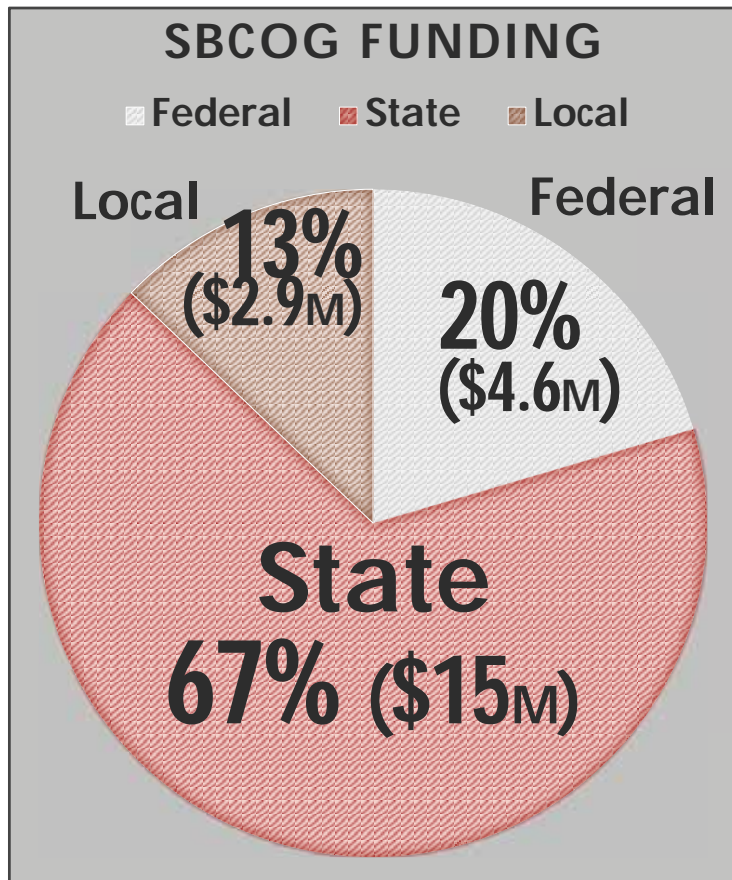
- 2020/2021 – Funding is secured for the Project Approval & Environmental Document phase of the project (PAED)
- 2021 --- Statewide funding programs were transitioning alignment to CAPTI. SR 25 was evaluated for CAPTI compliance
- 2022 – Project ranked not in alignment with statewide CAPTI goals.
- 2023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



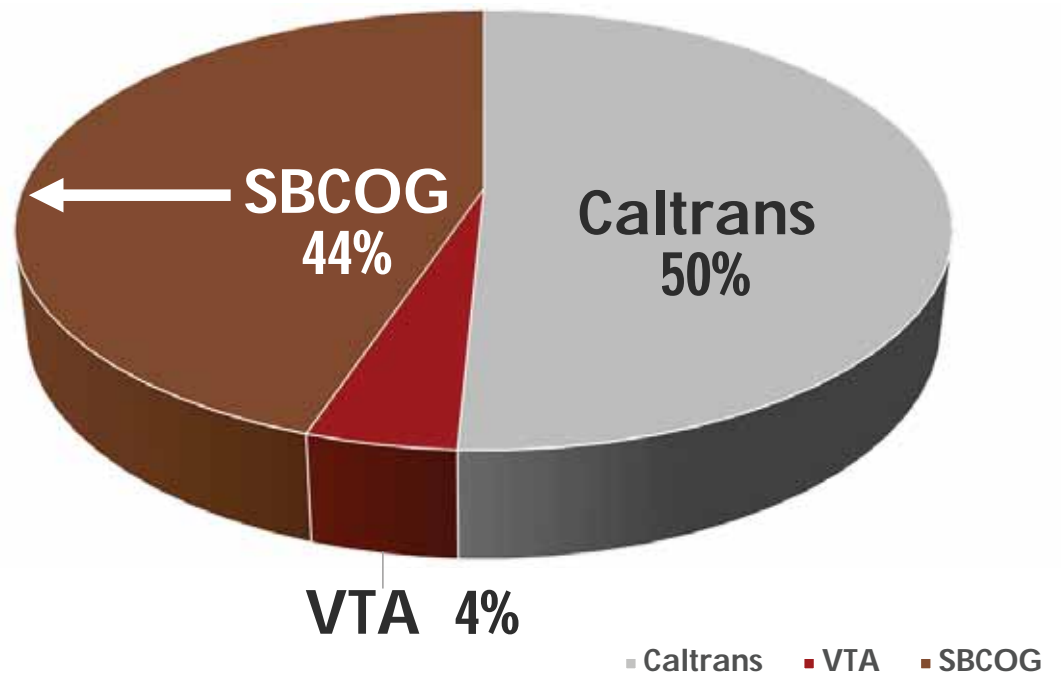
Year	Allocation	Funding Agency	Fund Source	Expenditures	Deliverables
Environmental Document/Design – FEIR for Route Adoption					
2001	\$2M	San Benito COG	TCSP (federal – 1.98M & 17K local match)		Environmental Doc & Alternative Design
2003	\$2.2M	Santa Clara VTA	VTA Local		Environmental Doc & Alternative 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	<i>*approximately 45K to be returned to SBCOG</i>
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



Funding by Agency



Current & Future Challenges

Binu Abraham

Executive Director

Council of San Benito County Governments



Scott Eades

District Director

Caltrans 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.



Eric Sundquist

Acting Deputy Director

Caltrans Director's Office of Equity

Sustainability & Tribal Affairs





Transportation demand policy

Eric Sundquist

Deputy Director for Equity, Sustainability, and Tribal Affairs

Jan. 31, 2024

San Benito COG

Old paradigm: Increase supply

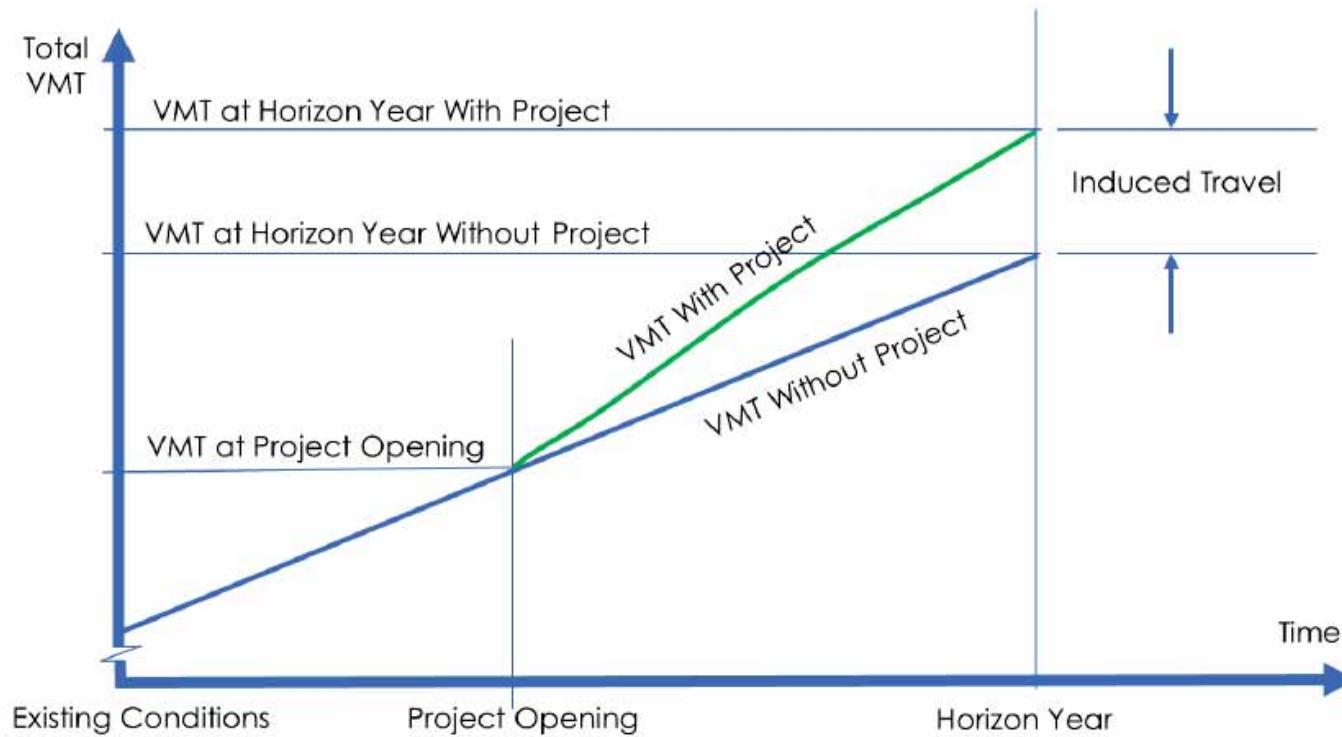
From 1993 to 2017, lane-miles grew faster than population in the biggest urbanized areas, yet congestion grew.



*Change in freeway lane-miles, population growth, and annual hours of delay in largest 100 urbanized areas from 1993-2017.
Delay = extra time spent traveling at congested rather than free-flow speeds.*

Source: Transportation for America from FHWA and Texas Transportation Institute

New paradigm: Consider demand



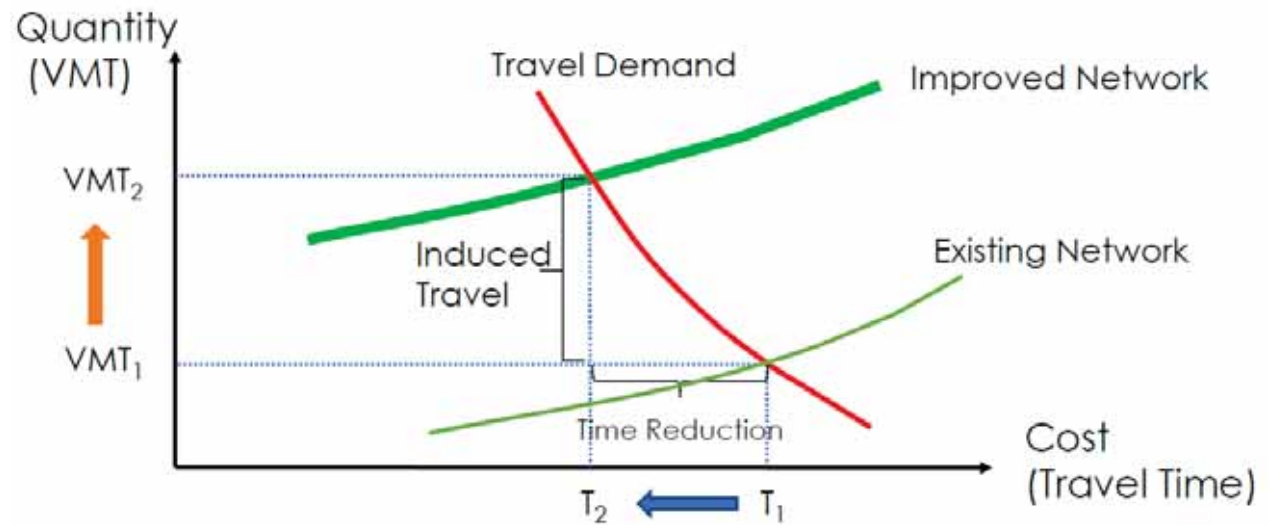
Induced travel



THE IMPACT OF INDUCED TRAVEL

Induced travel: Factors

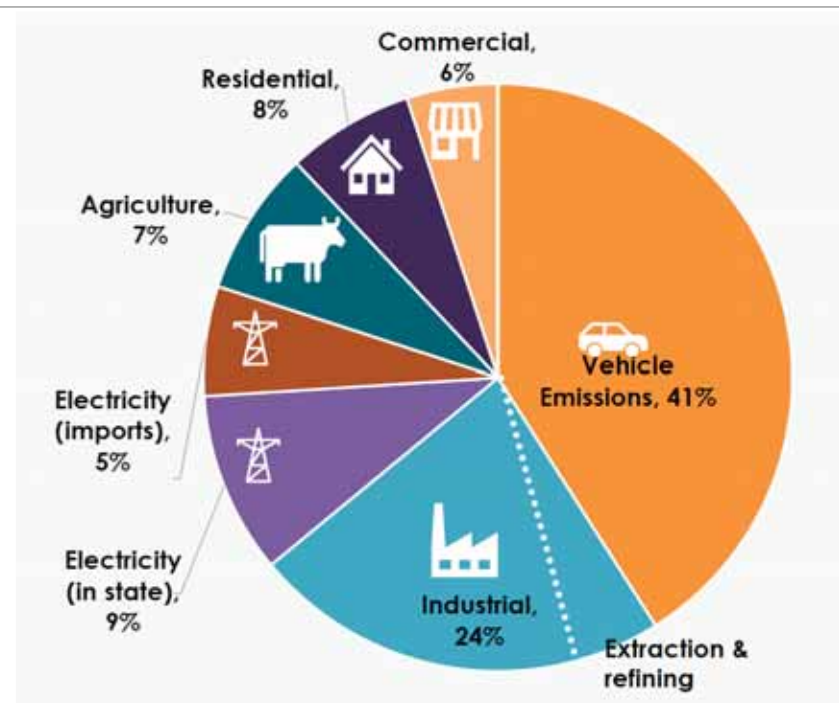
- Longer trips
- More trips
- Change in mode choice
- Route changes
- Land use changes



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)

Results

28.6 million additional VMT/year

(Vehicle Miles Travelled)

In **2019**, **San Benito County** had **128.4 lane miles** of Caltrans-managed class 2 and 3 facilities on which **489 million million** vehicle miles are travelled per year.

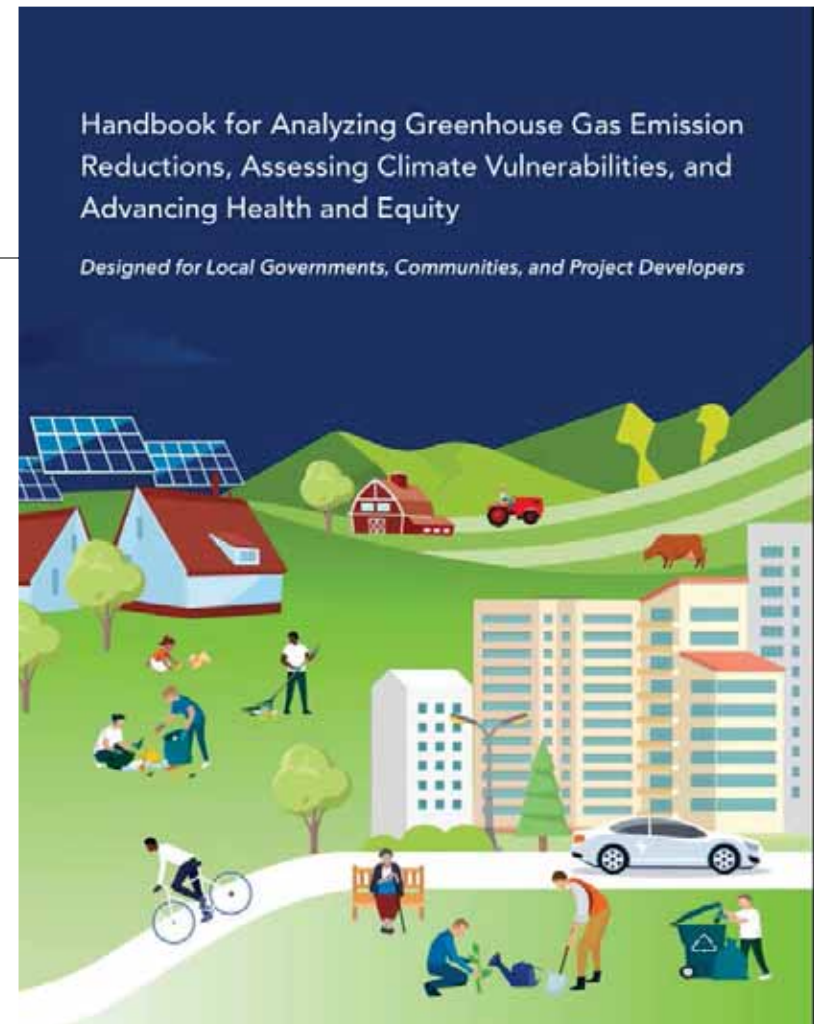
A project adding **10 lane miles** would induce an additional **28.6 million** vehicle miles travelled per year on average with a rough 95% confidence interval of **22.9 - 34.3 million VMT** (+/-20%).

This calculation is using an elasticity of **0.75**.

[Read more about this calculator](#)

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

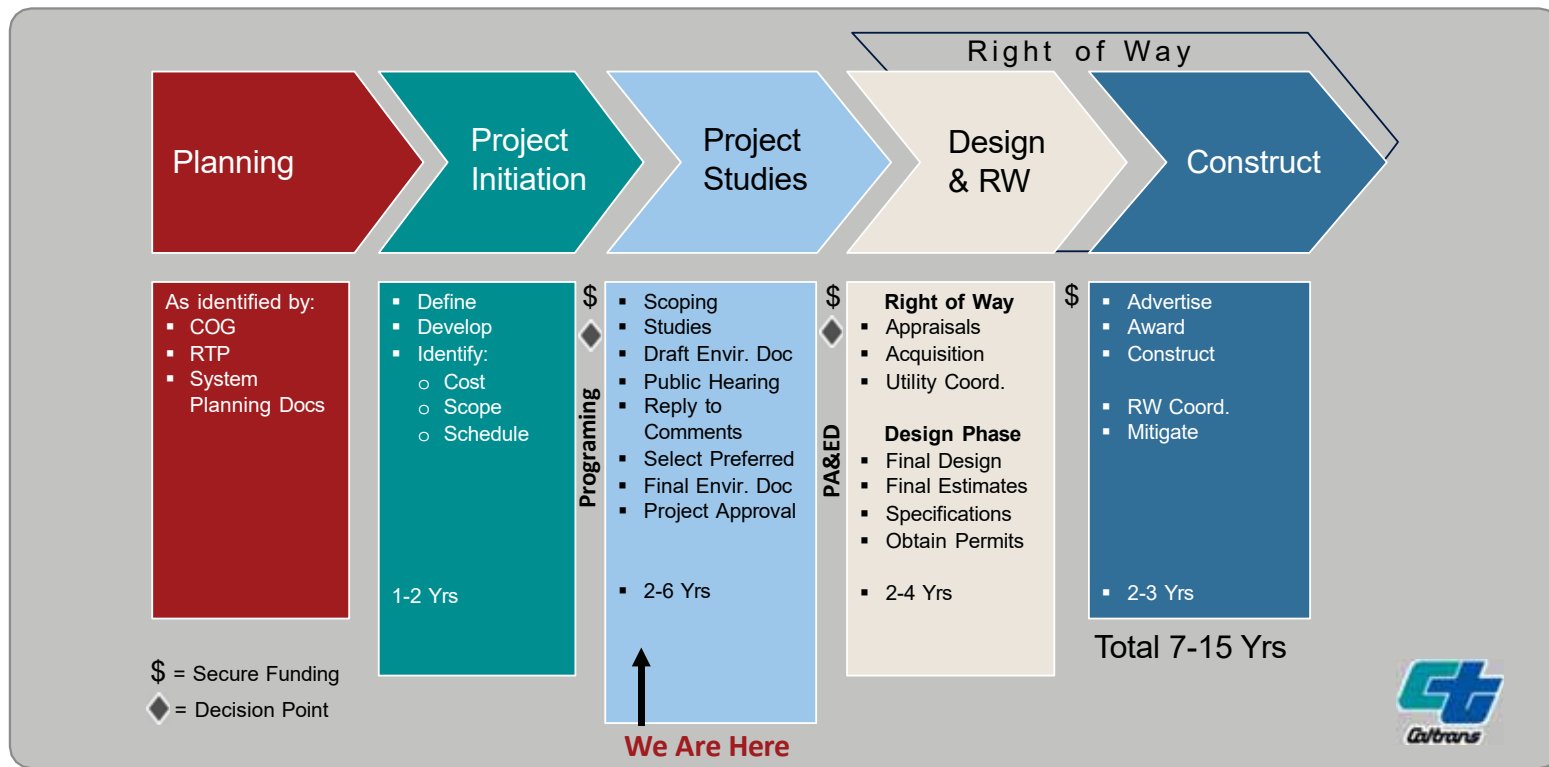
Caltrans District 5



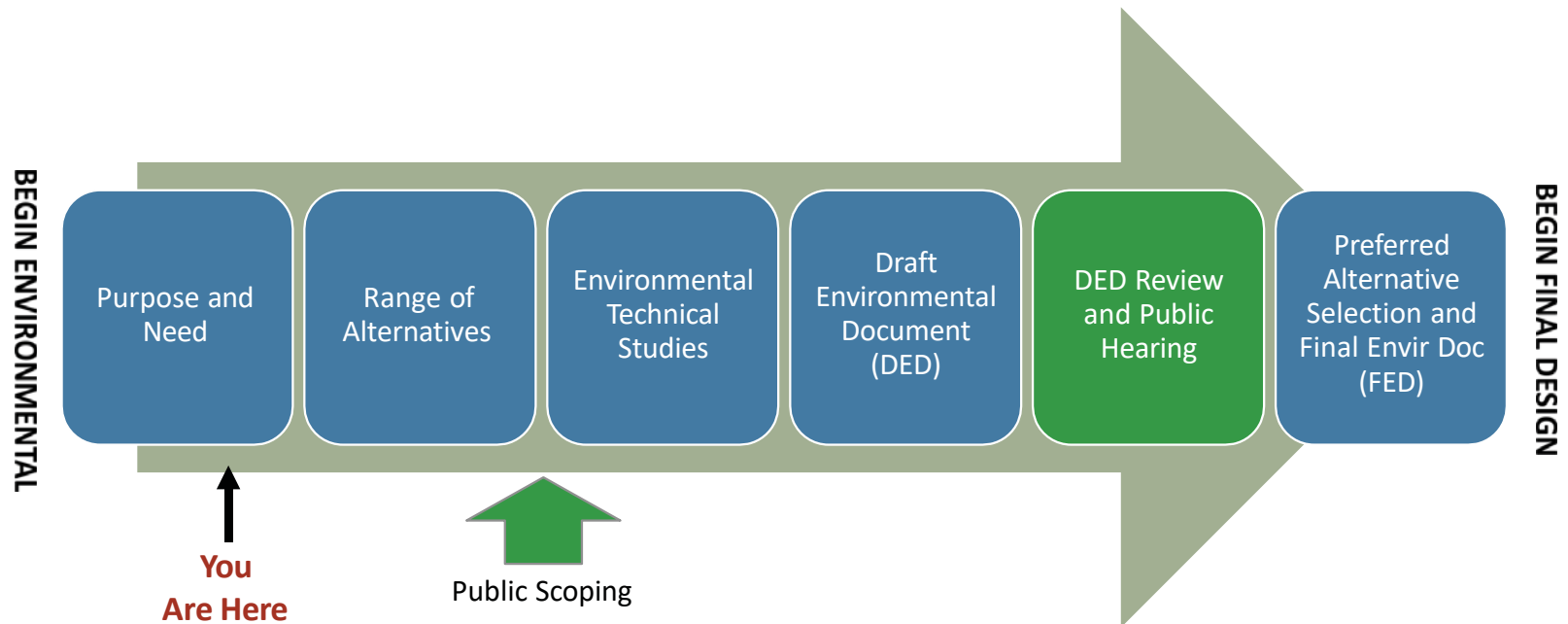
District 5

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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



PHASES 4A & 4B & 4C

..... Sound Walls
 ■ Bridges
 ● Local Improvements

— Phase 4A 3rd Lane & Roadway Improvements
 — Phase 4B 3rd Lane & Roadway Improvements
 — Phase 4C 3rd Lane & Roadway Improvements



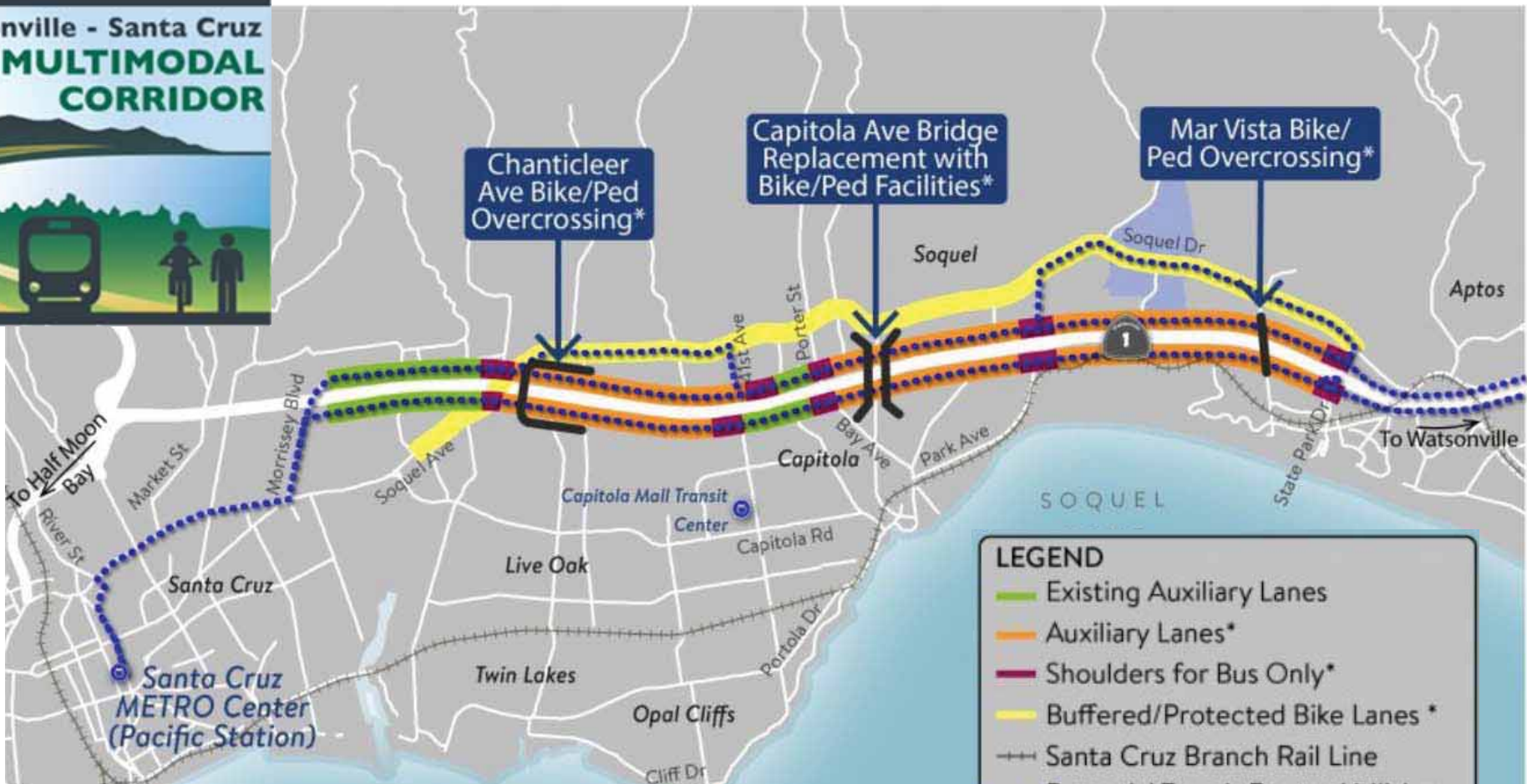
Santa Barbara U.S. 101 Multimodal Corridor



