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San Benito Regional Transportation Plan

2025-2050

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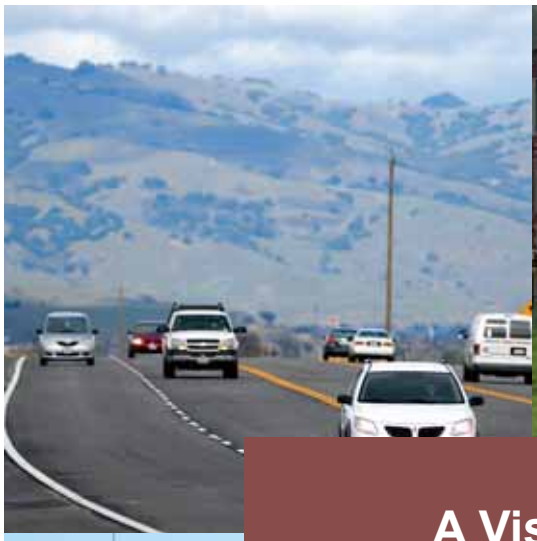
Council of San Benito County Governments



A Vision for the Future of Transportation in San Benito County

SBCOG
Council of San Benito County Governments

COUNCIL OF SAN BENITO COUNTY GOVERNMENTS (SBCOG) VISION & MISSION

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.

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Executive Summary

THE 2050 REGIONAL TRANSPORTATION PLAN

The 2050 Regional Transportation Plan (RTP) sets forth a comprehensive vision to guide transportation investments and policy decisions in the San Benito region over the next 25 years. Prepared by the Council of San Benito County Governments (SBCOG) in collaboration with local, state, and regional partners, the plan is designed to support economic growth, environmental quality, and community livability through a well-connected, multimodal transportation system. Updated every four years to reflect changing conditions and needs, the 2050 RTP aligns regional priorities with state, and federal goals while addressing infrastructure, mobility, and accessibility for residents, businesses, and visitors.

The 2050 RTP evaluates existing transportation conditions, accounts for regional growth, identifies current and future mobility needs, establishes clear policy goals, and outlines the strategies, funding sources, and investments that will shape the county's transportation network through 2050. It employs a performance-based approach, known as the plan's policy framework, to monitor progress toward regional objectives. The RTP also includes a financial plan detailing projected revenues and a project list cataloging transportation investment expenditure over the 25-year planning horizon. Revenues and expenditures in the 2050 RTP are balanced, demonstrating a fiscally constrained plan. Together, the policy framework, financial plan, and project list adequately position the San Benito region to address future challenges and opportunities while building a more connected, resilient, and sustainable transportation system through 2050 and beyond**.**

Regional Growth Forecast

Developing an effective plan requires a thorough understanding of both existing conditions and anticipated future growth. The San Benito region is largely rural and agricultural, with a diverse demographic and socioeconomic profile, including a significant Spanish-speaking population. The existing transportation network, which includes multiple highways, local roads, active transportation facilities, and a public transit system, was carefully assessed, and key areas of concern were identified, notably excessive highway traffic volumes and roadway safety issues.

To account for future growth, the 2050 RTP relies on the Association of Monterey Bay Area Governments' (AMBAG) 2026 Regional Growth Forecast, which projects population, employment, and housing growth at the county level. The strategies and investments included in the 2050 RTP are designed to meet the transportation demands associated with these anticipated growth patterns.

Table ES-1 provides 2026 Regional Growth Forecast data for the San Benito region.

Growth Category	2022	2050	Percentage Change
Population	64,209	71,030	11%
Employment	21,703	24,607	13%
Housing	20,365	26,293	29%

Table ES-1: Regional Growth Forecast Summary – San Benito

2050 RTP Policy Framework

The 2050 RTP establishes a comprehensive policy framework that defines transportation goals, objectives, performance measures, and supporting policies for the San Benito region. Aligned with the policy goals of AMBAG's 2050 Metropolitan Transportation Plan / Sustainable Communities Strategy (2050 MTP/SCS), the plan's policy framework guides transportation decision-making and provides the foundation for the region's planned projects and programs. Developed through regional collaboration and public input, the 2050 RTP policy goals are closely aligned with regional, state, and federal priorities.