101
Carpinteria
to Santa Barbara

WWW.SBROADS.COM
805.845.5112

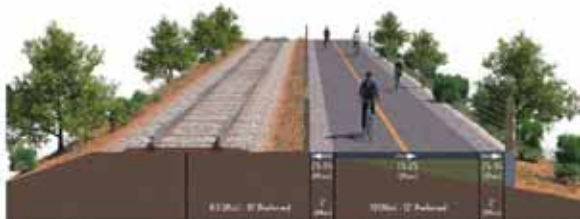
SBCAG



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

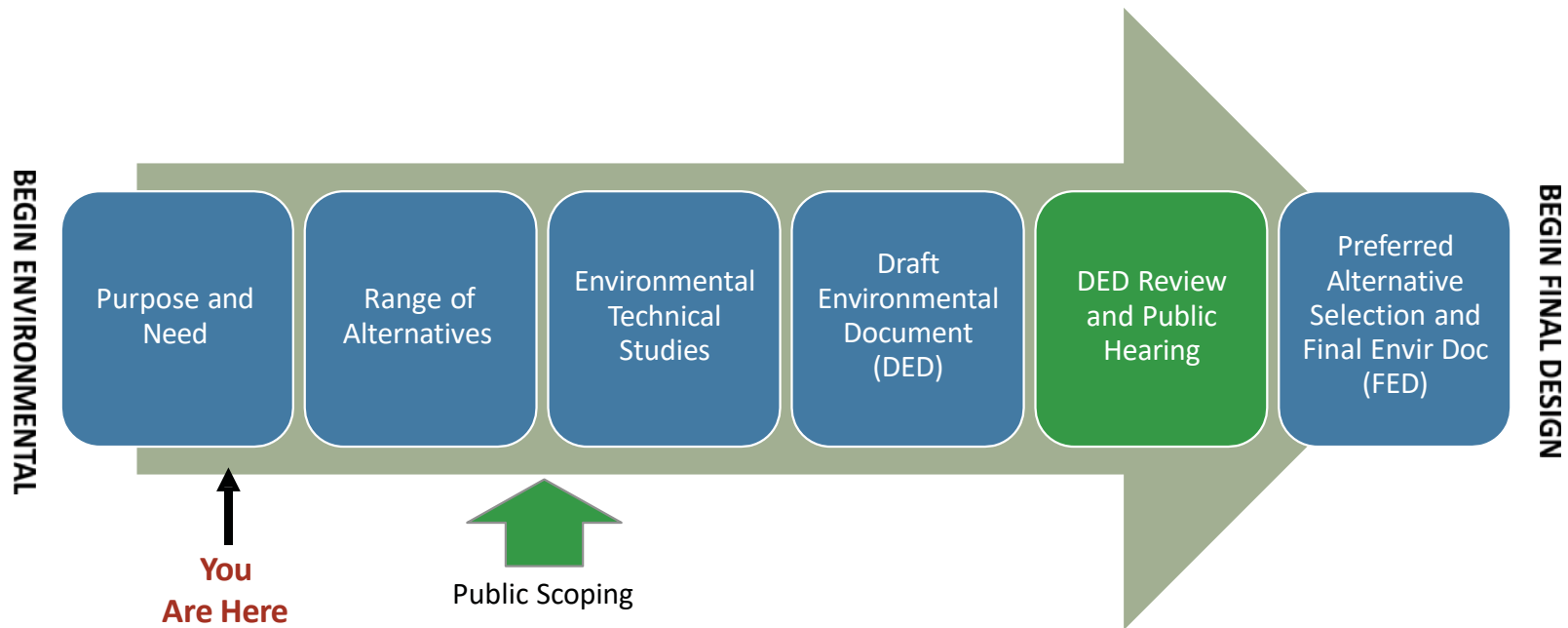


Reduce mobile source emissions and improve air quality and public health



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.



Components of Transportation Solutions

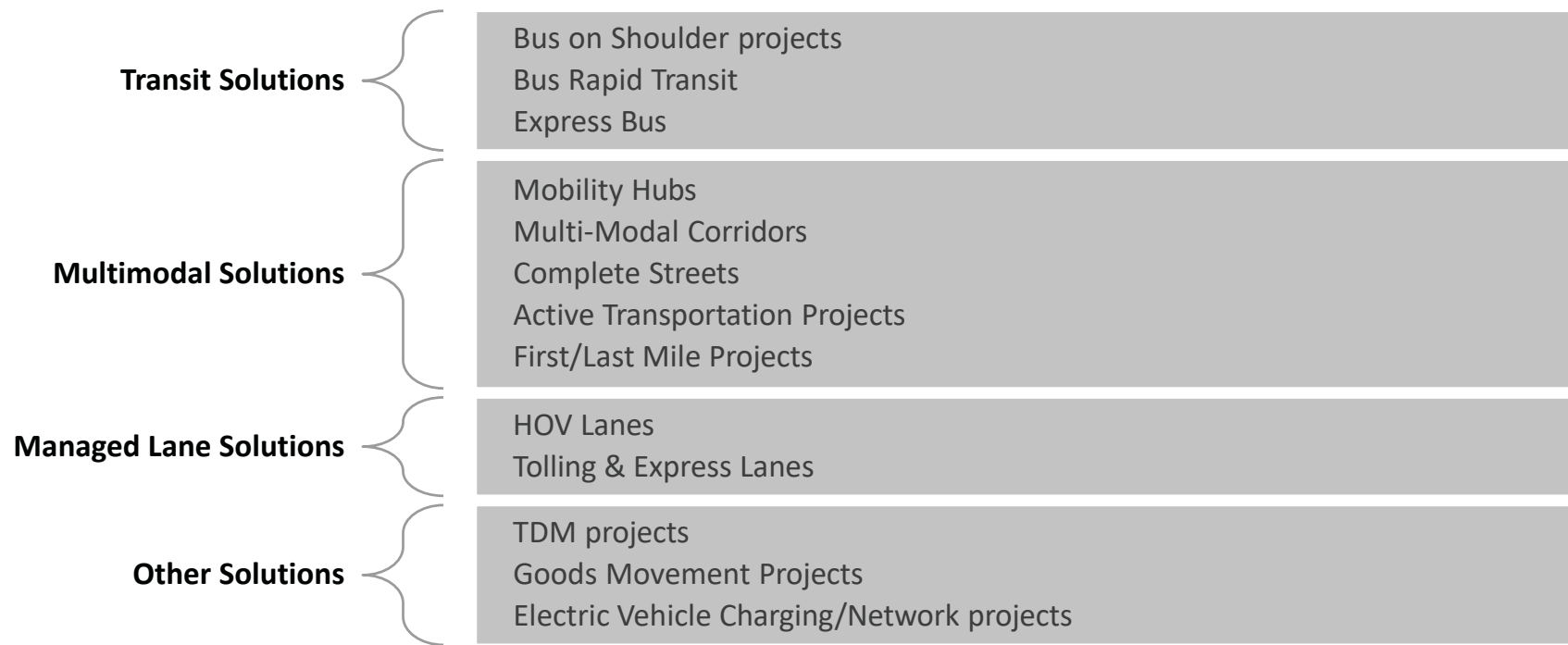
**Transit
Solutions**

**Multimodal
Solutions**

**Managed
Lane Solutions**

**Other
Solutions**

Examples of Encouraged Transportation Solutions



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



Forward Collision Warning
Lane Departure Warning
Headway Monitoring/ Following Time
Speed Limit Indicator



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

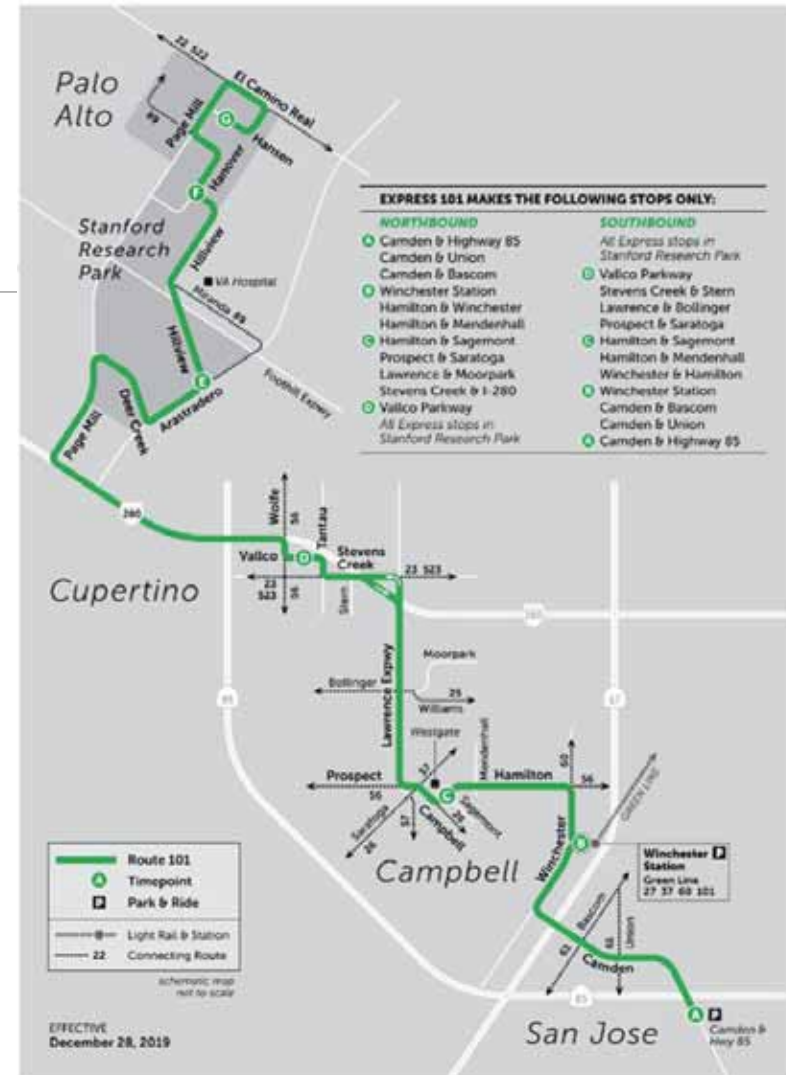


Express Bus

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.

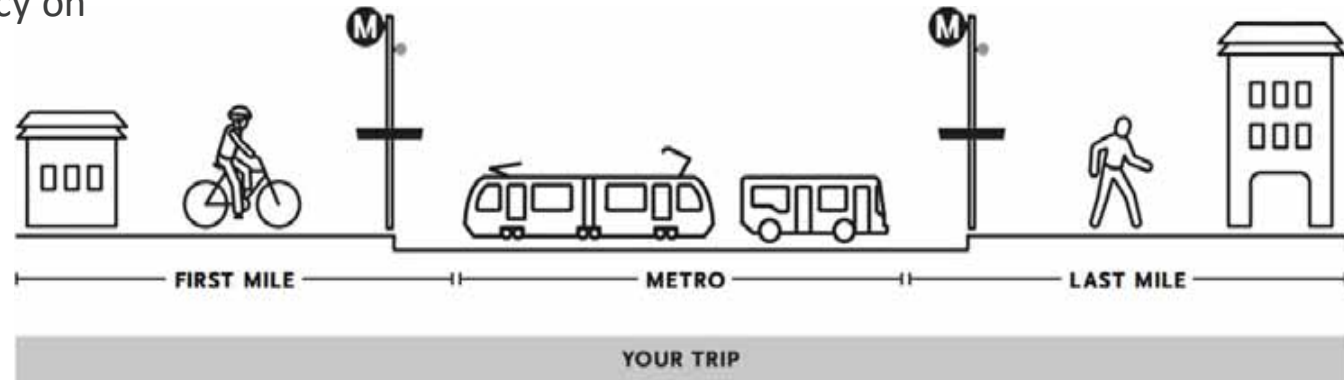
First / Last Mile

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



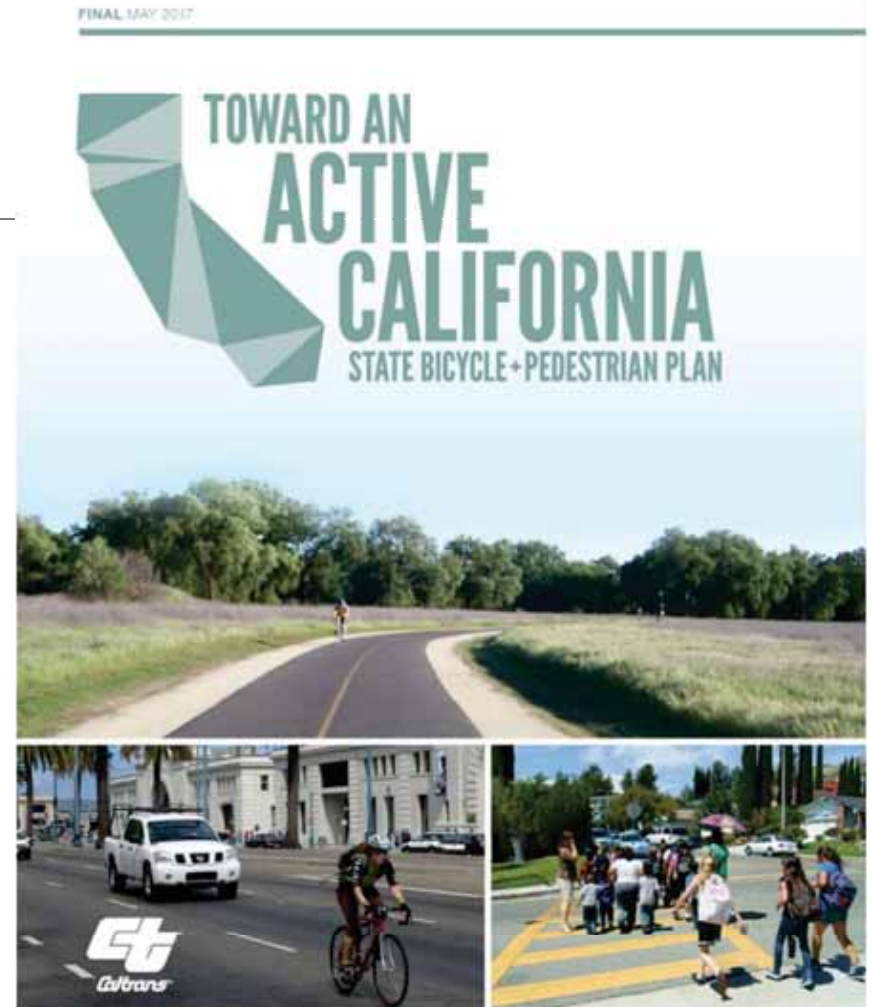
Active Transportation

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

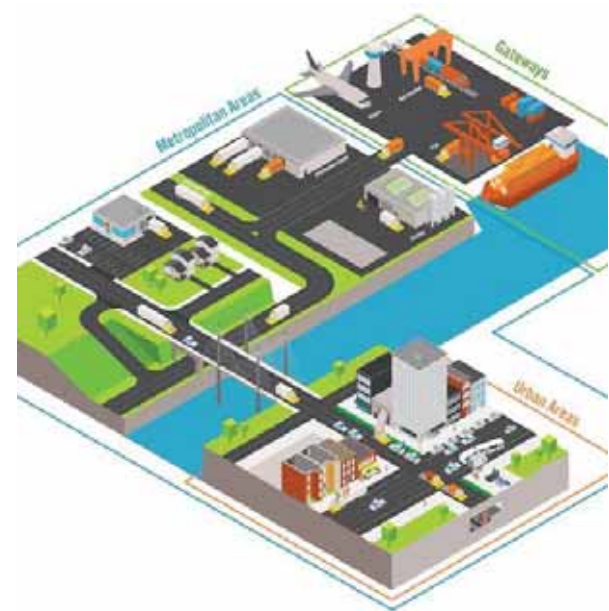
The strategic management and coordination of the transportation of goods and freight

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) Default = Y

2) Travel Time Reliability? (y/n) Default = Y

3) Vehicle Operating Costs? (y/n) Default = Y

4) Accident Costs? (y/n) Default = Y

5) Vehicle Emissions? (y/n) Default = Y
includes value for CO₂e

EMISSIONS REDUCTION	<u>Tons</u>		<u>Value (mil. \$)</u>	
	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

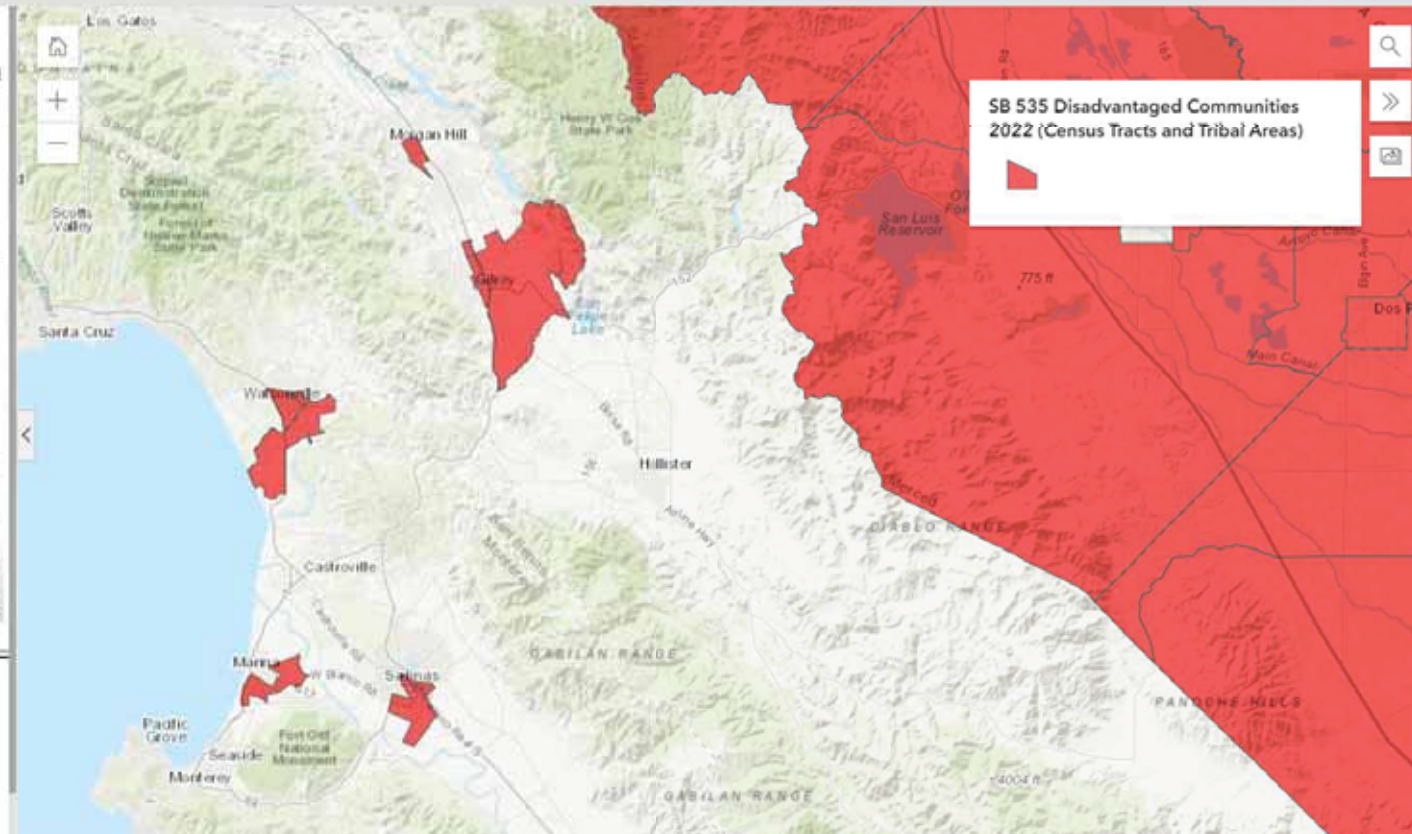
California Climate Investments are funds (Greenhouse Gas Reduction Fund and appropriated by the Legislature) from the proceeds of the State's Cap-and-Trade Program specifically targeted or investment in disadvantaged communities in California. These funds must be used for programs that further reduce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

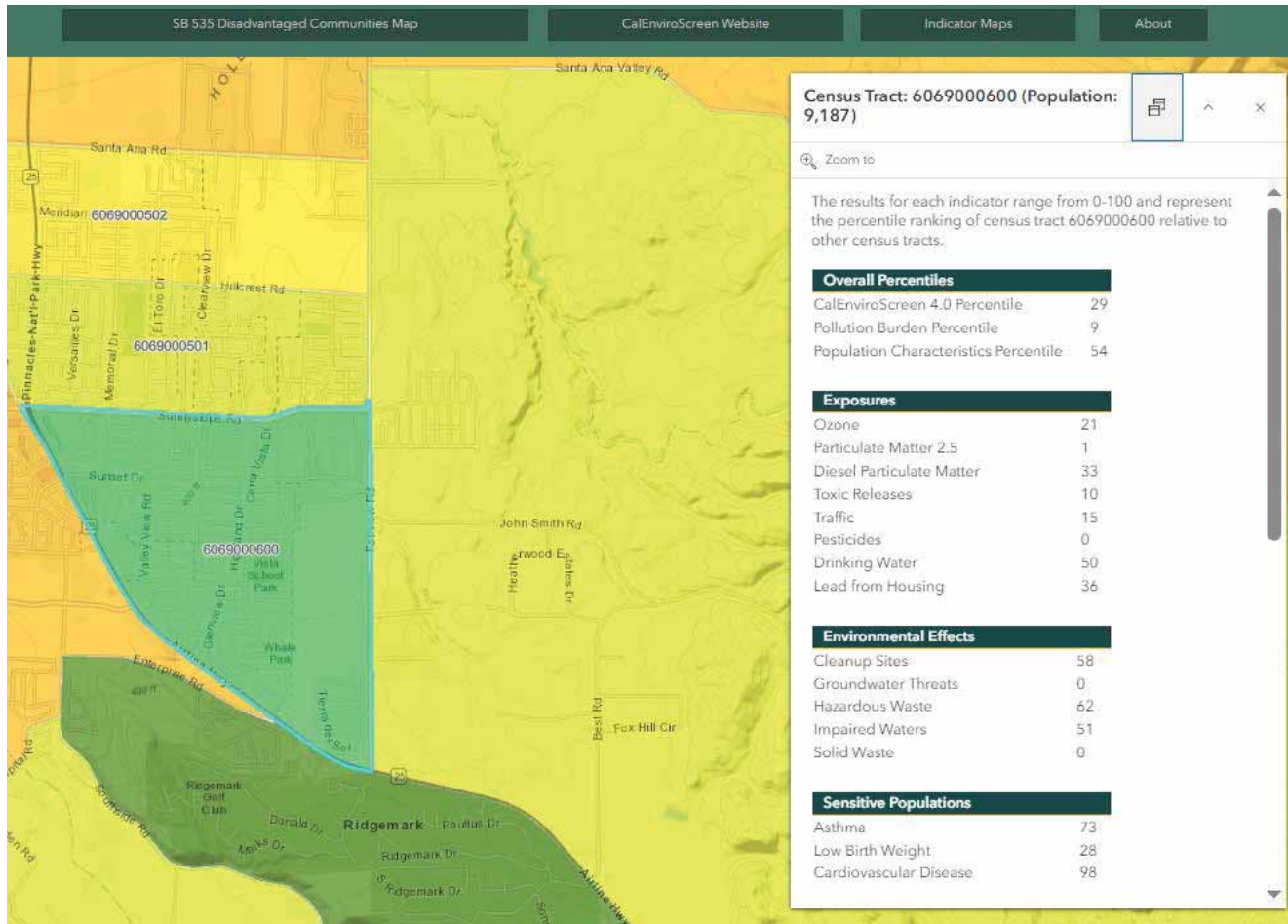
How to use this map

- 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.



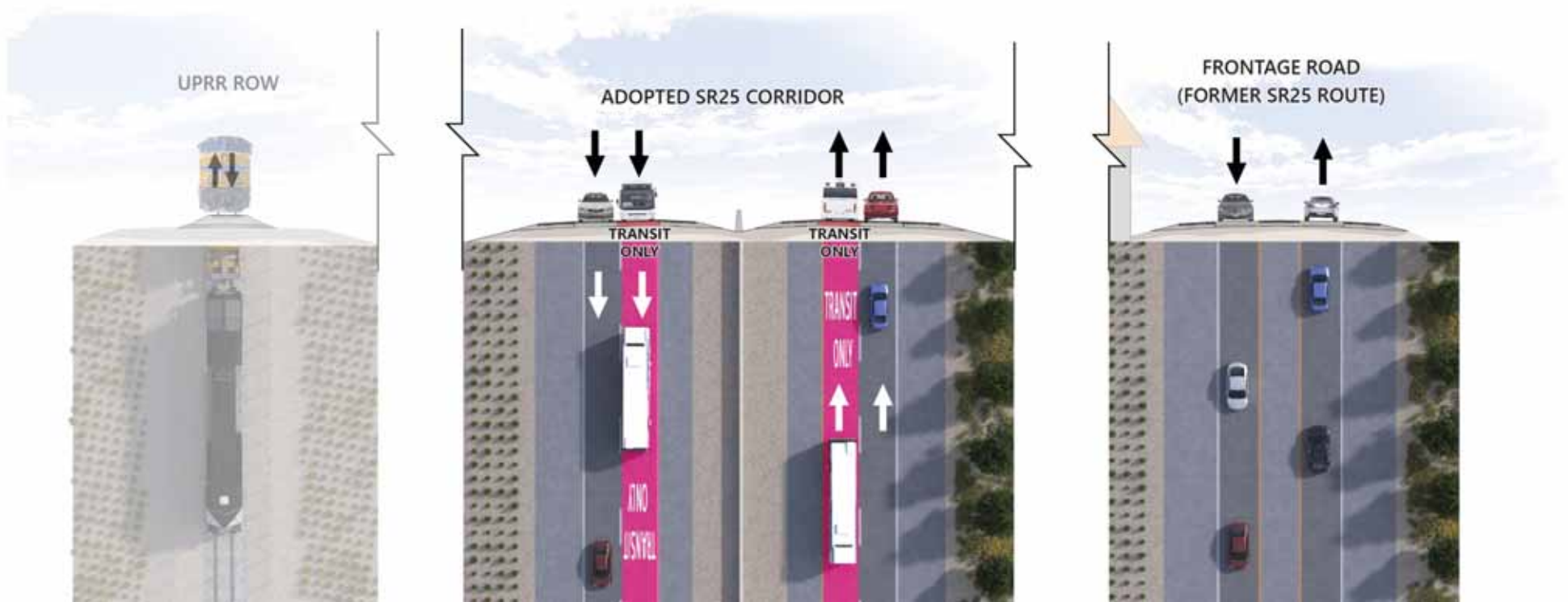
Adopted Expressway Plan



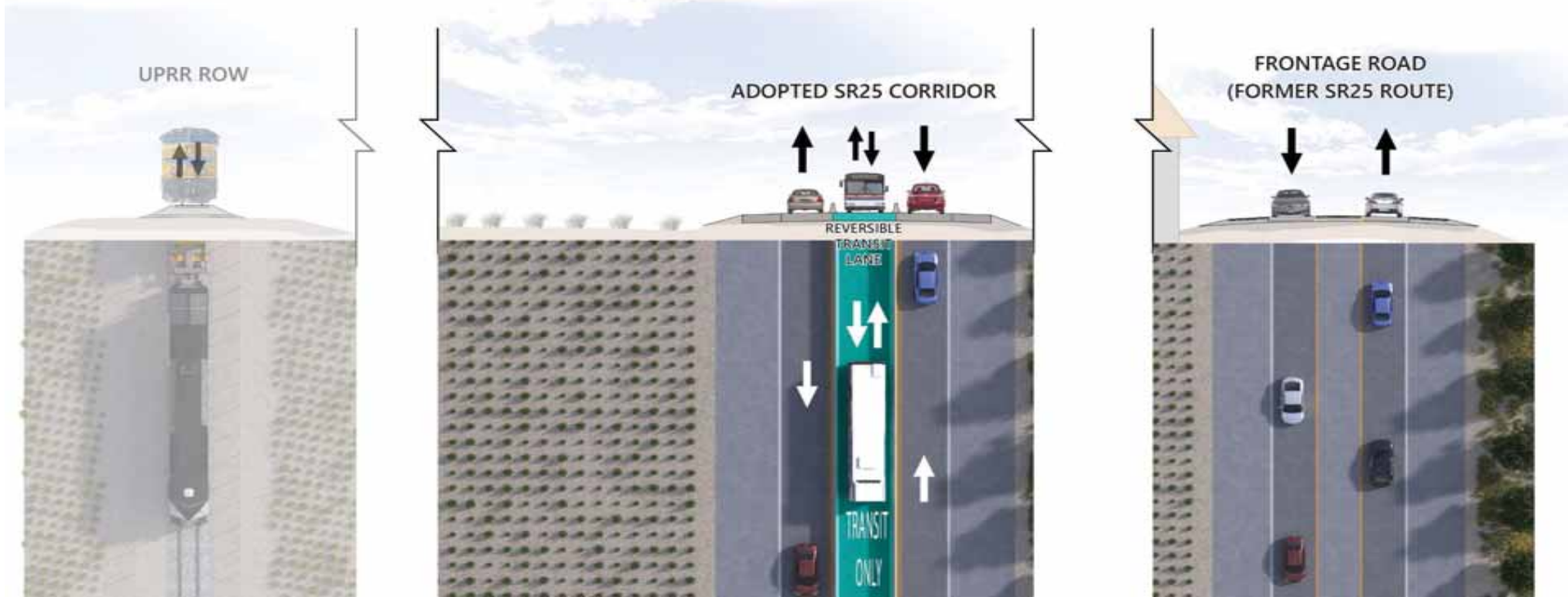
Adopted Expressway Plan with Carpool Lanes



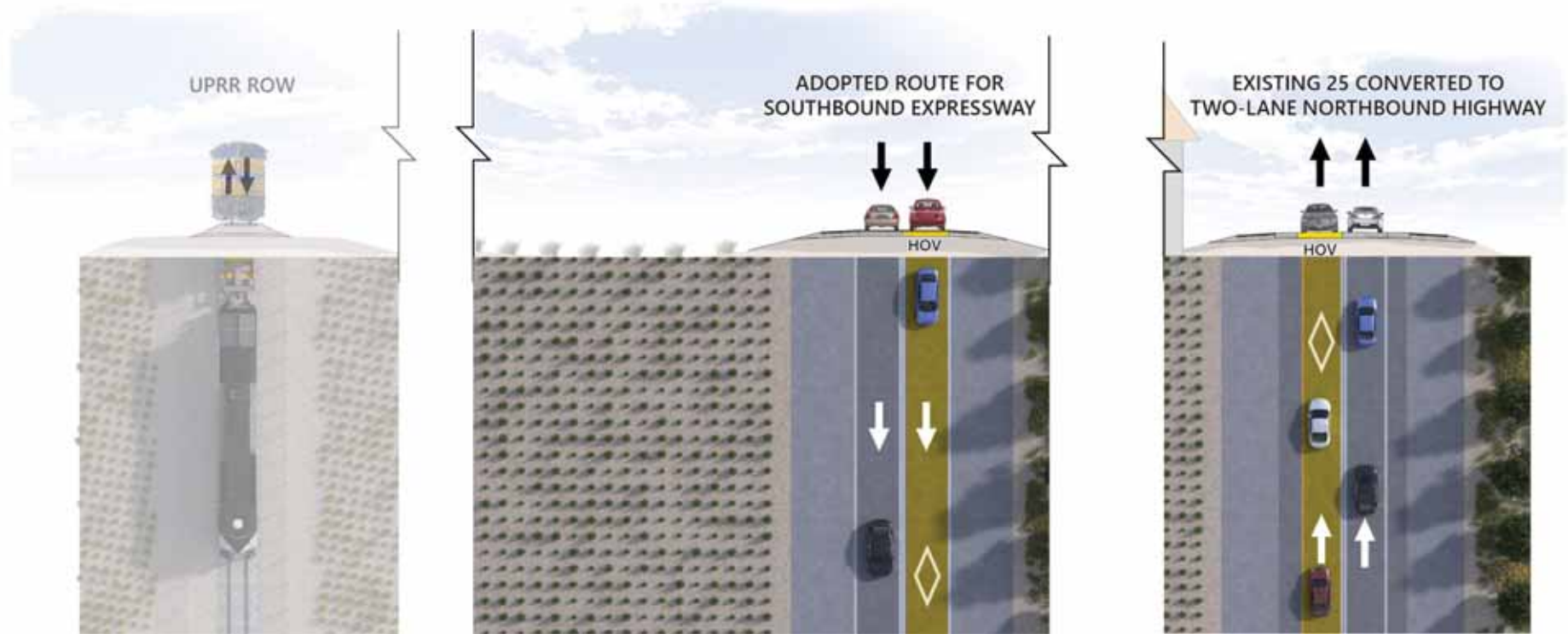
Adopted Expressway Plan with Transit Only Lane



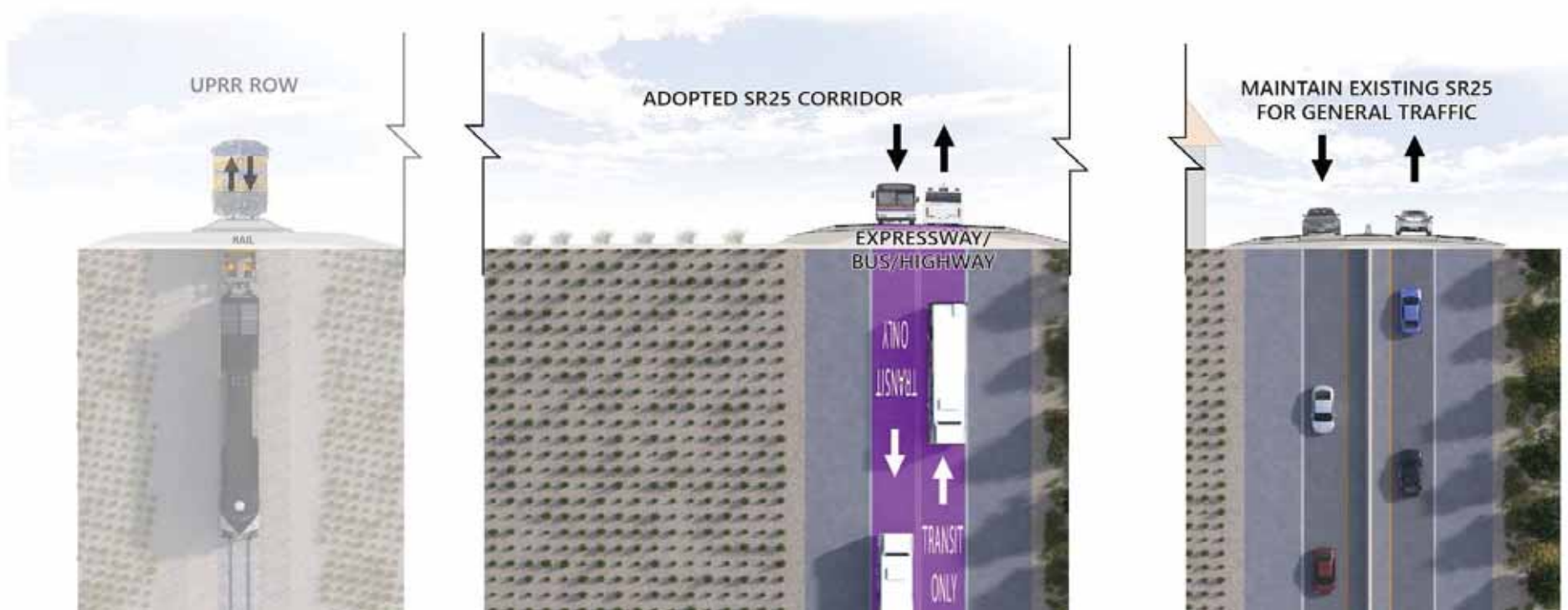
3-Lane Expressway – Reversible Transit Lane



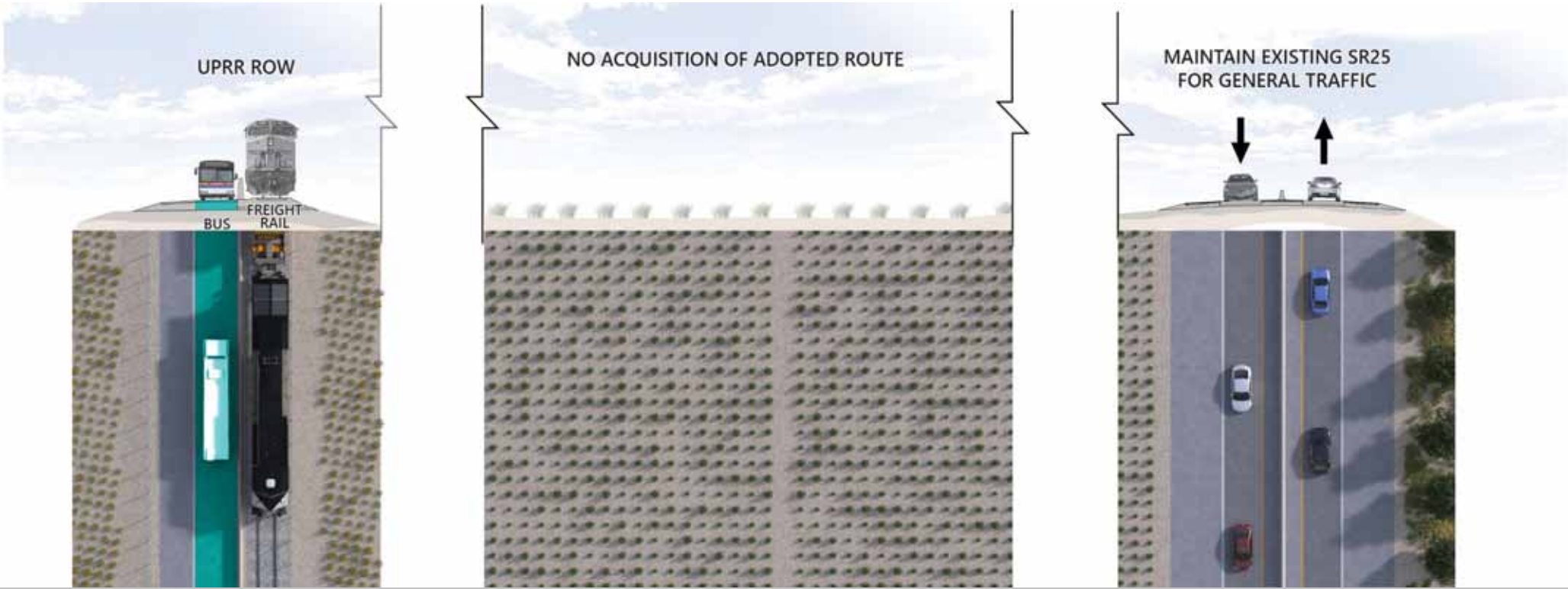
Hybrid Expressway/ Highway Interim Alternative



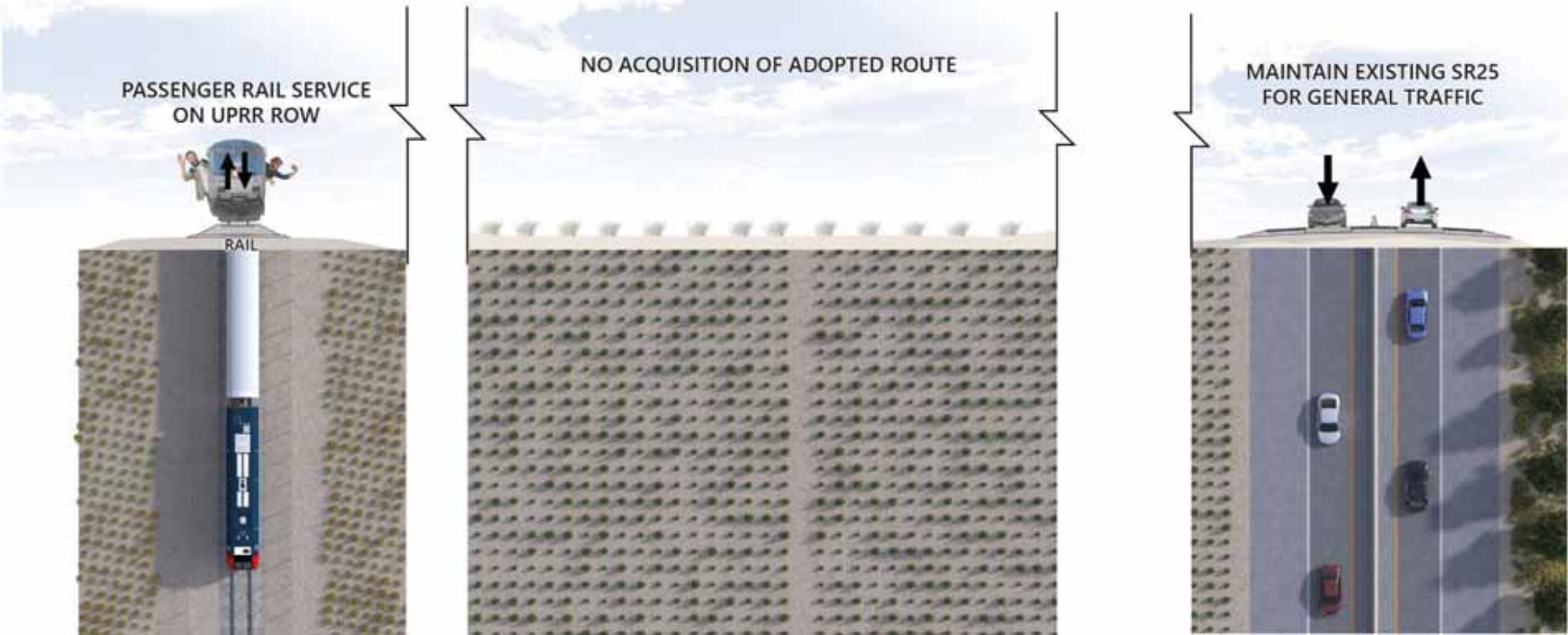
Transit Expressway Alternative



Bus next to Commercial Rail Alternative



Rail Transit Only Alternative



Questions?

Project Communication & Consensus Building

Discussion

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Next Steps

Public Comment

Final Remarks



SAN BENITO COUNTY COUNCIL OF GOVERNMENTS
SPECIAL MEETING
Council of San Benito County Governments Conference Room
330 Tres Pinos Road, Suite C7, Hollister, CA 95023
February 12, 2024, at 10:00 A.M.

ACTION MINUTES

MEMBERS PRESENT:

Chair Scott Freels, Vice Chair Mia Casey, Director Dolores Morales

MEMBERS ABSENT:

Director Angela Curro, Director Mindy Sotelo

STAFF PRESENT:

Executive Director; Binu Abraham, Administrative Services Specialist; Norma Rivera, Secretary; Monica Gomez, Deputy County Counsel; Shirley Murphy.

OTHERS PRESENT:

Osman Mufti, Sloan Sakai Yeung & Wong LLP(via-Zoom).

1. CALL TO ORDER:

Chair Freels called the meeting to order at 10:12 A.M.

2. ROLL CALL

Secretary Gomez called the roll call and confirmed a quorum of Directors were present.

3. CERTIFICATE OF POSTING

Motion made to acknowledge Certificate of Posting:

Motion: Director Dolores Morales Second: Vice Chair Mia Casey

Motion carried: 3/0

Yes: Casey, Morales, Freels

No: None

Recused: None

Abstention: None

Absent: Curro, Sotelo

REGULAR AGENDA:

ACTION ITEMS:

4. APPROVE Contract for General Legal Services with Sloan Sakai Yeung & Wong LLP – Aceves

Administrative Services Specialist, Norma Aceves, presented the contract for general legal services with Sloan Sakai Yeung & Wong LLP to the Board for approval.

The Board asked if staff had budgeted for the general legal services contract in the current budget and what the budgeted amount was . Also, because there are several people listed in the contract, they asked if Osman Mufti would be the main point of contact who attends the COG meetings.

Ms. Aceves stated that COG is within the budgeted amount, which is approximately \$73,000 for legal services from July to June. She noted that anything that goes beyond the current budgeted amount would come before the Board for approval through a budget amendment.

In response to the question about who the main point of contact would be, Mr. Osman Mufti with Sloan Sakai Yeung & Wong LLP, stated that he would be the main point of contact, along with Kirk Trost (subcontractor) if special advice in his expertise is needed on certain issues.

There was no public comment.

Motion made to Approve Item 4:

Motion: Director Dolores Morales Second: Vice Chair Mia Casey

Motion carried: 3/0

Yes: Casey, Morales, Freels

No: None

Recused: None

Abstention: None

Absent: Curro, Sotelo

ADJOURNMENT:

There being no further business to discuss, Vice Chair Casey motioned to adjourn at 10:19 a.m.

Motion seconded by Director Morales.

Motion carried: 3/0

Yes: Casey, Morales, Freels

No: None

Recused: None

Abstention: None

Absent: Curro, Sotelo

ADJOURN TO COG MEETING FEBRUARY 15, 2024, AT 4:00 P.M.

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS
REGULAR MEETING
Board of Supervisors Chambers, 481 Fourth Street,
Hollister, CA 95023 & Zoom Platform
February 15, 2024, at 4:00 P.M.

ACTION MINUTES

MEMBERS PRESENT:

Chair Scott Freels, Vice-Chair Mia Casey, Director Angela Curro, Director Mindy Sotelo, and Ex Officio Orchid Monroy-Ochoa (via-Zoom); Caltrans District 5

MEMBERS ABSENT:

Director Dolores Morales

STAFF PRESENT:

Executive Director; Binu Abraham, Administrative Services Specialist; Norma Rivera, Transportation Planner; Douglas Kean, Transportation Planner; Samuel Borick, Office Assistant; Griselda Arevalo; Secretary; Monica Gomez
COG Legal Counsel; Osman Mufti and Kirk Trost (via-Zoom).

OTHERS PRESENT:

Heather Adamson, (via-Zoom); Association of Monterey Bay Area Governments, Jill Leal, (via-Zoom); Caltrans District 5.

1. CALL TO ORDER:

Chair Freels called the meeting to order at 4:03 P.M.

2. PLEDGE OF ALLEGIANCE

Chair Freels led the pledge of allegiance.

3. ROLL CALL

Secretary Gomez called the roll call and confirmed a quorum of Directors were present.

4. CERTIFICATE OF POSTING

Motion made to acknowledge Certificate of Posting:

Motion: Director Angela Curro Second: Vice Chair Mia Casey

Motion carried: 4/0

Yes: Casey, Curro, Sotelo, Freels

No: None

Recused: None

Abstention: None
Absent: Morales

5. PUBLIC COMMENT:

Vice Chair Freels stated for the record that COG received Mr. Joe Thompson’s public comment correspondence. The correspondence was entered into public record.

CONSENT AGENDA:

(These matters shall be considered as a whole and without discussion unless a particular item is removed from the Consent Agenda. Members of the public who wish to speak on a Consent Agenda item must submit a Speaker Card to the Clerk and wait for recognition from the Chairperson. Approval of a consent item means approval as recommended on the Staff Report.)

6. APPROVE Council of Governments Action Regular Meeting Minutes Dated January 18, 2024 – Gomez

There was no public comment on Consent.

Motion made to Approve Consent Agenda 9-12:

Motion: Vice Chair Mia Casey Second: Director Angela Curro

Motion carried: 4/0

Yes: Curro, Casey, Sotelo, Freels

No: None

Recused: None

Abstention: None

Absent: Morales

INFORMATION ITEMS:

7. RECEIVE Update on the Purpose and Development of the Metropolitan and Regional Transportation Plan (MTP/RTP) – Borick

Transportation Planner, Samuel Borick provided a presentation on the purpose and development of the Metropolitan and Regional Transportation Plans and answered questions from the Board.

Heather Adamson, Director of Planning with the Association of Monterey Bay Area Governments (AMBAG), provided additional information on the MTP/RTP and answered more detailed questions from the Board.

There was no public comment.

This was an information item, no action taken.

8. RECEVIE Outlined Priorities for Transit in 2024 – Kean

Transportation Planner, Douglas Kean, provided a presentation on the 2024 priorities for transit and answered questions from the Board.

There was no public comment.

This was an information item, no action taken.

9. RECEIVE Monthly Caltrans District 5 Construction Projects Report – Orchid Monroy-Ochoa, Caltrans

Caltrans Branch Chief of Regional Planning, Orchid Monroy-Ochoa, provided an update on major construction projects on the Caltrans State Highway System in San Benito County and answered questions from the Board.

The Board expressed their appreciation for the Hollister Clean CA Project, stating they were pleased to see the trees and plants coming in.

There was no public comment.

10. Caltrans Report/Correspondence – Orchid Monroy-Ochoa, Caltrans

Caltrans Branch Chief of Regional Planning, Orchid Monroy-Ochoa, congratulated former Board of Supervisor Bob Tiffany for his appointment to the California Transportation Commission (CTC) by Assembly Speaker Robert Rivas. She noted that it was the first time someone from the Central Coast had been appointed to the CTC.

There was no public comment.

11. Executive Director’s Report – Abraham

Executive Director Abraham announced that the COG Board Retreat and Strategic Planning meeting is scheduled for March 1, 2024. Ms. Abraham stated that she will be attending the Central Coast Coalition State Legislative Day on March 20, 2024, and noted that as the Central Coast Coalition representative for COG, Director Curro is also invited to attend. Ms. Abraham will also be attending San Benito County’s Legislative Workshop next week. Lastly, Ms. Abraham reported that the Board’s request for a community engagement plan is in the works.

Kirk Trost and Osman Mufti, COG’s new legal counsel introduced themselves and mentioned that they look forward to seeing everyone at the COG Board Retreat and Strategic Planning Session.

There was no public comment.

12. Board of Directors’ Reports –

Vice Chair Casey reported that she prepared the COG highlights and was waiting for comments and photos from COG staff so that it can go out to the public.

Chair Freels was pleased to announce that all lanes are open and moving on the Hwy25/Hwy156 Turbo Roundabout and that social media comments on the roundabout have been positive.

There was no public comment.

ADJOURNMENT:

There being no further business to discuss, Director Sotelo motioned to adjourn at 5:00 p.m.

Motion seconded by Vice Chair Casey.

Motion carried: 4/0

Yes: Curro, Casey, Sotelo, Freels

No: None

Recused: None

Abstention: None

Absent: Morales

ADJOURN TO COG MEETING MARCH 21, 2024, AT 4:00 P.M.



STAFF REPORT

Action

Prepared By: Norma Aceves, Administrative Services Specialist

Subject: Mobility Partnership Appointment

Agenda Item No. 9

Approved By: Binu Abraham

Meeting Date: March 21, 2024

Recommendation:

Approve change in appointment of SBCOG representative to the San Benito/Santa Clara Mobility Partnership.