The 2050 RTP Policy Goals are:

Equitable	- Plan for people of all ages, abilities, and backgrounds
Environment	- Create a sustainable and healthy region for all
Communities	- Develop, engage, connect, and sustain communities that are livable and thriving
Mobility	- Build and maintain a safe and robust multimodal transportation network
Economic	- Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all

The 2050 RTP is a performance-based plan, which integrates performance management principles into the planning process to evaluate how effectively the plan achieves its stated policy goals. The performance measures included in the 2050 RTP not only track transportation system performance but also reflect progress toward other regionally significant priorities, such as public

health improvements, farmland conservation, habitat preservation, and cost-effective infrastructure investment. Between the reported base year (2022) and the horizon year (2050), performance measure outcomes demonstrate measurable improvements at the AMBAG regional level. These results indicate that the coordinated investments in the 2050 MTP/SCS and RTPs across Monterey, San Benito, and Santa Cruz Counties generate positive and tangible benefits for the region.

2050 RTP Financial Plan

State law requires RTPs to be fiscally constrained based on reasonably anticipated revenues. The 2050 RTP financial plan outlines how projected federal, state, and local funds will support transportation investments over the next 25 years. In total an estimated $1.9 billion in transportation revenues are expected to be available through 2050. The financial plan was developed conservatively and only revenues with a reasonable likelihood of capture were included to provide realistic expectations of revenue capture.

Identified funds are primarily allocated through programs tied to specific project categories, such as transit capital, highway improvements, and maintenance. While substantial, these revenues do not fully meet regional transportation needs. The RTP identifies over $2 billion in total transportation investment needs, resulting in a funding shortfall of roughly $146.9 million. Projects that can be fully funded with projected revenues make up the plan's financially constrained project list (approximately $1.9 billion), while additional needs are identified as unconstrained, highlighting opportunities for future grant pursuit and potential new revenue sources.

Figures ES-1 and ES-2 provide a breakdown of the plan's revenues and constrained expenditures by category.