Summary:

Change in appointment to the San Benito/Santa Clara Mobility Partnership.

Background/ Discussion:

At the January SBCOG Board meeting, Director Sotelo was appointed to as the COG representative to the San Benito/Santa Clara Mobility Partnership. The COG Board has requested to make a change to the appointment.

Financial Impact:

No financial impact.



STAFF REPORT

Action

Prepared By: Douglas Kean,
Transportation Planner

Subject: Unmet Transit Needs Report

Agenda Item No. 10

Approved By: Binu Abraham, Executive Director

Meeting Date: March 21, 2024

Recommendation:

- a. ADOPT Report on the Unmet Transit Needs Process.
- b. HOLD Public Hearing on the Unmet Transit Needs of the Community.
- c. RETURN for Board Input and Action in April.

Summary:

In its role as the Transportation Development Act (TDA) fund administrator, the Council of San Benito County Governments (SBCOG) is responsible for conducting the annual Unmet Transit Needs process. An *unmet transit need* is a request that is not being met through existing public transit services.

Background/ Discussion:

Each year, SBCOG receives a Transportation Development Act (TDA) funding allocation from the State to fund local public transit services. SBCOG must allocate TDA funding to projects and programs that comply with the TDA guidelines. Public participation is a key component of the TDA guidelines.

Each year, SBCOG must hold at least one public hearing to receive comments from the public on the unmet transit needs of the community. A public hearing is scheduled for March 21, 2024, at the SBCOG Board meeting. The Unmet Transit Needs process serves a dual purpose, as it also provides a forum for public input on the services implemented by the Local Transportation Authority (LTA). Transit services offered locally are provided by County Express and Specialized Transportation.

The Unmet Transit Needs process consists of the following three steps:

1. Solicit testimony from the public on the Unmet Transit Needs of the community. Staff conduct the following outreach efforts to receive input from the public.
 - Public Hearing, bilingual
 - Online Survey, bilingual
 - Onboard Bus Surveys, bilingual
 - Newspaper notice

— Social Media posts

2. Analyze the Unmet Transit Needs expressed by the public, in accordance with SBCOG adopted definition of an Unmet Transit Need and Reasonable to Meet criterion. Staff also evaluates all comments received with SBCOG's Social Services Transportation Advisory Council¹. Once comments are evaluated, the Board will receive the draft comments that have been classified as Unmet Transit Needs that are found Reasonable to Meet for implementation in the upcoming 2024/2025 fiscal year. The Board will receive opportunities to comment on the draft Unmet Transit Needs report at their April and May 2024 meetings.
3. Adopt findings regarding Unmet Transit Needs, found Reasonable to Meet, which may exist for implementation by the Local Transportation Authority (LTA) in the upcoming 2024/2025 Fiscal Year. SBCOG's Board of Directors adopts the Unmet Transit Needs Report.

Alternatives:

None

Attachment:

1. Unmet Transit Needs Flyer (English)
2. Unmet Transit Needs Flyer (Spanish)

¹ The Social Services Transportation Advisory Council advises the Council of Governments on matters related to its public transportation services and is responsible for representing the concerns of all segments of the community, including the elderly, persons with disabilities, and persons of limited means.

Public Hearing on Unmet Transit Needs



March 21, 2024 | 4 PM

Board of Supervisors Chambers

481 Fourth Street, Hollister

Zoom:

<https://us02web.zoom.us/j/89105429490?pwd=QzUvckhiWE05dmtOTnB4Nkt0cjg1UT09>



What is an Unmet Transit Need?

Each year, the Council of Governments (COG) works with the public to identify any transit (bus) needs that are not currently being met by County Express or Specialized Transportation - a service provided by Jovenes de Antaño/Youth of Yesteryear.

We are accepting comments through March 28th.

**Written comments can be emailed to
Douglas Kean, Transportation Planner:**

dkean@sanbenitocog.org



Facebook.com/SanBenitoCOG

Audiencia Pública sobre la Necesidades de Tránsito Insatisfechas



21 de marzo de 2024 | 4 PM

Board of Supervisors Chambers

481 Fourth Street, Hollister

Zoom:

<https://us02web.zoom.us/j/89105429490?pwd=QzUvckhiWE05dmtOTnB4Nkt0cig1UT09>



¿Qué es una Necesidad de Tránsito Insatisfecha?

Cada año, el Consejo de Gobiernos (COG) trabaja con el público para identificar necesidades de tránsito que actualmente no está siendo atendida por County Express o Specialized Transportation, un servicio de Jóvenes de Antaño.

Aceptando comentarios hasta el 28 de marzo.

Comentarios escritos pueden enviarse por correo electrónico a Douglas Kean, Planificador de Transporte

dkean@sanbenitocog.org



Facebook.com/SanBenitoCOG



STAFF REPORT

Action

Prepared By: Douglas Kean,
Transportation Planner

Subject: SR25 Purpose and Need

Agenda Item No. 11

Approved By: Binu Abraham, Executive Director

Meeting Date: March 21, 2024

Recommendation:

ADOPT the SR25 Purpose and Need statement.

Summary:

A purpose and need statement have been developed in collaboration between SBCOG and Caltrans for the State Route 25 Improvement Project.

Background/ Discussion:

A purpose and need statement is crucial for planning and decision-making in public projects. It outlines the reasons for a proposed action or project and the specific needs it addresses. It guides project development, ensures regulatory compliance, fosters public participation, and forms the basis for environmental assessments. In transportation projects, the "need" identifies deficiencies, while the "purpose" outlines objectives to address them. As the project evolves with additional data and stakeholder input, the statement remains consistent.

Financial Impact:

None.

Attachments:

1. Purpose and Need Statement

SR 25 - San Felipe Rd to the US 101 – Need and Purpose

Project Need

The project is needed due to:

- Multiple at-grade access points and congestion lead to a high number of conflict points creating safety issues on SR 25.
- Due to an existing jobs/housing imbalance, and an increase in population growth, partly driven by state mandated affordable housing allocation (Regional Housing Needs Allocation), there is an increased demand for travel along the corridor.
- Increased demand along SR 25, especially during morning and evening peak periods, reduces reliability for automobile travelers and transit.
- Lack of employment centers, institutions of higher education, health facilities, hospitals, and emergency care within San Benito County creates transportation demand for residents to travel to points north of the County, where jobs, educational institutions, and health facilities, hospitals, and emergency care are abundant.
- Lack of reliable multi-modal transportation options for traveling north of the County.
- Traffic diversion to surrounding rural roads due to travel delays on SR 25 raises safety and access concerns on rural roads not designed for the increased capacity.

Project Purpose

The project's purpose is to:

- Reduce fatal and serious injury collisions on SR 25.
- Provide sustainable multimodal mobility and travel options to improve person throughput while meeting current and future projected travel demand on the corridor to support and encourage the region's housing, economic, and job creation goals.
- Provide reliable goods movement between San Benito County and destinations on the Coast, Central Valley, and the Bay Area.
- Improve travel time reliability between San Benito County and Santa Clara County.
- Equitably improve connectivity and mobility for communities in San Benito County and provide access to job centers and services in Santa Clara County.
- Alleviate regional/inter-regional traffic diversion onto the local roads to bypass congestion.



STAFF REPORT

Informational

Prepared By: Norma Aceves, Administrative Services Specialist

Subject: Community Engagement Update

Agenda Item No. 12

Approved By: Binu Abraham

Meeting Date: March 21, 2024

Recommendation:

Receive update on the SBCOG community engagement plan.

Summary:

SBCOG staff is actively developing a community engagement plan to establish and maintain an open dialogue with the public surrounding all aspects of the Highway 25 Conversion Project.

Background/ Discussion:

At the January Highway 25 Workshop, the SBCOG Board requested a community engagement plan to keep the community informed on the updates to the Highway 25 project. SBCOG has initiated the process of creating a plan.

As a first step in the process, we need the SBCOG Board to adopt a Purpose & Needs Statement for Highway 25, which is being addressed at the March 21st meeting. Once the Purpose and Needs Statement is finalized, staff will contract with a firm specializing in community engagement. SBCOG is also in the process of identifying stakeholders to be involved in this community engagement initiative.

Staff is seeking input from the Board regarding the overall community engagement process. We will be seeking feedback throughout the process on the following areas:

- Identifying target audiences and groups
- Identifying stakeholders and community leaders
- Identifying effective messaging and communication strategies
- Conducting risk assessments and identifying potential challenges and mitigation strategies
- Defining success criteria for evaluating the effectiveness of the plan

Input from the Board will be instrumental in shaping this plan for success.

Financial Impact:

No financial impact at this time.



STAFF REPORT

Informational

Prepared By: Samuel Borick,
Transportation Planner
Subject: Grants Opportunities

Agenda Item 13

Approved By: Binu Abraham, Executive Director
Meeting Date: March 21, 2024

Recommendation:

RECEIVE information regarding recent and upcoming grant opportunities the Council of San Benito County Governments (SBCOG) is applying for.

Summary:

SBCOG is actively pursuing state and federal grant opportunities to secure additional transportation funding for the San Benito region. These funds will be used to address regional transportation priorities such as improving connectivity, enhancing transit, and promoting environmental quality.

Background/ Discussion:

The purpose of this update is to provide information on relevant grant opportunities that will provide the San Benito region with funding to address regional transportation priorities. Currently SBCOG staff is addressing four different grant opportunities. Three of the grants are under the administration of federal agencies: two are managed by the FTA, and one by the EPA. Additionally, one grant is being administered by the state of California through Caltrans.

(3) Federally Administered Grants:

- *FTA Low or No Emission Grant Program:* The Low-No Program provides funding for the purchase or lease of zero-emission and low-emission transit buses, including the acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities. Applications for this grant are due by April 18th, 2024; selected grant applications will be announced on the FTA's website.
- *FTA Grants for Buses and Bus Facilities Competitive Program:* The Buses Program provides funding for capital projects to replace, rehabilitate, purchase, or lease buses and related equipment, or to rehabilitate, purchase, construct, or lease bus-related facilities. Applications for this grant are due by April 18th, 2024; selected grant applications will be announced on the FTA's website.

- *EPA Climate Pollution Reduction Grants Program*: The EPA Climate Pollution Reduction Grants seeks to address greenhouse gas pollution contributing to climate change by providing funding for measures that will significantly reduce greenhouse gas pollution in low-income and disadvantaged communities, by reducing hazardous air pollutants. SBCOG is partnering with VTA on this grant application and is seeking funds to implement a pilot coach-bus service that operates directly from Hollister to important employment destinations in downtown San Jose. Applications for this grant are due April 1st, 2024; funding recipients will be announced in July of 2024.

(1) California State Administered Grant:

- *Caltrans Sustainable Transportation Planning Grant Program*: The purpose of this grant program is to promote local and regional planning that supports the state's greenhouse gas reduction goals. SBCOG applied for this grant in January of 2024 and if funding is awarded the agency will hire a technical consultant to conduct a Zero Emission Bus Analysis and Transition Plan. This plan will serve as a roadmap to guide the transition of our fleet towards zero-emission technologies. Grant allocations will be announced sometime during the summer of 2024.

Financial Impact:

None



STAFF REPORT

Information

Prepared By: Samuel Borick,
Transportation Planner

Subject: Overall Work Program FY 2024/2025

Agenda Item No. 14

Approved By: Binu Abraham, Executive Director

Meeting Date: March 21, 2024

Recommendation:

RECEIVE draft of the Fiscal Year 2024/2025 Overall Work Program, which includes planning activities to be performed by the Council of San Benito County Governments

Summary:

As the Regional Transportation Planning Agency for San Benito County, the Council of San Benito County Governments (SBCOG) is responsible for developing an annual Overall Work Program (OWP). The OWP and its contents form the cornerstone of the SBCOG's activities, serving as a strategic roadmap that guides the organization's efforts by outlining the proposed activities and budget allocations for transportation planning endeavors in the upcoming fiscal year. The OWP serves as a vital document for SBCOG, aiding in the management of its planning priorities, facilitating in the acquisition of state and federal funds, and providing the public with information about agency activities.

Background/ Discussion:

Each year, in accordance with federal and state regulations, SBCOG adopts an Overall Work Program describing the comprehensive planning activities proposed to be undertaken during the next fiscal year by the Council of Governments, the Local Transportation Authority, the Airport Land Use Commission, the Measure A Authority and the Service Authority for Freeways and Expressways, which help SBCOG fulfill its mission.

The document provides detailed information on each major activity, including a description of the work to be performed, the major products of the effort, key milestones, and funding information. The OWP serves important agency objectives:

- **Reference:** the OWP may be used by members of the public, planners, and elected officials to understand how SBCOG will meet its objectives through the regional comprehensive planning process.
- **Management Tool:** the OWP is used as a management tool to ensure that the planned activities are accomplished both on time and within budget.

- Grant Support and Securing Resources: the OWP serves as documentation to support the various federal and state grants that finance SBCOG's planning program.

Currently a draft of the Fiscal Year 2024/2025 Overall Work Program has been developed and the draft has been submitted to Caltrans for review and feedback. Feedback will be incorporated prior to the final adoption of the Fiscal Year 2024/2025 Overall Work Program; the final adoption of the OWP is set to take place in May of 2024.

Financial Impact:

None at this time.

Attachments:

1. Draft FY 2024 – 2025 Overall Work Program



DRAFT
OVERALL WORK PROGRAM
Planning Activities for the San Benito Region
Fiscal Year 2024/2025





Mission Statement

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.

Council of San Benito County Governments (SBCOG) Board of Directors

Local Transportation Authority (LTA) • Airport Land Use Commission (ALUC) • Measure A Authority (MEA) • Service Authority for Freeways and Expressways (SAFE)



Scott Freels, Chair

Mayor, City of San Juan Bautista



Mia Casey, Vice Chair

Mayor, City of Hollister



Angela Curro, Director

Supervisor, County of San Benito



Dolores Morales, Director

Vice Mayor, Hollister City Council



Mindy Sotelo, Director

Supervisor, County of San Benito

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS AGENCY STAFF

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Office Assistant

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Geographic Setting

San Benito County is a rural and agricultural community in the Central Coast Region, south of Silicon Valley (Figure 1: Map of San Benito County). The County is surrounded by the Counties of Santa Clara, Santa Cruz, Monterey, Fresno, and Merced. The total land area of the county 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 population in the County was 64,209 according to the 2020 U.S. Census. The County has two incorporated cities – Hollister, population 41,678, and San Juan Bautista, population 2,089 – 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.

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, while the southern portion of the County is primarily rural.



Figure 1: Map of San Benito County

Council of San Benito County Governments

The Council of San Benito County Governments (SBCOG) was formed in 1973 through a Joint Powers Agreement among the City of Hollister, City of San Juan Bautista, and the County of San Benito. SBCOG consists of a five-member board that includes two representatives from the San Benito County Board of Supervisors, two representatives from the Hollister City Council, and one representative from the San Juan Bautista City Council. Caltrans serves as a non-voting ex-officio member.



SBCOG provides a forum for addressing regional concerns and fostering agreement on transportation matters. Its mission is to improve the mobility of San Benito travelers by developing and investing in a multi-modal transportation network that prioritizes safety, economic viability, and environmental sustainability. This mission is accomplished through planning and funding a variety of transportation projects and programs.

As the Regional Transportation Planning Agency for the San Benito region, SBCOG is responsible for developing an annual Overall Work Program (OWP) that guides the collaborative planning process, which involves the City of San Juan Bautista, City of Hollister, and County of San Benito. The process also involves coordination with the Association of Monterey Bay Area Governments (AMBAG) and the California Department of Transportation (Caltrans). Specifically, the OWP establishes the transportation planning objectives to be achieved and assigns the institutional responsibility and funding to complete the work. The OWP is organized in the following six chapters:

Chapter 1: Introduction/Prospectus describes the region and overview of the San Benito regional transportation system.

Chapter 2: Overall Work Program summarizes the purpose of the program and prior fiscal year planning accomplishments.

Chapter 3 Transportation Planning Priorities and Goals identifies the state and federal planning goals.

Chapter 4: Agency Organizational Structure describes the SBCOG agency structure, institutional relationships, consultation, and outreach processes.

Chapter 5: Funding Activities shows the use of projected revenues to complete the OWP during the 2024/2025 Fiscal Year and how those resources are allocated.

Chapter 6: Planning Program for Fiscal Year 2024/2025 contains Work Elements of major course work for the upcoming fiscal year. Each Work Element includes the project title, tasks, products/deliverables, schedule, staffing, and revenues for implementation of the OWP.

Appendix contains State required certifications and adopting resolution.

CHAPTER 1: INTRODUCTION/PROSPECTUS

A. Description of the Region

San Benito County is located in the Coast Range Mountains, south of San Jose and west of the Central Valley. The County is surrounded by Santa Cruz and Monterey Counties to the west, Santa Clara County to the north, and Merced and Fresno Counties to the east and south. The County encompasses over 890,000 acres (about 1,391 square miles) and is largely rural and a majority of the population resides in Hollister (the County seat), San Juan Bautista, or the unincorporated area of northern San Benito County. San Benito County is home to 64,209¹ residents and five regional highways and freeways which include: 152, 156, 25, 101, and 129. The county's proximity to Monterey and Santa Clara Counties combined with its relatively affordable housing options makes San Benito an increasingly attractive place to call home.

In San Benito County, the quality of life and economy depends on an efficient, effective, comprehensive, and coordinated multimodal transportation system that provides choices for the movement of people and goods and allows quick transfers between modes when and where they are needed. The need to maintain transportation linkages between rural and urban areas is of critical importance to the local economy, public health and safety, and the social structure of rural communities. Effective rural transportation planning improves the multimodal and intermodal transportation system and helps to ensure that the quality of life and economy in rural areas is maintained and enhanced. It does so by providing a strategic perspective on system investment over an extended period of time. Good rural transportation planning considers a wide range of investment, operational, and technology options that can meet the multimodal transportation needs of transportation system users.

Most importantly, effective rural transportation planning provides the users and stakeholders of the transportation system with ample opportunity to participate in the planning process, thus ensuring maximum input into the desires, visions, and directions for transportation system investment.

¹ 2020 U.S. Census

B. Snapshot of the San Benito Regional Transportation System

i. Transportation - Highways, Roads, and Funding

The San Benito region includes several highways that connect people between several 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 34.47 centerline miles within the County. The State of California’s highway system extends over 89.43 maintained miles within San Benito County.²

The California Department of Transportation (Caltrans) maintains one federal and four state highways, which include routes U.S. 101, SR 25, SR 129, and SR 156. Caltrans implements highway maintenance and safety projects along those routes.

- U.S. 101 passes through the northwestern portion of San Benito County for 7.5 miles and serves primarily interregional traffic.
- 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, apart from a short section in Hollister where there are three miles consisting of four and six lanes with access control (Figure 2: SR 25 in San Benito County).
- State Route 129 operates 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.
- 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



Figure 2: SR 25 in San Benito County

² California Public Road Data 2015

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 (Figure 3: SR 156 between Hollister and San Juan Bautista).

With the exception of U.S. 101, the highways in San Benito County are primarily two-lane conventional highways.

The San Benito region also provides an extensive public transit service for residents.



Figure 3: SR 156 between Hollister and San Juan Bautista

ii. Public Transit System

Despite San Benito County's common perception as an auto-oriented culture, the region's transit system includes an extensive network of services and options. The San Benito County Local Transportation Authority (LTA) was formed by a Joint Powers Agreement between the City of Hollister, City of San Juan Bautista, and the County of San Benito in 1990. The LTA is responsible for the administration and operation of the County Express and Specialized Transportation public transportation services in the San Benito region (Figure 4: County Express Riders).



Figure 4: County Express Riders

- County Express Transit System

The County Express fleet includes 19 vehicles, all of which are ADA-compliant and equipped with wheelchair lifts/ramps and bicycle racks. The LTA contracts with a private operator for management, dispatch, and driver hiring of the County Express transit service.

The County Express system currently provides the following services:

- o **Dial-A-Ride** - Dial-a-Ride service is provided 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 Saturdays from 9:00 a.m. to 3:00 p.m. Same-day service is available but is subject to availability and a convenience fee.
- o **Paratransit** - Complementary Americans with Disabilities Act Paratransit service is available for residents and visitors who are eligible because of a physical or cognitive disability as determined by LTA. 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.
- o **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 is from 4:45 a.m. to 10:23 p.m. with a limited schedule when Gavilan College is not in session. There are three early morning and evening runs to the Gilroy Caltrain station for connections to Caltrain and VTA bus services. Service to the Greyhound station operates four runs on Saturday and Sunday from 7:30 a.m. to 6:45 p.m.

- **On-Demand Service**- This is an on-demand, shared-ride, public transit service within the City of Hollister. Riders can book a trip through our app or call dispatch and ride in our ADA-accessible vehicles with our trained drivers at a fraction of the cost of traditional rideshare apps. This service is currently suspended due to a driver shortage.
- **Tripper Service**- County Express' Tripper provides safe and reliable service to San Benito High School, Rancho San Justo, Marguerite Maze, and other Hollister schools. This service is open to the public.

– **Specialized Transportation Services**

The LTA contracts with Jovenes de Antaño, a local non-profit organization that has been providing Specialized Transportation Services to San Benito residents since 1990. Specialized Transportation services include Out-of-County Non-Emergency Medical Transportation (i.e., Dialysis Treatment), Medical Shopping Assistance Transportation, and the Senior Lunch Transportation Program. The Senior Lunch Transportation Program service was suspended in March 2020 in response to the COVID-19 pandemic. These services exceed the requirements of Americans with Disabilities Act, as they provide escort services, door-through-door, and minor translation services to the passengers.

Jovenes de Antaño also has a referral program that provides information about other senior social services within the community, coordination of home-based services, referral to legal assistance, and other local services to their clients. The coordination effort between Jovenes de Antaño and LTA allows for a reliable service for this critical need in the community. According to the 2020 U.S. Census, 12 percent of the total County population is aged 65 or older.³ Many of these elderly individuals and persons with disabilities require specialized transportation services to travel to medical appointments, shop, and visit recreational centers.

³ 2020 U.S. Census, San Benito County

iii. Active Transportation

Another important component of the San Benito region’s transportation network is planning for *active transportation*, which includes pedestrian and bicycle projects and programs. Local jurisdictions are continuing to implement *complete street* concepts into their planning methodologies. *Complete streets* is a transportation policy and design approach that requires streets to be planned, designed, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities.

Education plays a crucial role in advancing greater bicycling and walking activity, while also promoting safety awareness. SBCOG has made great strides to encourage walking and bicycling within the San Benito region. Specifically, SBCOG has implemented various educational programs and projects, including:

- Serving on the State of California Walk and Bike Technical Advisory Committee made up of external partners to provide regular strategic input and technical guidance on Caltrans’ complete streets and active transportation efforts.
- Serving as a member agency of the Safe Kids Coalition of San Benito County. In this capacity, SBCOG staff participates in assisting in the annual Kids at the Park event, helmet fittings at several local schools, pop-up events promoting bicycle safety, and Walk to School Day (Figure 5: Figure 5: Walk to School Day Calaveras Elementary School).
- SBCOG serves on the City of Hollister and County of San Benito’s Development Review Committees to provide project specific comments to improve bicycle and pedestrian access and circulation.
- SBCOG sponsors the annual Bike-to-School Day festivities by encouraging students to safely ride to and from school. The event aims to reduce childhood obesity and injury, traffic at school sites, and vehicle emissions (Figure 6: Bike to School Day R.O. Hardin Elementary School).



Figure 5: Walk to School Day



Figure 6: Bike to School Day

At a planning level, SBCOG prepared the SR 156 Multimodal Enhancement Study. The purpose of the study was to address traffic circulation issues at the only two access points into the City of San Juan Bautista from SR 156. Moreover, SBCOG

partnered with Caltrans on its development of the District 5 Active Transportation Plan. The Caltrans Active Transportation Plan identifies active transportation improvements on, across or parallel to the State Highway System. District level plans will emphasize social equity – strengthening and reconnecting local networks and improving safety and access for people who walk, bicycle, and use transit.

iv. Aviation

Aviation plays a major role in regional transportation and serves several purposes in the region. The agricultural community, firefighting, commercial activities, such as goods movement or agricultural commodities, and medical agencies depend on the use of aircraft.

Nearby urban airports are experiencing development pressures that may lead to closure, and nearby airports may see an increased demand for their facilities. Also, the advent of Unmanned Aerial Systems and Advanced Air Mobility may be an opportunity for planning to be competitive in the future of aviation.

Aviation facilities also meet the needs of private aircraft users for commercial and recreation uses. The local airport and airpark, include:

a. Hollister Municipal Airport

The Hollister Municipal Airport is located approximately two miles north of Hollister adjacent to State Route 156 and is owned and operated by the City of Hollister. City officials view the airport as a "front door" through which many businesses, coming to Hollister for the first time, will pass before seeing the rest of the city.

b. 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.

v. Goods Movement

Most of the commodities moving through the San Benito region are transported in and out of the county by truck, with a small portion transported by rail. The region experiences high truck traffic in and around San Juan Bautista and Hollister as SR 156 is a state designated Interregional Route. Commodity exports from the County primarily consist of agricultural products and quarry materials; the transport of these products generates truck traffic in and out of the region. While this traffic is largely

confined to state highways, it also impacts local streets and rural roads not designed to handle large heavy trucks, creating conflicts with local traffic, and adding to congestion.

vi. Railroad

The sole rail line in the San Benito region is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero Creek in Santa Clara County. With the advent of the state highway and the competitive shipping rates offered by truckers, rail has become a less viable form of commodity transport than it was in decades past.

The High-Speed Rail project alignment crosses Santa Clara, San Benito, and Merced Counties. There are no proposed High-Speed Rail stops that will service San Benito County residents at this time. Nonetheless, any proposed connections to the High-Speed Rail to Caltrain will be serviced by San Benito County Express Intercounty services. County Express currently provides connections to the Gilroy Caltrain Station.

CHAPTER 2: OVERALL WORK PROGRAM

The Overall Work Program (OWP) details the transportation planning activities that the Council of Governments (SBCOG) will undertake during the Fiscal Year spanning from July 1, 2024, to June 30, 2025. The OWP defines the continuing, comprehensive, and coordinated planning process for the region, inclusive of the City of Hollister, City of San Juan Bautista, and the County of San Benito. The document also includes planning work undertaken directly by other agencies for the San Benito region, such as by the Association of Monterey Bay Area Governments (AMBAG) and Caltrans, in collaboration with SBCOG.

Specifically, the OWP consists of an emphasis on monitoring activities funded with Office of Regional and Community Planning - administered transportation planning funds, which include State Rural Planning Assistance, federal Consolidated Planning grants, and Caltrans Transportation Planning grants. This document also includes other major planning activities performed by SBCOG, outside of the above-mentioned funding sources.

The document serves as a reference to be used by the public, planners, and elected officials to understand how SBCOG will meet its regional transportation planning objectives. The following section identifies the planning accomplishments completed by SBCOG during the previous OWP, Fiscal Year 2023/2024.

Previous Year 2023/2024 Overall Work Program Planning Accomplishments

As an agency, SBCOG serves in a variety of capacities including as the Local Transportation Authority (LTA), the Airport Land Use Commission (ALUC), the Measure A Authority (MEA), and the Service Authority for Freeways and Expressways (SAFE) for the San Benito County region. The accomplishments for the above-mentioned agencies are included as follows:

SBCOG Transportation Planning

SBCOG partnered on several transportation planning activities of significance, some of which include the following:

- a. At a regional level, SBCOG continued coordination with Caltrans and the Santa Clara County Valley Transportation Authority (VTA) on the San Benito/Santa Clara Mobility Partnership,⁴ which met every other month. The Partnership receives updates on the following VTA lead projects:

⁴ Meeting information <http://santaclaravta.igmp2.com/Citizens/Board/1107-Mobility-Partnership>

- US 101/SR 25 Interchange Improvement Project (Phase 1 Project) is in the final design phase and is anticipated to open to the public in early 2027. Phase 1 project sets the stage for future implementation of the overall interchange reconfiguration slightly north of the current interchange. Phase 1 will accommodate future improvements to US 101, SR 25, SR 152, and provide a connection point at the interchange for a future Santa Teresa Boulevard extension to Castro Valley Road. The proposed Phase 1 project is funded by 2016 Measure B and SB1.
 - SR 152 Trade Corridor from US 101 to I-5 proposes to construct a new 4-lane highway between U.S. 101 and SR 156 and provide eastbound truck climbing lanes over Pacheco Pass. The improvements would accommodate the long-term travel needs of commercial, commuter, and recreational traffic and result in an economically viable, safe, and efficient highway system that would enhance the quality of life for the local communities and the economic vitality of the region.
 - Partnered with the Metropolitan Transportation Commission/ Valley Transportation Authority on submitting an EPA Climate Pollution Reduction Grant (CPRG) to implement a shuttle connection bus service operating directly from Hollister to San Jose.
- b. Work on the SR 25 Turbo Roundabout Project was completed; the Roundabout became operational in February of 2024.
 - c. Participated in public outreach activities with Caltrans during the development phase of the SR 25 Widening Project. Work included participation in the Highway 25 workshop.
 - d. Continued to monitor and coordinate additional CHP safety enforcement at the No Left Turn Project at SR 25/Bolsa Road.
 - e. Continued participation in the Central Coast Coalition, which is comprised of the six regional transportation planning agencies and metropolitan planning organizations for the counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz who are committed to making multi-modal investments and improving infrastructure along the Central Coast. Work included participation at the annual Legislative Session in Sacramento, which consisted of meetings with CalSTA, Caltrans Director, California Transportation Commission, Governor’s Office of Planning & Research, and the Office of the Governor, as well as state and federal legislators.
 - f. Continued implementation of the 2020-2045 San Benito Regional Transportation Plan (RTP). The RTP is the region’s comprehensive transportation planning document, which serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements <http://sanbenitocog.org/2022-regional-transportation-plan/>.
 - g. Began working on the 2025-2050 San Benito Regional Transportation Plan (RTP).

- h. Continued to provide transportation updates to SBCOG's advisory committees, which include the Technical Advisory Committee, Social Services Transportation Advisory Council, and Measure G Citizens Oversight Committee.
- i. Measure G: San Benito County Roads and Transportation Safety Investment Plan:
 - Held Measure G Transportation Safety and Investment Plan Oversight Committee meetings with the established Measure G Citizens' Oversight Committee, which meets at least once per year, but no more than four times per year.
 - Completed the Fiscal Year Measure G Annual Report in accordance with the Measure G Transportation Safety and investment Plan. The Report is available on the Measure G website <http://sanbenitocog.org/measureg/>.
 - Monitored Measure G funds through the California Department of Tax and Fee Administration (CDTFA) and prepared quarterly reports.
 - Processed Measure G payments to local agencies for local street and road projects.
 - Continued coordination with the City of Hollister, City of San Juan Bautista, and County of San Benito on the implementation and delivery of the voter approved Measure G.
 - Updated the Measure G website which provides an interactive map of completed measure funded projects and other relevant information to inform the public on the expenditure of the voter approved measure <http://sanbenitocog.org/measureg/>.
- j. Continued to serve on the local jurisdictional Development Review Committees for transportation circulation input on proposed development.
- k. Continued implementation of the San Benito County Bikeway and Pedestrian Master Plan, Complete Streets Guidebook, and the ATP District 5 Plan.
- l. Coordinated a no-left turns project on SR 156 which addresses oncoming traffic from roads connecting to 156 where there are no managed intersections.
- m. Collaborated with the San Benito Water District to facilitate the expansion of a water line along SR 156.
- n. Continued coordination as a member of the Safe Kids Coalition of San Benito County to promote bicycle and pedestrian safety on a regional basis.
- o. Continued efforts to reduce congestion by administering the Vanpool Program.

- p. Continued maintenance of the SBCOG website (SanBenitoCOG.org) and social media pages.
- q. Completion of the underpass mural at San Juan Bautista, funded through the Clean California grant that SBCOG secured through CTC.

SBCOG Transportation Funding

- a. Provided local jurisdictions with grant support and information on various federal, state, regional, and local funding sources.
- b. Assisted local jurisdictions with amendments to the Metropolitan and Federal Transportation Improvement Program (FTIP/MTIP) listing of federal and/or regionally significant projects.
- c. Submitted an allocation request to the Transit and Intercity Rail Capital Program (TIRCEP) for transit modernization projects such as the development of a transportation hub and Lo-No emissions infrastructure.
- d. Submitted a grant application to the Caltrans Sustainable Transportation Planning Grant Program with the intention of funding a fleet transition planning study.
- e. Assisted local jurisdictions with the project reporting and delivery requirements of Senate Bill 1 funding, the Road Repair and Accountability Act of 2017.
- f. Continued distribution of Surface Transportation Block Grant Program funds, based on board adopted policies, to local jurisdictions for various transportation projects, including bridge, road, bicycle, and pedestrian improvements.

Transportation Development Act (TDA) Funds:

- Conducted the annual Unmet Transit Needs process and addressed unmet transit needs that were found *Reasonable to Meet*, in accordance with TDA. The Unmet Transit Needs process met all state-mandated processes and was certified by Caltrans. Continued administration and apportionment of TDA monies from the Local Transportation Fund and State Transit Assistance fund.
- Reviewed and approved claims for distribution of TDA bicycle and pedestrian funds to the local jurisdictions.
- Initiated update of the annual Financial Audit, with the assistance of an independent auditor. The audit was prepared in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

i. Local Transportation Authority (LTA)

- a. The Local Transportation Authority (LTA) continued to oversee the local public transportation contractors, MV Transportation and Jovenes de Antaño.
- b. Submitted grant applications for two FTA grants: the 5339(c) Low or No Emission Grant Program and the 5339(b) Grants for Buses and Bus Facilities Competitive Program. Awarded funds from these grants will be used to procure Zero Emissions Buses and install corresponding infrastructure.

Measure A Authority (MEA)

- a. There was no work conducted under the Measure A Authority as the measure has expired.

iv. Service Authority for Freeways and Expressways (SAFE)

- a. Maintained the existing call box program, with 40 call boxes in total along Highways, 25, 101, 156, and along Panoche Road in San Benito County.

v. Airport Land Use Commission (ALUC)

- a. Continued to attend City of Hollister and County of San Benito Development Review Committee meetings to coordinate Site and Architectural reviews for proposed development within the Hollister Municipal Airport and Frazier Lake Airpark's Airport Influence Areas. Provide project proponents with preliminary project comments to ensure consistency with the Airport Land Use Compatibility Plan.
- b. Reviewed general plan land amendments that could have land use implications on the land within the Airport Influence Area.
- c. Collaborated with the City of Hollister to identify funding in the California Airport Capital Improvement Plan to update the Hollister Airport Land Use Compatibility Plan.

CHAPTER 3: TRANSPORTATION PLANNING PRIORITIES AND GOALS

The agency's strategic vision encompasses both short-term and long-term goals that change on an annual basis. Supporting this strategic vision are OWP priorities which are updated annually to highlight specific areas of focus for the coming fiscal year. The adoption of the strategic vision and priorities will fulfill SBCOG's commitment to our funding partners, Caltrans, the Federal Highway Administration, and the Federal Transit Administration, to develop the FY 2024-25 OWP and budget based on Board priorities.

A. Federal Planning Factors (FPF)

SBCOG is required to incorporate Federal Planning Factors (FPF) into the annual OWP. FPF are issued by Congress and emphasize planning factors from a national perspective. The FPF are revised or reinstated with any new reauthorization bill and include the following:

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 for 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 operation.
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 and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

CHAPTER 4: AGENCY ORGANIZATIONAL STRUCTURE

A. Jurisdictional Boundaries

The Council of Governments' (SBCOG) jurisdiction follows the boundaries within the San Benito region, which include the City of San Juan Bautista, City of Hollister, and County of San Benito. The actions of SBCOG are governed by Transportation Development Act regulations, the California Code of Regulations, Memorandums of Understanding with Caltrans, and a Joint Powers Agreement with the City of Hollister, City of San Juan Bautista, and County of San Benito. SBCOG serves in various capacities including as the:

- i. **Regional Transportation Planning Agency:** SBCOG is designated as the Regional Transportation Planning Agency for San Benito County region and is charged by state law in meeting certain transportation planning requirements. In this capacity, SBCOG is responsible for the development of the Overall Work Program and Regional Transportation Plan – a long-term blueprint of a region's transportation system. In addition, this entity is responsible for the annual allocation of State funds from the Transportation Development Act to local jurisdictions and transit operators. SBCOG is also responsible for the facilitation and administration of the Measure G Sales Tax Measure which aims to improve road safety and transportation infrastructure using funds generated by a one percent sales tax implemented through the measure. This tax spans a 30-year period and supports a range of local transportation safety initiatives including improvements to Highway 25.
- ii. **Consolidated Transportation Service Agency:** In September 1986, LTA entered into a Joint Powers Agreement to act as the Consolidated Transportation Service Agency for San Benito County. SBCOG acts as a lead agency in providing, consolidating, and coordinating social service transportation activities and is eligible for Transportation Development Act and Local Transportation Funds for such services.
- iii. **Area-wide Planning Organization:** SBCOG is designated by the United States Department of Housing and Urban Development as the Area-wide Planning Organization for San Benito County. This designation carries with it the responsibility to comply with the comprehensive planning responsibilities of Section 701 of the Housing Act of 1954 and subsequent related legislation.
- iv. **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. This agreement, effective since July 1, 1990, transferred responsibility of the regional transit system from the City of Hollister to the LTA. The LTA Board is composed of the same members as the SBCOG Board.
- v. **Airport Land Use Commission (ALUC):** The purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of 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. ALUC reviews projects within the Airport Influence Area of the two local airports, which include the Hollister Municipal Airport and Frazier Lake Airpark. The ALUC Board is composed of the same members as the SBCOG Board.

- vi. **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 one-half of one percent sales tax over a period of ten years to be used for several local transportation improvement projects. The MEA Board is composed of the same members as the SBCOG Board.
- vii. **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 call boxes. There are currently 40 call boxes in San Benito County along highways 25, 101, 129, 156, and along Panoche Road. The SAFE Board is composed of the same members as the SBCOG Board.

B. Agency Personnel

The Council of San Benito County Governments consists of eight full-time equivalent positions, which include the following:

i. **Executive Director**

The Executive Director is appointed by the Council of Governments Board of Directors and serves as the Executive Director of the Local Transportation Authority, Measure A Authority, Airport Land Use Commission, and the Service Authority for Freeways and Expressways. The Executive Director is a top-management level position with responsibility for project management, planning, organizing, directing, coordinating staff, and finances in accordance with the agency's objectives, plans, and policies adopted by the Board of Directors.

ii. **Administrative Services Specialist**

The Administrative Services Specialist position is a supervisory classification for coordinating and supervising the administrative support functions of SBCOG. Under the direction of the Executive Director, the Services Specialist organizes and participates in the support functions to prepare financial reports. This position is responsible for oversight of administrative staff, which includes the Secretary and Office Assistant. s

iii. **Transportation Planning Staff**

The Council of Governments' planning staff consists of three full-time Transportation Planners.

- The Transportation Planners are primarily responsible for transportation planning activities, including the development of the Regional Transportation Plan, Regional Housing Needs Allocation (RHNA), Overall Work Program, oversight of Measure G project implementation, etc.
- The Transportation Planners are responsible for staffing the Local Transportation Authority (LTA), which includes transit system management, funding applications, performance reporting and operations. This full-time planner is responsible for overseeing the two public transportation system operations contracts with MV Transportation and Jovenes de Antaño.
- The Transportation Planners are responsible for staffing the Airport Land Use Commission, the Service Authority for Freeways and Expressways, and the Rideshare Program. This Transportation Planner position is currently vacant.

iv. **Maintenance Staff**

The Local Transportation Authority employs one full-time mechanic to maintain the transit fleet and Vanpool Program vehicles.

v. **Administrative Support Staff**

The SBCOG administrative support staff consists of a full-time Secretary and Office Assistant. The Secretary provides office support and serves as clerk to the SBCOG, LTA, ALUC, SAFE, and MEA Board Directors. The Office Assistant provides support to LTA and SBCOG staff. These positions are primarily funded by Transportation Development Act funds.

vi. **Organizational Chart**

The Board of Directors and agency personnel organizational structure are shown below (Figure 7: SBCOG Organizational Chart).

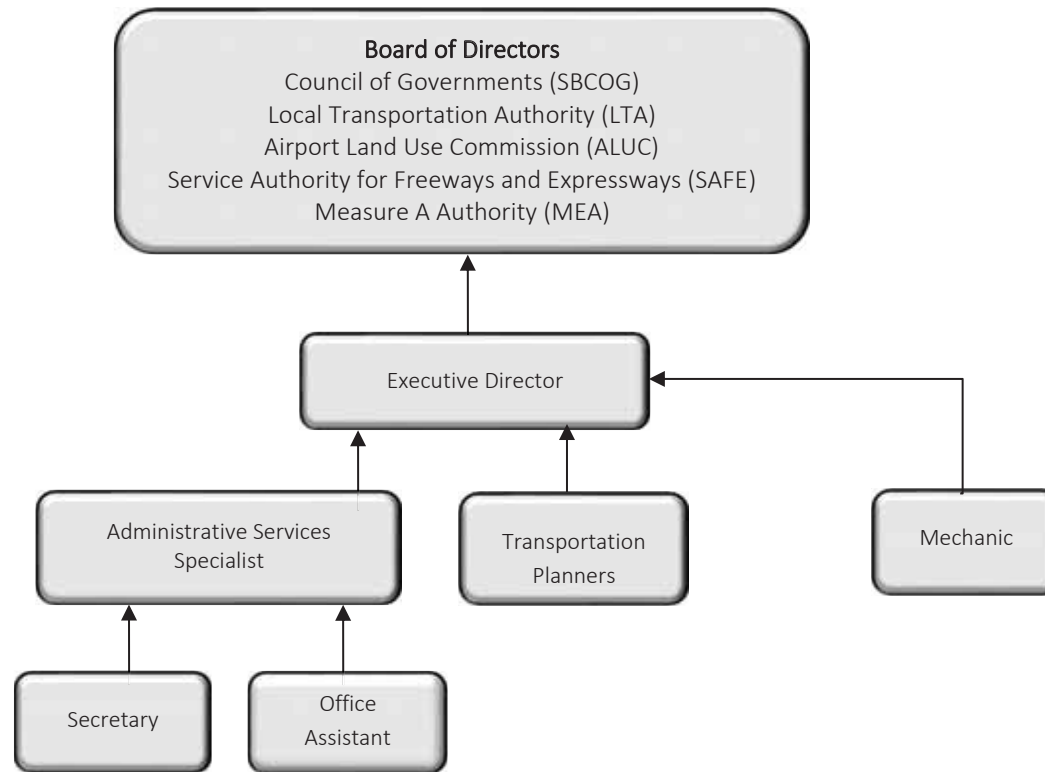


Figure 7: SBCOG Organizational Chart

C. Interagency and Community Decision Making Process

The Council of Governments (SBCOG) Board of Directors governs the agency by providing policy direction. Members are represented on the Board of Directors by two City of Hollister Council representatives, one representative from the San Juan Bautista City Council, and two from the County Board of Supervisors. Consistency of local government actions with the regional objectives is assured by actively involving local decision-makers in the planning process.

The decision-making process of SBCOG will continue to advance its public participation and consultation efforts through guidance from its advisory committees, which include the following:

D. Advisory Committees

SBCOG has three advisory committees that make recommendations to the Board of Directors on a variety of regional transportation issues. Those advisory committees include:

- i. **Technical Advisory Committee (TAC):** This committee advises SBCOG on matters related to transportation planning. Committee members include:
 - Binu Abraham, Executive Director, Council of San Benito County Governments
 - Don Reynolds, City Manager, City of San Juan Bautista
 - Eva Kelly, Development Services Director, City of Hollister
 - William Via, Community Services Director, City of Hollister
 - Steve Loupe, Public Works Administrator
 - Abraham Prado, Director of Planning and Building Services
 - Noel Coady, Captain, California Highway Patrol
 - Jill Leal, Transportation Planner, Caltrans
 - Heather Adamson, Director of Planning, Association of Monterey Bay Area Governments

- ii. **Measure G Citizens Oversight Committee** - Measure G calls for a Transportation Safety and Investment Plan Oversight Committee to be composed of San Benito County citizens to oversee compliance with the Ordinance. This committee consists of the following members:
 - Victor Gomez – Latinx Community (Committee Chair)
 - Darlene Boyd – Education (Vice-Chair)
 - Vacant – Senior/Disabled Community
 - John Espinosa – Industry
 - Neils Ash – Trade/Labor
 - Vacant – Agriculture
 - Jim Parker – SBC District 1
 - Jason Hopkins – SBC District 2
 - Sandy Hughes – SBC District 3
 - Kevin Stopper – SBC District 4
 - Andrew Rollins – SBC District 5

- iii. **Social Services Transportation Advisory Council (SSTAC):** Members on the advisory committee are appointed by SBCOG. They 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). This committee consists of the following members:
 - Leona Medearis-Peacher, General Manager, MV Transportation
 - Danny Barrera Jr, Executive Director, Jovenes de Antaño
 - Vacant, Community Services and Workforce Development
 - Clay Kempf, Executive Director, Area Agency on Aging
 - Vacant, transit user
 - Joshua Mercier, San Benito County Health and Human Services Agency
 - Paulette Cobbs, San Benito High School
 - Maria Magaña, Special Projects Coordinator, Central Coast Center for Independent Living
 - Stacy Romo, Program Coordinator, HOPE Services
 - Samuel Borick, Transportation Planner, LTA/CTSA
 - Douglas Kean, Transportation Planner, LTA/CTSA

E. Coordination

The Council of San Benito County Governments (SBCOG) has developed multiple mechanisms to promote coordination. These include the diversified membership of the agency committees, exchange of work programs, plans, informal day-to-day communication, and other means by which SBCOG works to improve coordination and cooperation within the region.

Specifically, SBCOG coordinates transportation related activities regularly through its Board meetings, which are published on the SBCOG website at SanBenitoCOG.org. Coordination is also maintained with staff from other departments of the cities and the county, primarily those connected with planning, public health, public works, airport, accounting, and administration.

In 1993, a Memorandum of Understanding between SBCOG, Caltrans, and the Association of Monterey Bay Area Governments (AMBAG) was adopted for meeting Intermodal Surface Transportation Efficiency Act (ISTEA)⁵ requirements related to Metropolitan Planning Organization boundaries, planning, and programming for air quality non-attainment areas. This memorandum was revised and readopted in 1997. SBCOG will coordinate with the AMBAG to perform specific studies relating to such items as traffic modeling, growth forecast, air quality conformity, and metropolitan transportation planning.

At the regional level, the many agencies directly associated with transportation financing, planning, and implementation, include:

- California State Transportation Agency (CalSTA)
- California Transportation Commission (CTC)
- California Department of Transportation (Caltrans)
- Association of Monterey Bay Area Governments (AMBAG)
- Monterey Bay Air Resources District (MBARD)
- City of Hollister
- City of San Juan Bautista
- San Benito County
- Council of San Benito County Governments (SBCOG)
- Local Transportation Authority (LTA)
- Service Authority for Freeways and Expressways (SAFE)
- Airport Land Use Commission (ALUC)

⁵ The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 provided funding authorizations for highways, highway safety, and mass transit for the next six years.

F. Public Participation

Public participation efforts center on seeking input from the public on SBCOG planning activities, including meetings, short- and long-range plans, and reports.

SBCOG encourages public participation by holding meetings and gathering public input on a continuous basis. Reaching and engaging all traditional and nontraditional stakeholders in the community is important to the agency, including under-represented and under-served populations. To further ensure participation, every three years, SBCOG prepares a Title VI Program and Language Assistance Plan (LAP) for Limited English Proficiency (LEP) individuals.⁶ The Title VI component of the Plan ensures that “No person in the United States shall, on the ground 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 financial assistance.” The Language Assistance Plan for Limited English Proficiency portion of the Plan is aimed at ensuring meaningful access to programs and activities by persons with limited English proficiency. For example, in order to accommodate Spanish-speaking individuals; interpreters and/or bilingual staff are available at several public meetings conducted by SBCOG.

Another resource consists of the Association of Monterey Bay Area Governments’ Monterey Bay Region Public Participation Plan. The Plan was prepared collaboratively with San Benito SBCOG, Santa Cruz County Regional Transportation Commission, Transportation Agency for Monterey County, and the regional transit agencies. The purpose of the Plan is to offer clear guidance for involving the public effectively in transportation planning projects and studies conducted by these agencies.

The Overall Work Program also provides guidance in the structuring of regional planning processes to ensure that, to the greatest extent possible, interagency consultation and public participation are made an integral and continuing part of the regional decision-making process. The participation policies and procedures outlined in this program are designed to align with relevant federal and state laws and regulations. They also reflect the shared regional commitment to ensuring that all residents have an equal chance to participate in shaping and implementing regional policies, programs, and projects.

⁶ Title VI Program and Language Assistance Plan (LAP) for Limited English Proficiency (LEP): <http://sanbenitocog.org/resources/>

CHAPTER 5: FUNDING ACTIVITIES

A. Overall Work Program Funding

The transportation planning work done by the Council of San Benito County Governments (SBCOG) is largely funded with State Rural Planning Assistance (RPA) funds. The RPA fund estimated for the Fiscal Year 2024/2025 Overall Work Program is \$294,000. It is anticipated that SBCOG will use the full apportionment of funding during the fiscal year in question. Other major funding contained in this Overall Work Program include federal, state, regional, and local sources. New planning grant funds awarded to SBCOG, after the adoption of the OWP, will be amended into the Overall Work Program.

B. Overall Work Program Budget Distribution

The budget for this Overall Work Program is estimated at \$1,060,696 for Fiscal Year 2024/2025.

C. Figure 8: OWP Financial Table

The financial table below documents the planning funding sources identified for each of the Work Elements.

Work Element	Transportation Development Act Admin.	Program Administration and Management	Overall Work Program	Public Participation	Regional Coordination	Transit System Administration & Planning	Airport Land Use Commission	Emergency Motorist Aid System - SAFE	Metropolitan Planning & Programming	Measure G Implementation	Regional Transportation Plan	Bikeway and Pedestrian System Planning & Promotion	Road System Planning	Transportation System Modelling	Regional Rideshare Program	Regional Transp. Improvement Program	San Benito County Regional Transportation Planning	San Benito County Transp. Improvement Programming	Total
Funding Source	101	102	103	104	105	106	107	108	109	110	201	301	302	303	304	305	624	642	Total
RPA [1]			\$19,462	\$33,060	\$43,358	\$32,000			\$6,000		\$67,120	\$15,000	\$54,000	\$6,000		\$18,000			\$294,000
PPM [2]					\$8,880				\$4,020		\$3,330		\$4,860	\$4,070		\$11,840			\$ 37,000
TDA [3]	\$70,000	\$121,149				\$421,876	\$12,908												\$625,933
DMV [4]								\$21,790											\$21,790
Local Funds [5]							\$2,700								\$5,078				\$7,778
Measure G [6]										\$74,195									\$74,195
TOTAL	\$70,000	\$121,149	\$19,462	\$33,060	\$52,238	\$453,876	\$15,608	\$21,790	\$10,020	\$74,195	\$70,450	\$15,000	\$58,860	\$10,070	\$5,078	\$29,840	\$	\$	\$1,060,696

[1] Rural Planning Assistance, State funds.

[2] Planning, Programing, & Monitoring.

[3] Transportation Development Act, State funds.

[4] Department of Motor Vehicles, Local funds.

[5] Local Funds: ALUC project review fees, Vanpool Program collected lease fees, and local match funds (i.e. in-kind staff time).

[6] Local tax measure funds.

Figure 8: OWP Financial Table

CHAPTER 6: PLANNING PROGRAM FOR FISCAL YEAR 2024/2025

Work Element Summary

This section of the Overall Work Program describes the specific planning tasks (Work Elements), which will be conducted by the Council of Governments (SBCOG), Local Transportation Authority (LTA), Measure A Authority (MEA), Airport Land Use Commission (ALUC), and the Service Authority for Freeways and Expressways (SAFE) during the 2024/2025 Fiscal Year. The Work Elements identify specific tasks, products, budget, and staffing related to each project.