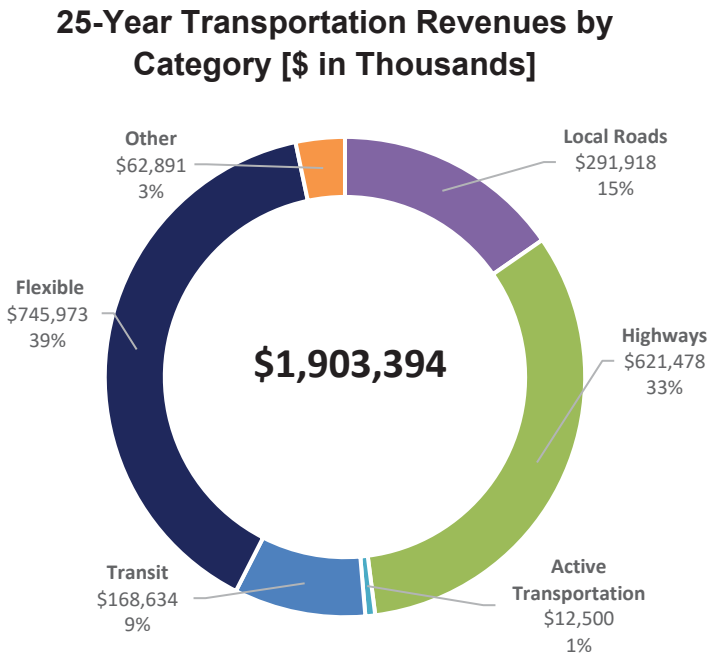

Figure ES-1: 25-Year Transportation Revenues by Category

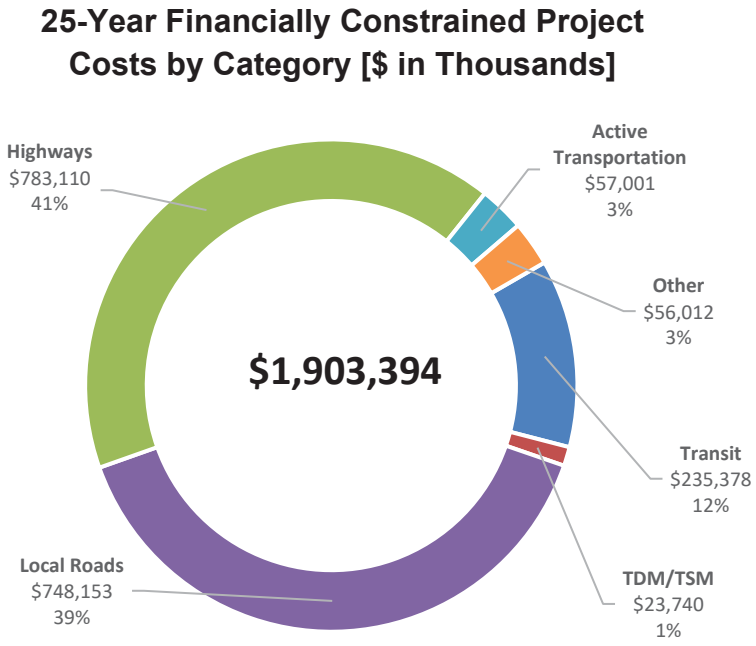

Figure ES-2: 25-Year Financially Constrained Project Costs by Category

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Chapter 1 : Introduction

INTRODUCING THE 2050 REGIONAL TRANSPORTATION PLAN

This plan presents a vision for improving transportation in the San Benito region over the next 25 years. The 2050 Regional Transportation Plan (RTP) is a long-range planning document developed by the Council of San Benito County Governments (SBCOG) in partnership with its member agencies, state and regional agencies, and a broad coalition of public and private interests.

Every four years, SBCOG updates the RTP in order to reflect changing conditions. The 2050 RTP outlines near- and long-term priorities to support economic growth, environmental sustainability, and quality of life in the San Benito region. It establishes an integrated, multimodal framework for the efficient movement of people and goods, aligning the region's transportation vision with state and federal goals.

As the long-range transportation plan for San Benito region, the 2050 RTP guides investments across highways, local roads, transit, bicycle, and pedestrian systems. It evaluates how projected growth in housing, employment, and population will affect the transportation network and identifies strategies to meet future mobility needs across all modes.

SBCOG's 2050 RTP further builds upon past plan updates by carrying forward projects from those plans with updates based on local and regional priorities that have evolved since their respective adoptions. Many federal and state requirements must be considered during the development of an RTP, which the 2050 RTP addresses, while also considering input from the diverse stakeholders potentially impacted by the transportation investments identified in the plan.

The 2050 RTP complies with the latest guidelines set by the California Transportation Commission (CTC), adopted in January 2024, which ensure that regional planning is continuous, cooperative, and comprehensive. Importantly, this plan is fiscally constrained, and it identifies how reasonably forecasted local, state, and federal funds will be allocated to implement specific projects and programs throughout the San Benito region's entire transportation network through 2050.

The 2050 RTP contains the following chapters:

Chapter 1: Introduction. This chapter provides important background on the geography and key characteristics of San Benito County. The chapter also summarizes regional planning and the process that SBCOG led in developing the 2050 RTP.

Chapter 2: Policy Framework for 2050 RTP. Describes the overall goals, objectives, and strategies from regional, state and federal sources that provide a foundation for the plan.

Chapter 3: The Existing Multimodal Transportation Network. Summarizes the key highway, road, transit, and active transportation features of the transportation network, along with discussion of relevant issues

Chapter 4: Meeting Future Transportation Needs. This chapter serves as the action element of the 2050 RTP. The growth forecast is introduced as the transportation-land use connection that guides future transportation investments. Anticipated future travel patterns are then described and correlated to the plan's budget and key strategies. The chapter culminates with the 2050 RTP project list that lists all project and program investments for the 25-year planning period.

Chapter 5: Funding Our Transportation Future. This financial element chapter includes the budget for the financially constrained 2050 RTP. The available revenue sources are introduced and the investments by travel mode are summarized.

Chapter 6: Measuring the Performance of the Plan. This chapter summarizes the regional and federal performance outcomes for the San Benito 2020 RTP and the three-county MTP/SCS prepared by AMBAG. The chapter builds on the policy framework discussed in Chapter 2. In Chapter 6, the regional goals and objectives are connected to performance measures and outcomes.

Chapter 7: Consultations & Public Participation for the 2050 RTP. This final chapter identifies key stakeholders engaged in the development of the plan. It also describes activities completed to ensure that diverse perspectives were heard in order to shape the plan's vision and investments priorities

SAN BENITO COUNTY

The San Benito region, which corresponds with the jurisdictional boundaries of San Benito County, is located in California's Central Coast, just south of Silicon Valley, see Figure 1-1. The region is bordered by Santa Clara County to the north, Santa Cruz County to the northwest, Monterey County to the west and south, and Fresno and Merced Counties to the east. Covering approximately 1,389 square miles, the region is characterized by a blend of fertile agricultural valleys, rolling rangelands, and rugged mountain terrain rising to elevations exceeding 5,400 feet in the southern portion of the County.