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Association of Monterey Bay Area Governments (AMBAG) Work Elements Partially funded by SBCOG:		
624	San Benito County Regional Transportation Planning	
642	San Benito Transportation Improvement Program	

Category 100: Coordination and Information

Work Element 101: Transportation Development Act Administration

Lead Agency: Council of Governments

Project Manager: Norma Aceves, Administrative Services Specialist



Objective

To administer the requirements of the Transportation Development Act (TDA) in compliance with the statutes and the California Code of Regulations. The TDA of 1971, was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. It provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

Previous and Ongoing Work

SBCOG has been responsible for TDA administration since 1974. These funds support SBCOG program administration, public transit operations, bicycle and pedestrian projects, and maintenance of local streets and roads. Under the TDA, SBCOG is also responsible for carrying out the annual Unmet Transit Needs hearings, annual financial audit, and the triennial performance audit. The most recent triennial performance audit report (2018/19, 2019/20, and 2020/21 Fiscal Years) was adopted in June of 2022. The next Triennial Performance Audit will cover the 2021/2022, 2022/2023, and 2023/2024 period.

Work Element 101 Funding Source				Amount
Transportation Development Act (TDA)				\$70,000
Total				\$70,000
	Task	Deliverable	Deadline	Responsible Party
1.	Allocate TDA funds consistent with state and SBCOG policies.	<ul style="list-style-type: none">Resolutions allocating funds.Assist local agencies with funding requests.Track funding expenditures and balances	June 30, 2025	SBCOG
2.	Monitor changes in TDA statutes. Advise local jurisdictions, transit operators, and SBCOG Board of changes to the TDA.	<ul style="list-style-type: none">Quarterly Staff reportsQuarterly Memos	June 30, 2025	SBCOG

3.	Conduct the annual TDA Financial Audit and Triennial Performance Audit.	<ul style="list-style-type: none"> • Hire independent auditor. <ul style="list-style-type: none"> – Request for Proposals – Contract • Annual Financial Audit Report and Triennial Performance Audit Report • Prepare for Implementation of audit recommendations 	June 30, 2025	SBCOG
4.	Conduct the annual Unmet Transit Needs process.	<ul style="list-style-type: none"> • Bilingual newspaper notice • Meeting/Hearing flyers • One bilingual public hearing/meetings • Onboard bus interviews with bus riders • Draft Report to Caltrans • Unmet Transit Needs draft report presented to the Social Services Transportation Advisory Council and SBCOG Board • Final Report to SBCOG Board • Report deadline to Caltrans • LTA starts planning the implementation of transit recommendation 	<p>January 2025</p> <p>February 2025</p> <p>February 2025</p> <p>February 2025</p> <p>March 2025</p> <p>March 2025</p> <p>May 2025</p> <p>August 2025</p> <p>June 2025</p>	SBCOG/LTA

Work Element 102: Program Administration and Management

Lead Agency: Council of Governments

Project Manager: Binu Abraham; Executive Director



Objective

To manage, support, coordinate, and administer SBCOG’s planning program in compliance with state and federal regulations.

Previous and Ongoing Work

This work element is a continuing activity of SBCOG; it includes Board and committee meetings. This work element is intended to cover all of the day-to-day administrative duties of the agency and the governing Board of Directors.

Work Element 102 Funding Source				Amount
Transportation Development Act (TDA)				\$121,149
Total				\$121,149
	Task	Deliverable	Deadline	Responsible Party
1.	Conduct monthly SBCOG Board meetings in hybrid format, in-person and on the Zoom platform.	<ul style="list-style-type: none"> Agenda, Staff reports Meeting minutes Presentations Board stipends Website updates Legal coordination 	Monthly	SBCOG
2.	Conduct monthly Technical Advisory Committee and Bicycle and Pedestrian Advisory Committee meetings.	<ul style="list-style-type: none"> Agendas, minutes Staff reports, presentations Meeting minutes Website updates 	Monthly	SBCOG
3.	Prepare budget reports for Board review and approval.	<ul style="list-style-type: none"> Budget hearings Technical reports Quarterly budget reports Final budget 	March-June 2025	SBCOG
4.	Update SBCOG Bylaws, Rules, and Regulations.	<ul style="list-style-type: none"> Bylaws/rules and regulations 	June 30, 2025	SBCOG

Work Element 103: Overall Work Program

Lead Agency: Council of Governments
 Project Manager: Samuel Borick; Transportation Planner and
 Norma Aceves; Administrative Services Specialist



Objective

To prepare SBCOG’s annual Overall Work Program in accordance with Caltrans’ Regional Planning Handbook, a reference manual for administering Overall Work Programs and specific transportation planning funds.

Previous and Ongoing Work

This Work Element is a continuing activity of SBCOG. Each fiscal year, SBCOG prepares an Overall Work Program which describes the planning activities that the agency will perform in the upcoming year, in accordance with established policies.

Work Element 103 Funding Source				Amount
Rural Planning Assistance (RPA)				\$19,462
Total				\$19,462
	Task	Deliverable	Deadline	Responsible Party
1.	Closing out of the previous Overall Work Program. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Completes and signs the Grant Program Close-Out Report form (RPA) • Reviews the final Request for Reimbursement (RPA) • Sends copies to Caltrans Office of Regional Planning (RPA) 	July 2024 July 2024 July 2024	SBCOG
2.	Prepare OWP staff assignments and project schedule. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • OWP staff assignments (RPA) • OWP Schedule (RPA) 	December 2024	SBCOG
3.	Provide Draft OWP to SBCOG Board for comment and submittal to Caltrans for comment. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Staff reports (RPA) • Draft OWP (RPA) 	February 2025	SBCOG
4.	Provide Draft OWP to Caltrans for comment. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Draft OWP (RPA) 	March 1, 2025	SBCOG/Caltrans

5.	OWP coordination and consultation with AMBAG, Federal Highway Administration (FHA), Federal Transit Administration, and Caltrans. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Annual Meeting (RPA) 	April 2025	AMBAG
6.	Prepare Draft OWP for public review. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Draft OWP (RPA) 	April 2025	SBCOG
7.	Update the Draft OWP per Caltrans and public comments. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Draft OWP update (RPA) 	May 2025	SBCOG
8.	Final OWP to Board for adoption. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Final OWP (RPA) 	June 2025	SBCOG
9.	Submit final OWP to Caltrans. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Final OWP & agreement (RPA) Certificates & Assurances (RPA) FHWA RTPA Certification (RPA) State Certification (RPA) 	June 2025	SBCOG
10.	Quarterly Progress Reports. Funded with Rural Planning Assistance (RPA)	<ul style="list-style-type: none"> Track expenses (RPA) Track employee time studies (RPA) Prepare and submit Progress Reports to Caltrans (RPA) 	June 2025 Monthly Quarterly	SBCOG
11.	Process OWP invoices to Caltrans. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Submittal of funding and grant invoices to Caltrans (RPA) Time studies (RPA) 	Quarterly	SBCOG
12.	Prepare OWP amendments. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Amendments (RPA) OWP Agreements (RPA) 	Quarterly	SBCOG

Work Element 104: Public Participation

Lead Agency: Council of Governments

Project Manager: Planning Staff and Administration Staff



Objectives

To enhance public knowledge, understanding and participation in the state and regional transportation planning process as required by the federal transportation bill.

Previous and Ongoing Work

SBCOG holds public hearings and meetings throughout the year to receive information and gather input on projects and planning activities. SBCOG provides technical data and assistance regarding federal and state programs, traffic volumes, and finances to interested members of the public and organizations, including traditional and nontraditional stakeholders. SBCOG also collaborates with AMBAG on its update to the Monterey Bay Area Public Participation Plan, which outlines public participation best practices for the Monterey Bay Area region.

Work Element 104 Funding Source				Amount
Rural Planning Assistance (RPA)				\$33,060
Total				\$33,060
	Task	Deliverable	Deadline	Responsible Party
1.	Hold public hearings and meetings to provide information and gather input and comments on SBCOG’s various projects and work elements. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Online meetings (RPA) • Public meetings (RPA) • Public hearings (RPA) • Flyers, newsletters (RPA) • Social media updates (RPA) 	Monthly	SBCOG
2.	Provide information, reports, and presentations to stakeholder groups to increase public awareness of regional issues and activities. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Consultant Contract (RPA) • Outreach Materials (RPA) • Website Update (RPA) 	Monthly	SBCOG
3.	Provide technical data to interested members of the public and organizations on regional issues, as it relates to federal and state programs, traffic volumes, and financial data. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Technical data (RPA) • Reports (RPA) 	Upon request	SBCOG Caltrans

4.	Maintain up-to-date SBCOG's website to inform the public about current and upcoming projects and activities.	<ul style="list-style-type: none"> • SBCOG website 	Monthly	SBCOG
5.	Prepare news releases, newsletters, social media posts, and public service announcements on key transportation issues and accomplishments.	<ul style="list-style-type: none"> • Press releases • Public service announcements 	Quarterly	SBCOG Caltrans
6.	Publicize SBCOG Board meetings, including agendas, and staff reports. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Agendas (RPA) 	Monthly	SBCOG
7.	Serve on various community organizational committees. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Meetings (RPA) 	Monthly	SBCOG
8.	Meet with community groups regarding key transportation issues. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Meetings (RPA) 	Quarterly	SBCOG Caltrans
9.	Engage in collaborative communication with Caltrans on various grant and projects within the San Benito County region. Facilitate effective collaboration between the local jurisdictions (i.e., City of San Juan Bautista, City of Hollister, and County of San Benito) and Caltrans.	<ul style="list-style-type: none"> • Meeting updates • STIP Quarterly meetings • Phone calls • Emails • Reports • SR 156 Improvement Project Interagency Stakeholder Meeting • Technical data 	Monthly Quarterly Weekly Weekly Monthly Monthly Quarterly	SBCOG/ Caltrans Caltrans SBCOG/ Caltrans SBCOG/ Caltrans SBCOG/ Caltrans Caltrans

Work Element 105: Regional Coordination

Lead Agency: Council of Governments

Project Manager: Binu Abraham; Executive Director and Planning Staff



Objectives

Improve coordination among local jurisdictions and regional partners on issues of concern, to serve as a coordinating agency for dissemination of technical information regarding federal and state guidelines and programs. SBCOG ensures that regional transportation planning activities are responsive to federal and state requirements and are coordinated with other planning efforts at the local, regional, state, and federal levels. SBCOG facilitates effective interaction between the staff and policy boards of other agencies involved with transportation, land-use, air quality, and related planning activities.

Previous and Ongoing Work

This work element consists of coordination with various local, regional, state, federal agencies, and other stakeholders as needed. In 1993, a Memorandum of Understanding between the SBCOG, Caltrans, and the Association of Monterey Bay Area Governments was adopted for meeting the federal transportation bill requirements related to Metropolitan Planning Organization boundaries, planning and programming for non-attainment⁷ areas.

Other ongoing work includes collaborating with the Santa Clara County Valley Transportation Authority on the San Benito/Santa Clara Mobility Partnership, which is tasked with reviewing the operational continuity of the highway transportation system between Santa Clara and San Benito Counties.

SBCOG continues to also partner with the Central Coast Coalition, which is comprised of the six regional transportation planning agencies and metropolitan planning organizations for the counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz who are committed to making multi-modal investments and improving infrastructure along the Central Coast.

SBCOG also coordinates at the state level with other Regional Transportation Planning Agencies and COGs through participation at various statewide groups, including the California Regional Transportation Planning Agencies (CalRTPA) working group and the Rural Counties Task Force.

⁷ A non-attainment area is an area considered to have air quality worse than the National Ambient Air Quality Standards as defined in the Clean Air Act Amendments of 1970.

Work Element 105 Funding Source				Amount
Rural Planning Assistance (RPA)				\$43,358
Planning, Programming, and Monitoring (PPM)				\$8,880
Total				\$52,238
	Task	Deliverables	Deadline	Responsible Party
1.	Attend Rural County Task Force and California Regional Transportation Agency meetings. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Meeting notes (RPA) Staff updates 	Bi-monthly	SBCOG
2.	California Regional Transportation Planning Agencies (CalRTPA). Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Attend meetings (RPA) Distribute information to COG staff 	Monthly	SBCOG
3.	Participate in meetings of the San Benito/Santa Clara Mobility Partnership. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Agendas (RPA) Meetings (RPA) Correspondence (RPA) 	Every other monthly	SBCOG/VTA/Caltrans
4.	Central Coast Coalition. Participate in activities to improve regional travel, such as attending Central Coast Coalition meetings. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> Legislative Day (RPA & PPM) Letters (RPA & PPM) Meeting notes. (RPA & PPM) Correspondence. (RPA & PPM) 	Annual	SBCOG
5.	SBCOG Technical Advisory Committee (TAC) meeting agenda items coordination with AMBAG and Caltrans. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> Meetings (RPA & PPM) Staff reports (RPA & PPM) Presentations (RPA & PPM) Technical documents (RPA & PPM) 	Monthly	SBCOG
6.	Regional Growth Forecast monitoring and information dissemination. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Review technical documents and provide comments to AMBAG 	Biennial	AMBAG / SBCOG

		<p>for consistency with local planning efforts. (RPA)</p> <ul style="list-style-type: none"> • Participate in meetings with AMBAG and local planning directors to ensure maximum collaboration. (RPA) • Provide updates to local jurisdiction staff as needed in conjunction with AMBAG. (RPA) 		
7.	<p>Review and participate in the development of technical studies and programs of regional significance. Funded with Planning, Programming, and Monitoring (PPM).</p>	<ul style="list-style-type: none"> • Collaborate with AMBAG on various planning grant opportunities. (PPM) • Attend meetings associated with awarded planning studies that benefit the entirety of the region. (PPM) • Utilize planning studies to improve planning efforts, such as: the Public Participation Plan updates, Monterey Bay Area Coordinated Public Transit Human Services Transportation Plan, Rural Transit Plan, etc. (PPM) 	Monthly	<p>AMBAG SBCOG Caltrans</p>

8.	Coordinate with local jurisdictions to mitigate transportation impacts resulting from land-use decisions. Review and comment on the transportation and land use element of proposed developments to ensure maximum efficiency in the regional transportation network. Funded with Planning, Programming, and Monitoring (PPM).	<ul style="list-style-type: none"> • Development Review Committee, Planning Commission meetings Comment letters. (PPM) • Technical data. (PPM) 	Monthly	SBCOG
9.	Review transportation related governmental planning, policy, legislation, ordinances, etc. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Comment on local General Plan Circulation Elements. (RPA) • Ensure local plans are consistent with the adopted San Benito Regional Transportation Plan (RPA) • Review and comment on local transportation plan. (RPA) 	June 30, 2025	SBCOG
10.	Coordinate with local jurisdictions on grant opportunities and project to plan for and develop policies to enhance the transportation network. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Grant applications (RPA) • Technical data (RPA) 	Monthly	SBCOG/ Caltrans
11.	Collaborate with partners on issues surrounding goods movement. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • Meetings (RPA & PPM) 	Monthly	SBCOG/ Caltrans
12.	Coordinate with local jurisdictions, CHP, and Caltrans to improve truck routes-enhancing the movement of agricultural goods. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • Meetings (RPA & PPM) • Correspondence (RPA & PPM) 	June 30, 2025	SBCOG/ Caltrans
13.	Research methods to reduce vehicle miles traveled and promote alternative modes of transportation. Promote San Benito Rideshare Program. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Rideshare Matchlist (RPA) 	Monthly	SBCOG

		<ul style="list-style-type: none"> • Ridesharing campaigns (RPA) • Ridesharing materials and website updates. (RPA) • Technical documentation (RPA) 		
14.	Participate with AMBAG to identify and seek out non-traditional funding for priority projects. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • Meeting notes (RPA & PPM) • Grant applications (RPA & PPM) 	Monthly	SBCOG
15.	Staff support to procure and manage SBCOG's contract with a qualified professional service to update the Transportation Impact Mitigation Fee (TIMF) program consistent with the CEQA threshold for SB 743. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Professional Services Contract • Regional Traffic Impact Mitigation Fee Nexus Study 	June 30, 2025	SBCOG
16.	Participation in a Regional Working Group to discuss freight-related priorities, issues, projects, and funding needs on the Central Coast. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	Meeting notes, correspondence. (RPA & PPM)	Biannually	SBCOG/ Caltrans

Work Element 106: Transit System Planning and Administration

Lead Agency: Local Transportation Authority

Project Manager: Planning Staff



Objective

To develop and maintain a comprehensive regional transit system that will serve the needs of county residents, with particular emphasis on serving transit dependent populations and improving the transit component of the multimodal transportation network.

Previous and On-going Work

LTA staff continues to collaborate with SBCOG in preparing funding and grant applications for Federal Transit Administration and Caltrans funds. Funds include operational, capital and planning activities for County Express and Specialized Transportation services. Funding for the monitoring and preparation of such applications is funded through the Local Transportation Fund.

Staff will continue various activities that would improve current bus service levels and the size of its vehicle fleet, service efficiency, increase accessibility of services, and develop a flexible plan for the future of its public transportation services.

Work Element 106 Funding Source				Amount
Rural Planning Assistance (RPA)				\$32,000
Transportation Development Act (TDA)				\$421,876
Total				\$453,876
	Task	Deliverables	Deadline	Responsible Party
1.	Communicate with Association of Monterey Bay Area Governments (AMBAG), Caltrans, the Valley Transportation Association (VTA), and other stakeholders to help ensure regional transit planning coordination. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Meetings (RPA) Comments (RPA) Plans (RPA) 	Quarterly	LTA/SBCOG
2.	Coordinate with SBCOG during the Unmet Transit Needs process. ⁸	<ul style="list-style-type: none"> Attend all public meetings. Comment on draft reports. Assist in the distribution of flyers on social media, buses, 	December 2024 - June 2025	Lead SBCOG in coordination with the LTA

⁸ See Work Element 101

		<p>and throughout the community.</p> <ul style="list-style-type: none"> • Assist with response to comments received. • Work on the implementation of Board approved recommendations 		
3.	Ensure project consistency with Regional Transportation Plan (RTP) policies for improved access to elderly and disabled individuals. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Project comments. (RPA) • Input on Transit RTP narrative and projects. (RPA) 	Monthly	Lead SBCOG in coordination with the LTA
4.	Work with the Social Services Transportation Advisory Council (SSTAC) to ensure that transportation planning and programming considers and incorporate the needs of the elderly, disabled, and low-income communities. Funded with TDA funds.	<ul style="list-style-type: none"> • Staff reports • Planning & Programming documents • Presentations • Grant Applications & Budgets 	Quarterly	SBCOG in coordination with the LTA
5.	Prepare planning grant applications for feasibility studies and implementation plans for various types of transit services; work done with grants from successful applications may be performed under separate work elements. Funded with TDA funds.	<ul style="list-style-type: none"> • Grant Applications (RPA) • Capital, Operational & Planning Grants. (RPA) 	As Necessary	LTA
6.	Conduct Transit Needs Assessments and prepare Transit Development Plans and Marketing Plans as appropriate.	<ul style="list-style-type: none"> • Needs Assessments • Development & Marketing Plans 	Monthly	LTA
7.	Identify funding sources for and implementing the Accessible Connections Promoting Active Transportation: A Bus Stop Improvement Plan. Funded with TDA funds.	<ul style="list-style-type: none"> • Grant Applications (RPA) • Implementation of bus stop amenities (i.e., benches, signs, etc. (RPA) 	Quarterly	LTA
8.	Implement 2022 Short-Range Transit Plan recommendations. Funded with Rural Planning assistance (RPA).	<ul style="list-style-type: none"> • Project and service implementation, per funding availability (RPA) 	Quarterly	LTA
9.	Identify funding sources for and implementing the Intelligent Transportation Systems (ITS) Technology for the 21 st Century:	<ul style="list-style-type: none"> • Grant Applications 	Quarterly	LTA

	Using Technology to Improve Safety and Efficiency of San Benito County's Transit System Plan. Coordination with the California Integrated Travel Project (Cal-ITP), which aims to make it easier to use public transportation by offering seamless trip planning.	<ul style="list-style-type: none"> • ITS improvements, per funding availability • Monitor Electronic fare media (i.e., Token Transit) • Monitor RouteMatch dispatch software 		
10.	Implement and update as required the Federal Transit Administration (FTA) mandated Transit Asset Management Plan.	<ul style="list-style-type: none"> • Transit Project List of existing and projected needs (i.e., vehicles, equipment, etc.) • Project Schedule • Transit project needs shall be evaluated, and project will be implementation, per funding availability. • Monitor and process Plan Updates 	Quarterly	LTA
11.	Manage LTA's County Express and Specialized Transportation public transportation operations contracts.	<ul style="list-style-type: none"> • Monthly Operator Meetings to address system improvements and complaints. • System Performance Review & Reports for Board and Committee review. • Contractor Coordination • Attend driver safety meetings. • SBCOG oversees LTA contracts 	Monthly	LTA

Work Element 107: Airport Land Use Commission

Lead Agency: San Benito County Airport Land Use Commission

Project Manager: Samuel Borick, Transportation Planner



Objective

The role of the San Benito Airport Land Use Commission (ALUC) is to ensure the orderly expansion of the land surrounding the public use airports, Hollister Municipal Airport and Frazier Lake Airpark, by guiding future development.

Previous and Ongoing Work

In 2012, the ALUC adopted the Hollister Municipal Airport Land Use Compatibility Plan. The basic function of this Compatibility Plan is to promote compatibility between Hollister Municipal Airport and the land uses surrounding it to the extent that these areas have not already been devoted to incompatible uses. In 2019, ALUC adopted the Airport Land Use Compatibility Plan for Frazier Lake Airpark.

Airport Land Use Commission staff will continue to conduct development reviews, that are referred by the City of Hollister and County of San Benito, for compatibility determinations and ensure that the local General Plans are made consistent with the Compatibility Plan.

Work Element 107 Funding Source				Amount
Transportation Development Act (TDA)				\$12,908
Local Fees: Airport Land Use Commission Application Fees				\$2,700
Total				\$15,608
	Task	Deliverable	Deadline	Responsible Party
1.	Conduct Site and Architectural Reviews in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan.	<ul style="list-style-type: none"> Staff report, maps, comment letters, presentations 	Monthly	ALUC
2.	Conduct Site and Architectural Reviews in accordance with the Frazier Lake Airpark's Comprehensive Land Use Plan.	<ul style="list-style-type: none"> Staff report, maps, letters, and presentations 	Monthly	ALUC
3.	Coordinate with the GIS analyst for precise project reviews and mapping.	<ul style="list-style-type: none"> GIS mapping 	Monthly	ALUC
4.	Review environmental documents (i.e., Initial Studies, Environmental Impact Reports, etc.).	<ul style="list-style-type: none"> Comment letter 	Monthly	ALUC
5.	Refer projects to the FAA for review.	<ul style="list-style-type: none"> Correspondence 	Monthly	ALUC/FAA

6.	Coordinate with Caltrans Division of Aeronautics for topics related to engineering, land use, noise, environment, and compatible land use planning.	<ul style="list-style-type: none"> Attend Caltrans sponsored training. Submit draft and final Compatibility plan amendments or updates to Caltrans Department of Aeronautics for review 	Monthly	ALUC/Caltrans
7.	Administer ALUC Fee Structure.	<ul style="list-style-type: none"> Invoices 	Monthly	ALUC
8.	Attend the California Airport Land Use Consortium (Cal-ALUC).	<ul style="list-style-type: none"> Attend workshops 	June 30, 2025	ALUC
9.	Process amendments and updates to the Airport Land Use Compatibility Plans for the Hollister Municipal Airport and Frazier Lake Airpark.	<ul style="list-style-type: none"> Amendments Resolutions Staff reports 	June 30, 2025	ALUC/Caltrans

Work Element 108: Emergency Motorist Aid System - SAFE

Lead Agency: Service Authority for Freeways and Expressways

Project Manager: Planning Staff



Objective

The objective is to maintain the Emergency Motorist Aid System within San Benito County, which including maintenance and monitoring of call boxes.

Previous and Ongoing Work

In 1998, the Council of San Benito County 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 operating a Motorist Aid Program in San Benito County. Specifically consisting of an Emergency Call Box service that includes 40 call boxes, which help motorists in distress by providing a direct connection to the Monterey County California Highway Patrol communications center. The motorist aid system operates along major roadways throughout the State.

Work Element 108 Funding Source				Amount
Department of Motor Vehicles (DMV)				\$21,790
Total				\$21,790
	Task	Deliverable	Deadline	Responsible Party
1.	Work with Caltrans and the CHP on call box operations.	<ul style="list-style-type: none"> Encroachment permits. CHP, Verizon Wireless and AT&T administration 	Monthly	SAFE
2.	Work with call box maintenance service provider to maintain the call boxes.	<ul style="list-style-type: none"> Maintenance Reports Contracts & amendments 	Quarterly	SAFE/ Contractor
3.	CHP Agreement for emergency call box answering services.	<ul style="list-style-type: none"> Agreement & Resolution 	Triennially	SAFE
4.	Participate in statewide CalSAFE meetings.	<ul style="list-style-type: none"> Meetings & presentations 	June 30, 2025	SAFE
5.	Track DMV collection of funds for budget.	<ul style="list-style-type: none"> Budget reports 	Quarterly	SAFE

Work Element 109: Metropolitan Planning and Programming

Lead Agency: Council of Governments

Project Manager: Binu Abraham; Executive Director and Planning Staff



Objective

To work with the Metropolitan Planning Organization, Association of Monterey Bay Area Governments (AMBAG) is required to produce a long range (20+ years) Metropolitan Transportation Plan (MTP) that maintains the region’s eligibility for transportation assistance. The MTP is built on a set of integrated policies, strategies, and investments to maintain and improve the transportation system to meet the diverse needs of the region. AMBAG coordinated the development of the MTP with the Regional Transportation Planning Agencies in San Benito, Monterey, and Santa Cruz Counties and organizations having an interest in or responsibly for transportation planning and programming.

Another objective is to continue work with AMBAG on program development, and adoption of regionally significant or federally funded transportation projects for inclusion in the Metropolitan Transportation Improvement Program (MTIP) through amendments and updates. The MTIP is a four-year program of surface transportation projects that receive federal funds, which are subject to a federally required action, or are regionally significant.

Previous and Ongoing Work

The Association of Monterey Bay Area Governments (AMBAG) updates the MTIP every two years and is currently preparing the MTIP for FFY 2023 to FFY 2026. AMBAG works closely with the San Benito SBCOG in the development of the MTIP. SBCOG, on behalf of the San Benito region, submits project updates for inclusion into the MTIP.

Work Element 109 Funding Source				Amount
Rural Planning Assistance (RPA)				\$6,000
Planning, Programming, and Monitoring				\$4,020
Total				\$10,020
	Task	Deliverable	Deadline	Responsible Party
1.	Consult with the local jurisdictions to include projects in the Metropolitan Transportation Improvement Program (MTIP). Projects that are regionally significant or have been approved by SBCOG, Caltrans, and/or other agencies for Federal	<ul style="list-style-type: none">Identify <i>regionally significant</i> projects and those funded with federal funds. (RPA & PPM)	Monthly	SBCOG/ AMBAG

	<p>transportation funds are included in the Federal Transportation Improvement Program (FTIP). The FTIP for the Monterey Bay Area is prepared by AMBAG and is called the Monterey Bay Metropolitan Transportation Improvement Program (MTIP). Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).</p>	<ul style="list-style-type: none"> • Assist local jurisdictions with project applications (i.e., meetings and coordination) (RPA & PPM) • Amendments (RPA & PPM) 		
2.	<p>Federal Obligation Authority Plan. Federal legislation requires AMBAG to publish an annual listing of obligated transportation projects for which Federal funds have been given in the prior year. SBCOG coordinates this effort with local agencies that received federal funds for their projects. Funded with Rural Planning Assistance (RPA).</p>	<ul style="list-style-type: none"> • List federally funded projects obligated within the requested time frame (RPA) 	June 30, 2025	SBCOG/AMBAG

Work Element 110: Measure G Implementation

Lead Agency: Council of Governments

Project Manager: Binu Abraham; Executive Director and Norma Aceves; Administrative Services Specialist



Objective

This Work Element addresses the implementation of the voter approved Measure G, the San Benito County Transportation Safety, and Investment Plan. SBCOG, as the Regional Transportation Planning Agency, is responsible for ensuring that funds are apportioned, allocated, and expended according to the Measure G Ordinance 2018-01 and the Expenditure Plan. The detailed Plan outlines the most pressing needs and a prudent solution to address them with a 1 percent sales tax over the next 30 years to ensure a stable source of local funding for the San Benito County region. Rural Planning Assistance funds will not be used for this Work Element.

Previous and Ongoing Works

On November 6, 2018, San Benito County voters passed Measure G, the San Benito County Roads and Transportation Safety and Investment Plan. Measure G funds will be used to implement needed Highway 25 improvements, local street and road maintenance, new local roads, transit improvements (for youth, seniors, students, and people with disabilities) pedestrian, and bicycle safety improvements.

Work Element 110 Funding Source				Amount
Measure G funds				\$74,195
Total				\$74,195
	Task	Deliverable	Deadline	Responsible Party
1.	Program Administration			
a.	Measure G Administrative Tasks Provide for cost-effective administration of the program through the Council of San Benito County Governments.	<ul style="list-style-type: none"> Board agendas, minutes, special meetings, presentations, staff reports 	Monthly	SBCOG

b.	Monitor SBCOG policies and guidelines and update them as necessary to ensure sound implementation of Measure G.	<ul style="list-style-type: none"> Guidelines updates Policies updates Produce, maintain, and update agreements with local agencies for funding allocations. Amendments 	<p>Monthly review</p> <p>Monthly review</p> <p>Monthly review</p> <p>Monthly review</p>	SBCOG
2. Financial Management				
a.	Receive funds from State Board of Equalization.	<ul style="list-style-type: none"> Payments received 	Quarterly	SBCOG
b.	Produce reports of funding availability. Reports to include formula distributions for each category of projects and implementing agency.	<ul style="list-style-type: none"> Revenue reports Presentations Local agency meetings 	Continuous	SBCOG
c.	Distribute the funds to local agencies and projects in accordance with Measure G (SBCOG Ordinance 2018-01).	<ul style="list-style-type: none"> Funding requests Process payments 	Quarterly	SBCOG
d.	Produce and publish annual reports and audit reports per Measure G ordinance. This work will include analyzing funds receipts, producing reports, and audit the use of the funds.	<ul style="list-style-type: none"> Secure Independent Audit Contractor <ul style="list-style-type: none"> Request for Proposals Contract Project funding and data collection Board meeting updates Website updates 	<p>June 30, 2025</p> <p>Monthly review</p> <p>Monthly review</p> <p>Monthly review</p>	SBCOG

3. Measure G Project Management				
a.	<p>Tier I: Highway 25 expressway Conversion Project Administration</p> <p>The project development process will span from planning to construction and will include the following multi-year processes.</p>	<ul style="list-style-type: none"> Funding agreements with Caltrans Project Management <ul style="list-style-type: none"> – Project Development – Team meetings – Agendas – Reports Process project expenditures Board reports <ul style="list-style-type: none"> – Presentations – Staff reports – Agendas – Minutes – Website updates Financial allocations and invoices Consultant contracts 	<p>As necessary</p> <p>Monthly/Bi-monthly</p> <p>Monthly review</p> <p>Monthly</p> <p>Monthly review</p> <p>Monthly</p>	SBCOG/Caltrans
b.	<p>Tier II: Local Project Administration</p> <ul style="list-style-type: none"> Local Street and Road Maintenance New roadways <p>Administer funds through the approved process to apportion and allocate local controlled funds to the City of Hollister, City of San Juan Bautista, and County of San Benito according to Measure G Ordinance and the Expenditure Plan. Review reports submitted by all agencies to tracking projects, costs, timelines, and completion dates.</p>	<ul style="list-style-type: none"> Project Performance Management Process and monitor local agency funding allocations and balances 	<p>Monthly review</p> <p>Monthly review</p>	SBCOG
c.	<p>Tier III: Other Categories</p> <ul style="list-style-type: none"> Public Transit Bicycle and Pedestrian Projects 	<ul style="list-style-type: none"> Project Performance Management Board Meetings LTA project oversight 	<p>Monthly review</p> <p>Monthly</p> <p>Monthly oversight</p>	SBCOG/LTA

		<ul style="list-style-type: none"> • Process and monitor local agency funding allocations and balances 	Continuous	
4.	<p>Implement bilingual public engagement plan to inform voters on the use of Measure G funds.</p> <p>Update the public with news regarding projects, programs, and actions taken as part of the implementation of Measure G.</p>	<ul style="list-style-type: none"> • Press releases • Fact sheets • Website and social media updates • Public meetings, hearings, presentations 	Continuous	SBCOG
5.	Hold meetings with the Citizens Oversight Committee (COC) in accordance with Measure G ordinance.	<ul style="list-style-type: none"> • Member recruitment (i.e., applications, bylaws, appointments) • Meeting agendas, reports, presentations, minutes • Project updates • Annual financial audit report 	<p>June 30, 2025</p> <p>Quarterly</p> <p>Quarterly</p> <p>Annually by fiscal year</p>	SBCOG

Work Element 201: Regional Transportation Plan

Lead Agency: Council of Governments

Project Manager: Planning Staff



Objective

To update and maintain a Regional Transportation Plan, including both short range and long-range elements, which is responsive to regional goals and policies and consistent with state and federal planning guidelines and requirements (i.e., California Transportation Commission Regional Transportation Plan Guidelines).

Previous and Ongoing Work

Previous work includes the development and adoption of the Regional Transportation Plan (RTP) every four years. The 2045 Regional Transportation Plan was adopted by the SBCOG Board on June 16, 2022. Planning work for the next RTP update began in 2023 and has been ongoing since.

Work Element 201 Funding Source			Amount
Rural Planning Assistance (RPA)			\$67,120
Planning, Programming, and Monitoring (PPM)			\$3,330
Total			\$70,450
Task	Deliverable	Deadline	Responsible Party
1. Implementation of the 2045 San Benito Regional Transportation Plan (RTP). Funded with Rural Planning Assistance (RPA) & Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> Monitor delivery of projects. (RPA & PPM) Amendments. (RPA & PPM) 	June 30, 2025	SBCOG
2. Monitor updates and amendments to the RTP Guidelines. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> Comments (RPA & PPM) 	Quarterly	SBCOG
3. Professional Development. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> Attend trainings and conferences, as appropriate, to enhance knowledge and skills to benefit the RTP 	Monthly	SBCOG

		development carrying out the agency's mission.		
4.	Update the 2050 San Benito Regional Transportation Plan.	<ul style="list-style-type: none"> • AMBAG coordination meetings • SBCOG staff level meetings • Stakeholder outreach • Ongoing coordination with local agencies on their RTP project list • Public engagement • Analysis of project priority list • Identification of funding sources • Analysis of current funding sources • Develop revenue projections • Development of Environmental Impact Report (EIR) • Provide input on Regional Growth Forecast • Prepare draft of 2050 RTP 	<p>Continuous</p> <p>Continuous</p> <p>Continuous</p> <p>Continuous</p> <p>Continuous</p> <p>Continuous</p> <p>Continuous</p> <p>Continuous</p> <p>Continuous</p> <p>September 31, 2024</p> <p>June 30, 2025</p>	SBCOG

Category 300: Short Range Planning

Work Element 301: Bikeway and Pedestrian System Planning and Promotion

Agency: Council of Governments

Project Manager: Douglas Kean; Transportation Planner



Objective

Plan for a comprehensive regional bikeway and pedestrian system that serves the needs of county-wide residents, with particular emphasis on promoting walking and bicycling as an integral part of the transportation network.

Previous Work and Ongoing Work

The Council of San Benito County Governments (SBCOG) provided technical assistance to the Cities and County’s Active Transportation Program grant applications. SBCOG also successfully nominated the Hollister SR 25 /Pinnacles National Park Highway Beautification Project to the California Department of Transportation (Caltrans) for inclusion in the Clean California Program. The Hollister SR 25 /Pinnacles National Park Highway Beautification Project and the Washington Street Bridge Pedestrian Enhancements Project were awarded Clean California Program funding in 2022. Implementation and construction of the two projects will take place through the year 2024.

Work Element 301 Funding Source				Amount
Rural Planning Assistance (RPA)				\$15,000
Total				\$15,000
	Task	Deliverable	Deadline	Responsible Party
1.	SBCOG serves on the State of California Walk and Bike Technical Advisory Committee made up of external partners to provide regular strategic input and technical guidance on Caltrans’ complete streets and active transportation efforts.	<ul style="list-style-type: none"> Participate in meetings and discussions Review and comment on Caltrans developed technical reports 	June 2025	SBCOG
2.	San Benito County Bikeway and Pedestrian Master Plan Implementation. Conduct planning activities to improve bikeway and pedestrian facilities. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Amendments (RPA) Local agency coordination (RPA) Funding applications support to local agencies (RPA) 	June 2025	SBCOG
3.	Assist in planning of Safe Routes to School concepts. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> Public outreach with schools and community partners (RPA) 	Quarterly	SBCOG

4.	Provide planning assistance to local jurisdictions for implementation of Complete Streets concepts. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Planning and stakeholder meetings (RPA) • Attend County and City of Hollister Development Review Committees and provide development reviews comments. (RPA) 	Monthly	SBCOG
5.	Provide grant application assistance to local jurisdictions. Funded with Rural Planning Assistance (RPA). Ensure that all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.	<ul style="list-style-type: none"> • Grant applications. (RPA) • Traffic Data, technical reports. (RPA) • Grant application review assistance. (RPA) • Letters of support. (RPA) • Public outreach. (RPA) 	Quarterly	SBCOG
6.	Participate and attend local Safe Kids California San Benito Partners. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Outreach activities. (RPA) • Attend meetings. (RPA) • Lead event planning. (RPA) • Kids at the Park event planning and helmet fittings. (RPA) • Walk to School Day. (RPA) • Bicycle and pedestrian safety campaigns. (RPA) 	Monthly	SBCOG

Work Element 302: Road System Planning and Programming

Lead Agency: Council of Governments

Project Manager: Binu Abraham, Executive Director



Objective

To plan for and finance improvements to and preservation of the road systems within the San Benito County region with the assistance of the Cities and County, Caltrans, and the Association of Monterey Bay Area Governments (AMBAG).

Previous and Ongoing Work

Continue to conduct traffic monitoring activities and technical studies on specific projects and coordination with Caltrans on regionally significant projects. SBCOG allocated Measure G funding to the local Cities and County for maintenance of the local streets and roads in accordance with the voter approved Benito County Roads and Transportation Safety Investment Plan.

SBCOG distributes Surface Transportation Block Grant Program (STBG) funds, which provides flexible funding that may be used by localities for projects to preserve and improve the conditions on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. SBCOG also works with local jurisdictions to plan for local roadway improvements.

Work Element 302 Funding Source		Amount		
Rural Planning Assistance (RPA)		\$54,000		
Planning, Programming, and Monitoring (PPM)		\$4,860		
Total		\$58,860		
Task	Deliverable	Deadline	Responsible Party	
1.	Assist local agencies with technical data and planning support on future street and road realignments and traffic circulation improvements. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none">• Technical data (RPA & PPM)• Comment letters (RPA & PPM)• Meetings (RPA & PPM)	Monthly	SBCOG
2.	Distribute Surface Transportation Block Grant Program (STBG) funds to the Cities and County, and to special projects based on SBCOG Board approved policies. Funded with Rural	<ul style="list-style-type: none">• Track STBG funding allocations and expenditures (RPA & PPM)	Monthly	SBCOG

	Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • Special projects assessments (RPA & PPM) • Local agency funding request (RPA & PPM) application assistance (RPA & PPM) • Track invoicing (RPA & PPM) 		
3.	Continue planning and monitoring of projects on the State Highway System. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • Project development team meetings (RPA & PPM) 	Monthly	SBCOG
4.	Initiate discussion on the Regional Transportation Impact Mitigation Fee Nexus Study update. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • Meetings with local jurisdictions. (RPA & PPM) 	July 2024	SBCOG
5.	Coordinate with Caltrans on Statewide planning efforts. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • Coordinate and meet with California Transportation Commission staff and Board (RPA & PPM) • Review and Comment on California Transportation Plan (RPA & PPM) • Review and Comment on Transportation concept reports (RPA & PPM) • Review and Comment on Statewide bicycle plans (RPA & PPM) • Review and Comment on Statewide freight plans (RPA & PPM) • Review and Comment on California State Rail Plan (RPA & PPM) 	Monthly June 2025	SBCOG

6.	Coordinate with San Benito County on development to enhance GIS capabilities for Road System Planning. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • GIS coordination (RPA & PPM) • Meetings (RPA & PPM) • Data review (RPA & PPM) 	Quarterly	SBCOG
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Work Element 303: Transportation System Modeling

Lead Agency: Council of Governments

Contact: Binu Abraham, Executive Director and Planning Staff



Objective

Continue to coordinate with AMBAG to develop and refine the regional traffic model to enhance transportation planning activities.

Previous and Ongoing Work

Staff aided AMBAG in the development of its Regional Travel Demand Model. SBCOG will continue to aid with AMBAG’s current model update process and for transit and goods movement studies. SBCOG requests AMBAG perform periodic project reviews for processing in the Regional Travel Demand Model. The Regional Travel Demand Model, is designed to support long range transportation planning and programming decisions.

Work Element 303 Funding Source				Amount
Rural Planning Assistance (RPA)				\$6,000
Planning, Programming, and Monitoring (PPM)				\$4,070
Total				\$10,070
	Task	Deliverable	Deadline	Responsible Party
1.	Review Model Framework. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	• Comments to AMBAG (RPA & PPM)	June 30, 2025	SBCOG
2.	Model Impacts of Development while conducting update to the Regional Traffic Impact Fee Program. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	• Model analysis reports (RPA & PPM)	Monthly review	SBCOG
3.	Work with local jurisdictions to facilitate model Development. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	• Model development reports (RPA & PPM)	June 30, 2025	SBCOG

Work Element 304: Regional Rideshare Program

Lead Agency: Council of Governments

Project Manager: Planning Staff



Objective

To provide a countywide program aimed at promoting ridesharing via carpooling, vanpooling, biking, public transit, walking, telecommuting, and outreach efforts to employers. SBCOG recognizes that these alternatives to driving alone can play a significant factor in reducing vehicle emissions, vehicle miles traveled, and improve sustainability.

Previous and Ongoing Work

The Rideshare Program has been a continuous activity of SBCOG since January 1987. Ongoing activities will include providing Safe Routes to Schools outreach, bicycles, and pedestrian encouragement, planning of Bike Week and Kids at the Park events. Staff will also continue to serve as a partner agency to Safe Kids Coalition of San Benito County on various activities related to active transportation and safety.

Work Element 304 Funding Source				Amount
Local Funds				\$5,078
Total				\$5,078
	Task	Deliverable	Deadline	Responsible Party
1.	Use District 5's Active Transportation Plan to identify future projects for implementation.	<ul style="list-style-type: none"> Grant applications 	June 30, 2025	SBCOG
2.	Data entry for carpool and vanpool.	<ul style="list-style-type: none"> Match list 	Daily	SBCOG
3.	Administer Vanpool Program.	<ul style="list-style-type: none"> Process lease fees Administer driver applications Track maintenance records Process payments 	Daily	SBCOG
4.	Serve as a member of the Safe Kids Coalition of San Benito County.	<ul style="list-style-type: none"> Partner agency coordination Bicycle & Ped. event planning 	Monthly	SBCOG
5.	Promote annual Bike Week and Walk to School/Work Day events.	<ul style="list-style-type: none"> Promotional materials Helmets fittings 	May 2025	SBCOG
6.	Promote public transit.	<ul style="list-style-type: none"> Marketing & promo campaigns On-bus rider surveys & online surveys and English and Spanish 	Monthly	SBCOG/LTA

Work Element 305: Regional Transportation Improvement Program

Lead Agency: Council of Governments

Project Manager: Planning Staff



Objectives

Planning activities associated with the preparation of the State Transportation Improvement Program (STIP), including the Regional Transportation Improvement Program (RTIP) and the Transportation Alternatives Program.

The RTIP is a five-year planning and programming document that is adopted every two years (even years) and commits transportation funds to road, transit, bike, and pedestrian projects. Funding comes from a variety of federal, state, and local sources. Regional and local projects cannot be programmed or allocated by the California Transportation Commission without a current RTIP.

Previous and Ongoing Work

This work element is a continuing activity. The primary objective of this work element is to:

- Ensure the RTIP is consistent with the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP) guidelines.
- Coordinate with statewide, regional, and local planning agencies for future projects.
- Amend existing RTIPs if projects have a change in scope, cost and/or delivery.
- Participate in quarterly STIP related meetings with Caltrans.
- Preparation of final RTIP and Manage and monitor RTIP Projects.

Work Element 305 Funding Source			Amount
Rural Planning Assistance (RPA)			\$18,000
Planning, Programming, and Monitoring (PPM)			\$11,840
Total			\$29,840
Task	Deliverable	Deadline	Responsible Party
1. Coordinate with statewide, regional, and local planning agencies for future projects. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • Staff reports to committees/board. (RPA & PPM) • Coordination with Caltrans. (RPA & PPM) 	June 2025	SBCOG

2.	Amend existing RTIPs if projects have a change in scope, cost and/or delivery. Funded with Rural Planning Assistance (RPA) and Planning, Programming and Monitoring (PPM).	<ul style="list-style-type: none"> • Amendments, staff reports, resolutions, draft RTIP. (RPA & PPM) 	June 2025	SBCOG
3.	Quarterly STIP meetings with Caltrans. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Provide project updates. (RPA) 	Quarterly	SBCOG
4.	Attend planning meetings for STIP Guidelines updates. Funded with Rural Planning Assistance (RPA).	<ul style="list-style-type: none"> • Meeting notes & staff reports (RPA) 	Monthly	SBCOG

Work Element 404: Zero-Emission Bus and Infrastructure Analysis Plan (Placeholder)

Lead Agency: Local Transportation Authority

Project Manager: Planning Staff

Project Objective: The purpose of this project is to assist LTA in implementing the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation by performing fleet, facilities, and operational analysis and creating a detailed plan to assist LTA in reaching a zero-emission bus fleet. The ICT regulation was adopted in December 2018 and requires all public transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040.

Previous and Ongoing Work: This Plan is consistent with the adopted Short Range Transit Plan, San Benito Regional Transportation Plan and AMBAG Metropolitan Transportation Plan/Sustainable Communities Strategy.

Work Element 404 Funding Source				Amount
Caltrans Planning Grant Request				\$225,000
Transportation Development Act (TDA)				Unknown
Total				\$225,000
Task	Deliverable	Deadline	Responsible Party	
1		This is a placeholder and will be completed if awarded.		
2				

AMBAG Work Elements Partially Funded by SBCOG

The Association of Monterey Bay Area Governments (AMBAG) provides support to San Benito SBCOG for the preparation of the Regional Transportation Plan by developing the Financial Projections, administration of the RTP project database, conducting Planning Directors meeting as outlined in detail in AMBAG Work Elements 624 and 642.

Appendices



Appendix A

Certifications and Assurances

Appendix B

FHWA and FTA State and Metropolitan
Transportation Planning Process Self-Certification

To be inserted after adoption

Appendix C

Department of Transportation
Department and Suspension Certification

Appendix D

Overall Work Program Agreement

To be inserted after adoption

Appendix E

Resolution



STAFF REPORT

Informational

Prepared By: Norma Aceves, Administrative Services Specialist

Subject: US 101/SR 25 Interchange Improvement Update

Agenda Item No. 15

Approved By: Binu Abraham

Meeting Date: March 21, 2024

Recommendation:

Receive presentation on the US 101/SR 25 interchange improvements.

Summary:

Work on US 101/SR25 interchange improvements are currently underway.

Background/ Discussion:

Work on US 101/SR 25 phase 1 interchange improvements in Santa Clara County is currently underway. Santa Clara Valley Transportation Authority (VTA) is providing an update on the proposed work and how it ties into the SR 25 expressway work.

Financial Impact:

No financial impact.

Attachment:

1. VTA US 101/SR 25 Interchange Improvement Update Slides

US 101/SR 25 Interchange Phase 1 and Potential Future Projects

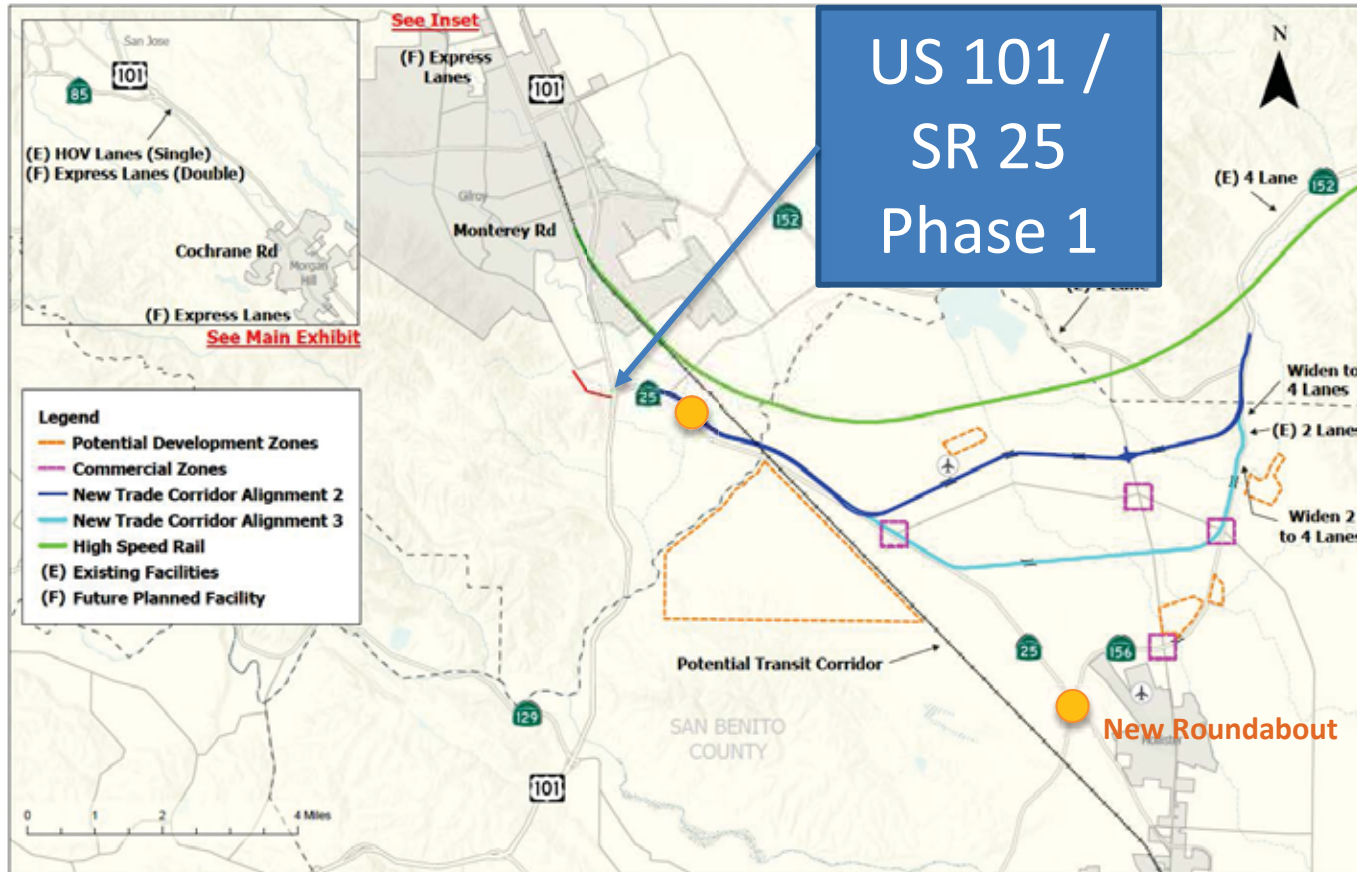
Attachment: 1



Casey Emoto

Chief Engineering & Program Delivery Officer - March 21, 2024

Project Location



US 101/SR 25 Interchange



US 101/SR 25 Interchange -Phase 1



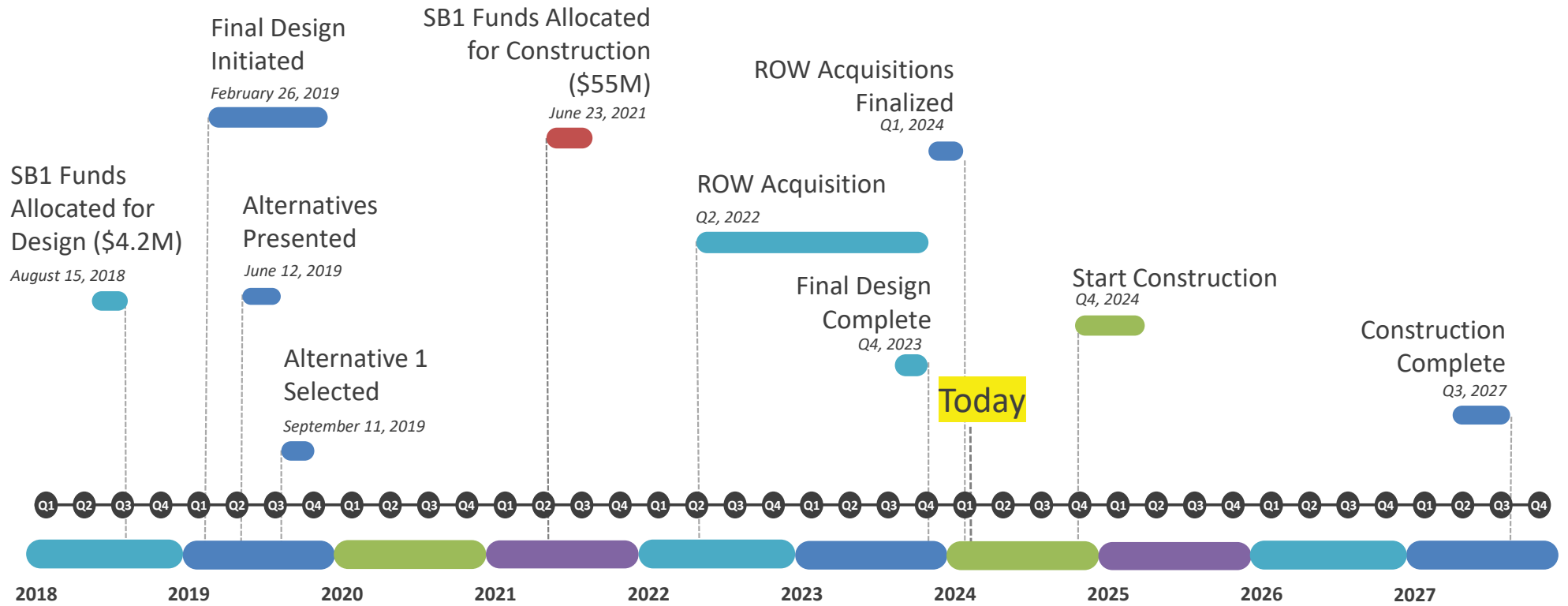
US 101/SR 25 Interchange -Phase 1 Construction

Sequence:

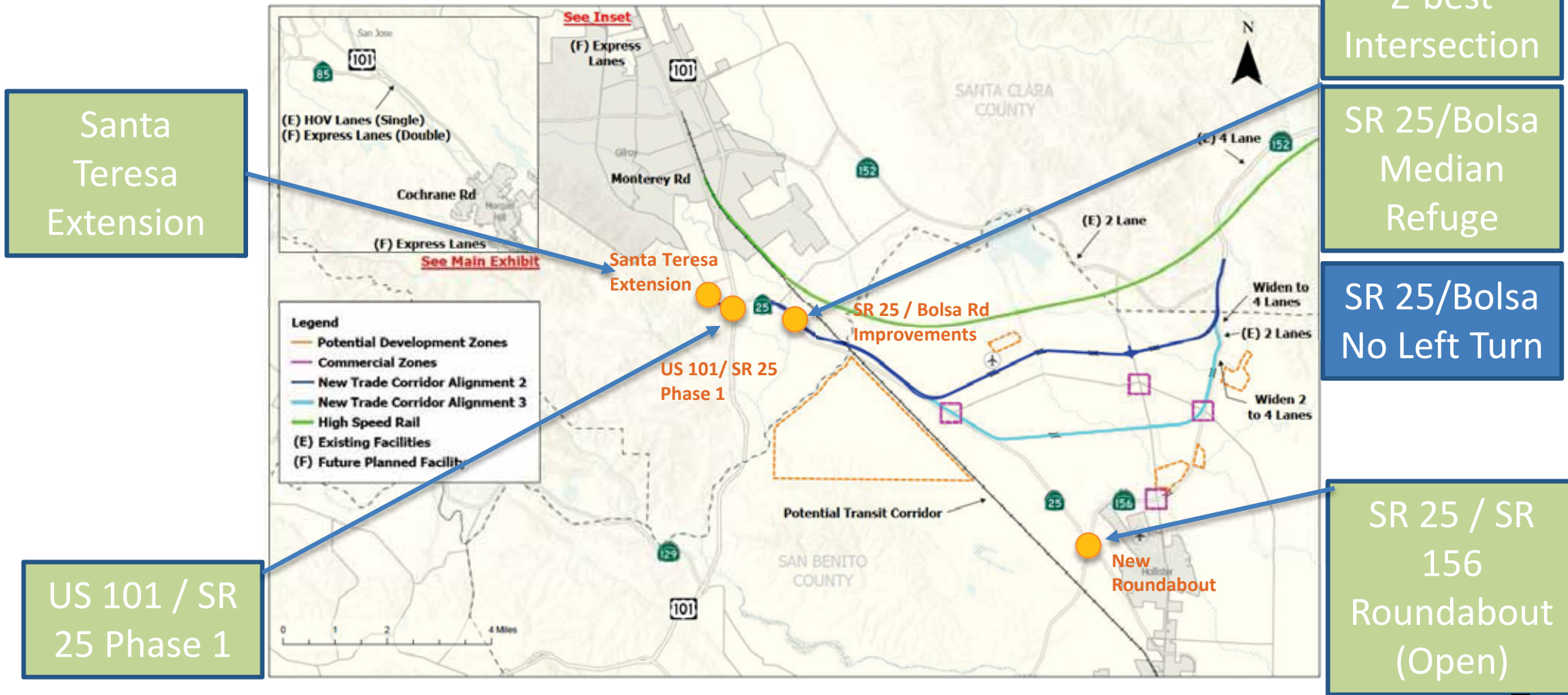
- 1 – Build New Ramps (2025)
- 2 – Build New Bridge (2026)
- 3 – Demo old Ramps and Bridge, Finish roadway (2027)



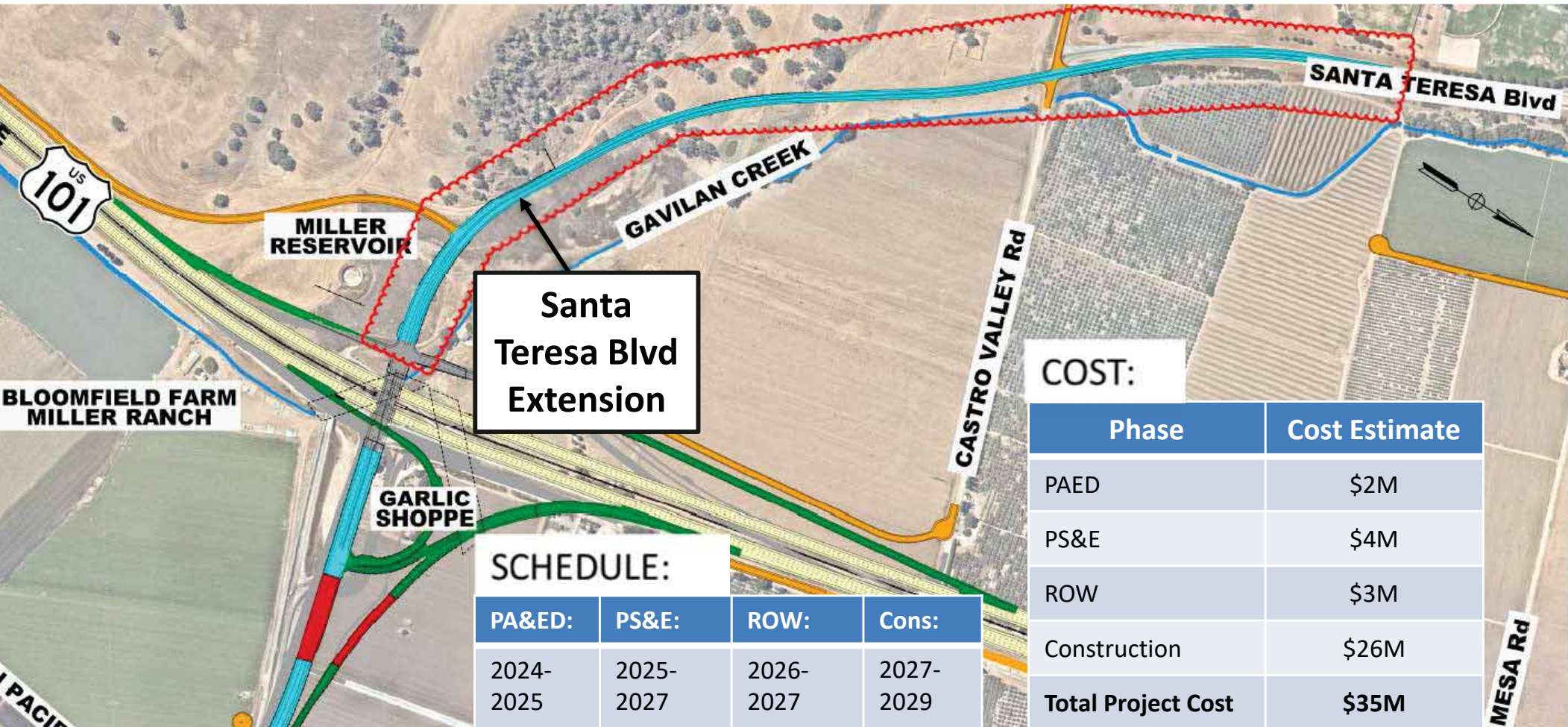
US 101 / SR 25 Phase 1 Project Timeline



Other Projects Underway



US 101/SR 25/Santa Teresa Boulevard Extension



Santa Teresa Blvd Extension

COST:

Phase	Cost Estimate
PAED	\$2M
PS&E	\$4M
ROW	\$3M
Construction	\$26M
Total Project Cost	\$35M

SCHEDULE:

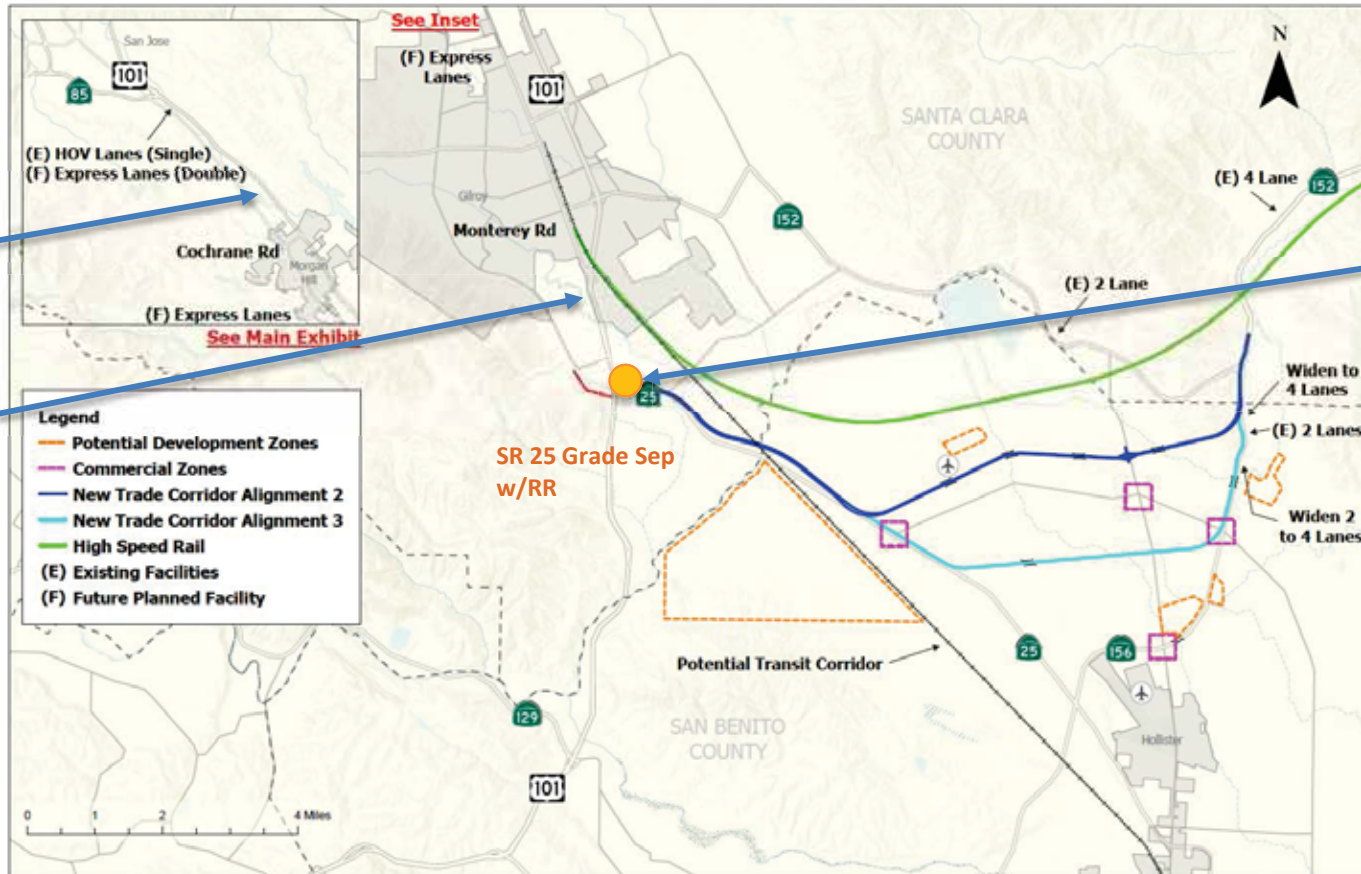
PA&ED:	PS&E:	ROW:	Cons:
2024-2025	2025-2027	2026-2027	2027-2029

Next Potential Improvements

US 101 Express Lanes to Dunne

US 101 Improvement Monterey to SR 25

SR 25 Grade Sep w/ RR



Questions/Discussion

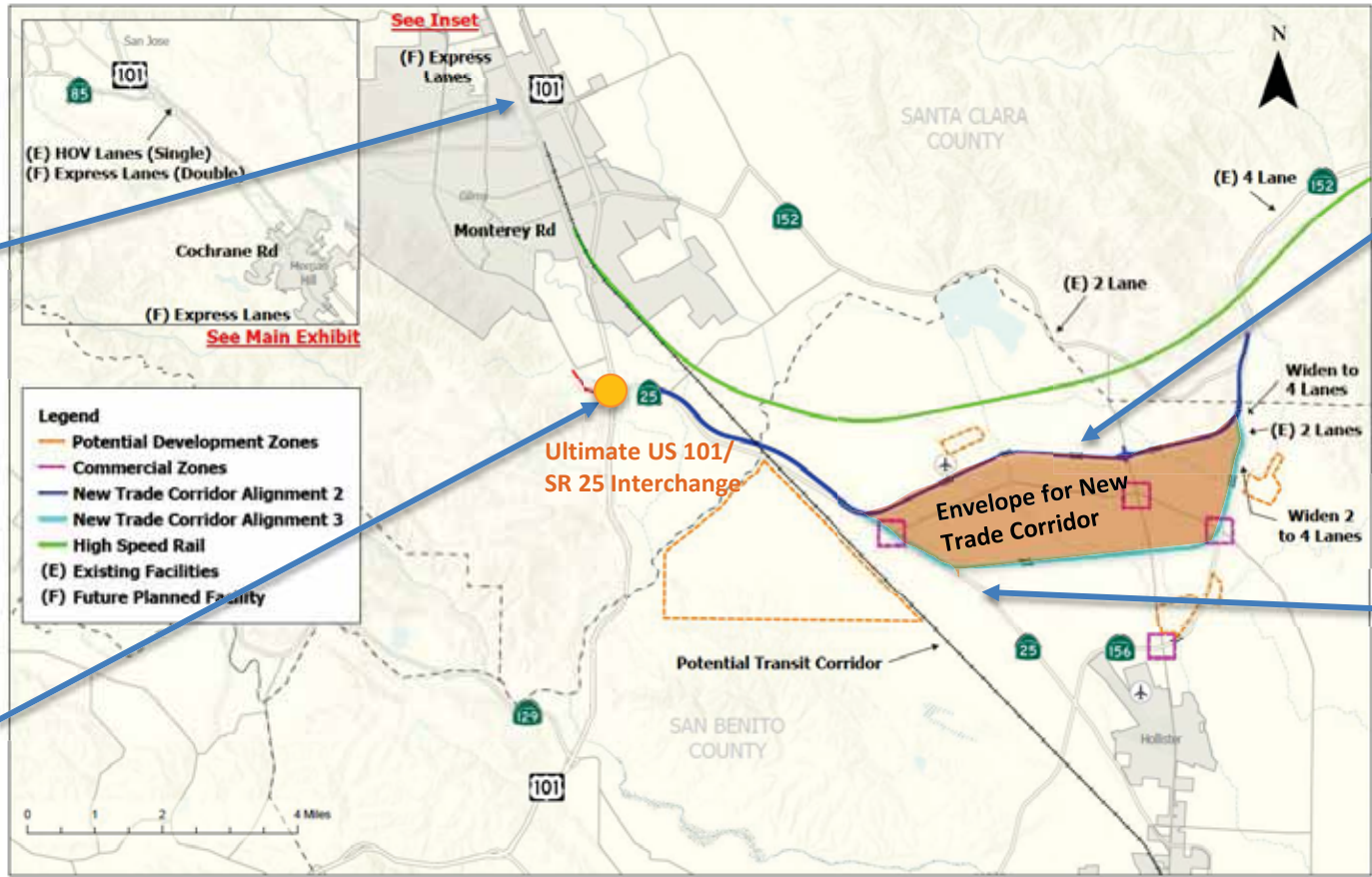
Longer-Term Potential Improvements

US 101 Express Lanes - Dunne to SR 25

New Trade Corridor - US 101 to SR 152 / 156

Ultimate US 101 / SR 25 Interchange

SR 25 Ultimate Project



Other Projects Underway Summary

Project	Status	Potential Funding Sources	Asset Owner	Project Sponsor	Delivery Once Funding is Secured (Years)											
					1	2	3	4	5	6	7	8	9	10+		
SR 25/Bolsa No Left Turn Restriction*	Implemented	Installed	Caltrans	Caltrans												
SR 25/Bolsa Median Refuge Lane Widening	In Construction	Fully funded	Caltrans	Caltrans												
Bolsa and Z-Best Intersection Improvements	Environmental	Property Owner	SCCRA/ Caltrans	Caltrans/ SCCRA												
SR 25/SR 156 Roundabout*	In Construction	Fully Funded	Caltrans	Caltrans												
US 101/SR 25 Phase 1*	Final Design	Fully Funded	Caltrans	VTA												
Santa Teresa Blvd Extension	CEQA cleared, NEPA starting; seeking funding for right of way and construction	VTA Measure B; SB1 (TCEP)	SCCRA	VTA												

*Project is fully funded.
SCCRA: Santa Clara County Roads & Airports

Next Group of Potential Improvements

Project	Status	Potential Funding Sources	Asset Owner	Project Sponsor	Delivery Once Funding is Secured (Years)									
					1	2	3	4	5	6	7	8	9	10+
US 101 Improvements - Monterey Road to SR 25 (cleared as part of Ultimate 101/25)	CEQA Cleared	VTA Measure B; SB1(TCEP)	Caltrans	VTA	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	White	White	White	White
US 101 Express Lanes to Dunne (Phase 8)	CEQA/NEPA Cleared	STIP; SB1(SCC); USDOT RAISE; financing	VTA	VTA	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	White	White	White	White
SR 25 Grade Separation with RR (cleared as part of Ultimate 101/25)	CEQA Cleared	VTA Measure B; SB1(TCEP)	Caltrans	VTA	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	White	White	White

Longer-Term Potential Improvements

Project	Status	Potential Funding Sources	Asset Owner	Project Sponsor	Delivery Once Funding is Secured (Years)											
					1	2	3	4	5	6	7	8	9	10+		
Ultimate US 101/SR 25 Interchange	CEQA Cleared	VTA Measure B; SB1 (TCEP)	Caltrans	Caltrans												
US Express Lanes - Dunne to SR 25 (Phase 9) [See Note 1]	Represented in VTA VTP 2040	STIP; SB1(SCC); USDOT RAISE; Earmark; financing	Caltrans	VTA												
New Trade Corridor (NTC) [See Note 2]	Caltrans Project Initiation Document (PID) Completed	USDOT RAISE; financing	TBD	TBD												
SR 25 Improvements South of the RR	Environmental Started	SBCOG Measure G; STIP	Caltrans	SBCOG												

Note 1: \$0.5M earmarked for PID

Note 2: \$5M requested for Prelim Eng / Tier 1 Environmental



PROJECT UPDATE - SAN BENITO COUNTY

PREPARED FOR THE MARCH 21, 2024, COUNCIL OF SAN BENITO COUNTY GOVERNMENTS MEETING

Agenda Item: 16

CONSTRUCTION PROJECTS

Project	Location/Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Contractor	Comments
1. Highway 25/156 Roundabout (1J480)	Intersection of SR 25/156, north of Hollister (PM 54.048)	Construct Roundabout	June 2022 - March 2024	\$10.9 million	SHOPP	Terry Thompson	Graniterock Construction	Turbo Roundabout is in full operation. Minor work delayed due to weather. Construction completion anticipated in late March 2024
2. Highway 156 Improvement Project (34490)	In and near San Juan Bautista, from The Alameda to slightly east of Fourth Street (PM 3.0/R8.2)	Construct four-lane expressway	August 2022 - Fall 2025	\$89.7 million	STIP/Local	Terry Thompson	Teichert Construction	Continued construction activities. Union Rd detour scheduled for Summer of 2024.
3. Highway 25 Curve Alignment Restoration (1H810)	Near Hollister, just north of San Benito Lateral (PM 18.8/19.1)	Curve restoration	March 2023 - Fall 2024	\$5.4 million	SHOPP	Terry Thompson	Teichert Construction	Wildlife fencing has been removed per the California Department of Fish and Wildlife (CDFW). Construction project will remain open until Fall 2024 to monitor soil stability (weather permitting).
4. Hollister Clean CA (1P531)	On Route 25 in San Benito County from Sunset Dr. to Santa Ana Rd. (PM 49.9/51.2)	Install beautification, transportation art, and safety measure enhancement project in Caltrans R/W.	April 2023 – Summer 2025	\$1.2 million	Clean CA	Terry Thompson	Bortolussi & Watkin, Inc.	Construction is on-going.



PROJECT UPDATE - SAN BENITO COUNTY

PREPARED FOR THE MARCH 21, 2024, COUNCIL OF SAN BENITO COUNTY GOVERNMENTS MEETING

PROJECTS IN DEVELOPMENT

Project	Location/Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments
5. U.S 101 Southbound Connector Extension (1N910)	In San Benito County 3.0 miles West of San Juan Bautista at SR-156 and U.S. Route 101	Extend westbound connector an additional 1800 feet and construct a ramp meter	TBD	TBD	Minor A	Terry Thompson	PA&ED	Continued surveys and environmental studies. Project viability study in progress.
6. SR 156/Alameda EB Right-Turn Channelization (1P300)	In San Juan Bautista at the intersection of SR 156 and The Alameda (PM 2.9/3.1)	Installation of eastbound right-turn channelization from SR 156 onto the Alameda	Spring 2024	TBD	Oversight/Local	Terry Thompson/ Paul Valadao	PA&ED	Caltrans is actively collaborating with the City's design team on inquiries regarding adjacent/affected property owners. The City's design team is preparing documents based on Caltrans DEER review.
7. Highway 25 Expressway Conversion - San Felipe, Segment 1 (48541)	San Felipe Road to 0.3 miles north of Hudner Lane (0.8 mi west of SR 25 to 0.5 miles east of SR 25)	Conversion of 2-lane conventional highway to a 4-lane expressway	N/A	N/A	Local	Terry Thompson	PA&ED	One workshop is completed and another is being proposed for Caltrans and SBCOG to determine the range of project alternative needed to align this project with SB743 VMT guidelines.



PROJECT UPDATE - SAN BENITO COUNTY

PREPARED FOR THE MARCH 21, 2024, COUNCIL OF SAN BENITO COUNTY GOVERNMENTS MEETING

PROJECTS IN DEVELOPMENT (CONTINUED)

Project	Location/Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager	Phase	Comments	
8.	Rocks Road US 101 Wildlife Connectivity Project (1Q260)	In San Benito County in the Aromas Hills (PM 0.0/2.8)	Identify wildlife crossing opportunities to connect important habitat on both sides of US 101 and improve safety for drivers and wildlife	TBD	TBD	State Funded	Terry Thompson	PID	PID document approved. PAED to begin Spring of 2024. Grant funding was awarded to the wildlife Connectivity Project.

ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CTC	California Transportation Commission
DEER	Design Engineering Evaluation Report
ED	Environmental Document
EIR	Environmental Impact Report
PA&ED	Project Approval and Environmental Document
PID	Project Initiation Document
PM	Post Mile
PS&E	Plans, Specifications, and Estimates
RTL	Ready to List
RW	Right of Way
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line

SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TBD	To Be Determined
TMS	Traffic Management System
VMT	Vehicle Miles Traveled

Closed Session

20. Public Employee Performance Evaluation (Government Code, § 54957(b)(1))
Employee: Executive Director

21. Conference with Labor Negotiators (Government Code, § 54957.6)
Agency Designated Representative: Board Chair
Unrepresented Employee: Executive Director

RETURN TO OPEN SESSION

Report out of Closed Session.