Figure 1-1: Map of San Benito Region
SOURCE: SAN BENITO COUNTY GENERAL PLAN

The City of Hollister, the County seat and largest urban center, sits at an elevation of about 229 feet. Along with the City of San Juan Bautista, the County's only other incorporated city, these communities serve as the primary population and employment centers within the region. Beyond these cities, a network of small unincorporated communities—including Aromas, Tres Pinos, Panoche, Ridgemark, and Paicines—reflect the County's predominantly rural character. According to the 2020 U.S. Census, the County's population was 64,209 with most residents concentrated in the northern and northwestern portions of the region.

Major transportation corridors traverse San Benito, providing critical regional and interregional connectivity. U.S. Highway 101 and State Routes (SR) 25, 129, and 156 link the region to the greater Monterey Bay Area, Silicon Valley, and the Central Valley. These corridors are vital to the movement of agricultural goods, commuters, and visitors, supporting the local economy and connecting San Benito to other parts of the state.

While the northern part of the region has experienced modest urbanization driven by proximity to the Bay Area, the southern region remains largely rural and sparsely populated, defined by rangeland, farms, and natural landscapes. The County's geography, agricultural productivity, and proximity to major economic centers give the San Benito region a distinctive identity, one that balances its rural roots with its growing role as a connector between California's Central Coast, its inland regions, and the Bay Area.

COMMUNITY CHARACTER

The San Benito community is largely defined by its rural, agricultural, and small-town character. It is also home to notable historic landmarks such as the Mission San Juan Bautista and Pinnacles National Park. The community takes great pride in the region's historic and rural qualities and maintains a strong commitment to preserving these defining characteristics. To that end, the 2050 RTP advances policies and strategies that promote infill development as a means of safeguarding the region's undeveloped agricultural and historic lands. The following sections explore important community characteristics that have been considered in planning for the San Benito region's transportation system.

EXISTING DEMOGRAPHICS

Understanding the region's demographics is essential for effective transportation planning. Different segments of the population, such as elderly residents or those with limited English proficiency, have unique travel needs and preferences. Analyzing demographic data helps ensure that transportation planning initiatives are accessible, equitable, and responsive to the needs of the entire community.

Population Characteristics

See Tables 1-1, 1-2, 1-3, and 1-4 for US Census Bureau data on the San Benito region.

Race	Percentage of Population
White	59.2%
Black	1.7%
Asian	5.1%
American Indian and Alaskan Native	5.7%
Native Hawaiian or Other Pacific Islander	0.8%
Other	46.6%

Table 1-1: Demographic Profile of San Benito by Race

SOURCE: US 2020 DECENNIAL CENSUS

Hispanic or Latino	Percentage of Population
Hispanic or Latino	61.1%
Not Hispanic or Latino	38.9%

Table 1-2: Demographic Profile of San Benito - Hispanic or Latino
SOURCE: US 2020 DECENNIAL CENSUS

Languages Spoken	Percentage of Population
English (Only)	58.2%
Spanish	36.7%
Asian and Pacific Island Languages	3.6%
Other	1.5%

Table 1-3: Demographic Profile of San Benito - Languages Spoken
SOURCE: 2024 AMERICAN COMMUNITY SURVEY

Age	Percentage of Population
Under 18 Years	22.4%
18 – 65 Years	64%
Over 65 Years	13.6%

Table 1-4: Demographic Profile of San Benito – Age
SOURCE: US 2020 DECENNIAL CENSUS

Income

According to the US Census Bureau's 2024 American Community Survey – 1 Year Estimates, the median household income for the San Benito region is approximately $114,011, while per capita income is $42,691. Furthermore, 7.2% of the region's population is considered to be at or below the federal poverty line. Mobility and travel behavior are closely linked to income; limited transportation options can restrict access to employment and educational opportunities, while limited income can constrain mobility choices, such as the ability to own or operate a personal automobile. The 2050 RTP seeks to address transportation-disadvantaged communities by investing in an accessible and efficient multimodal transportation system that promotes economic mobility.

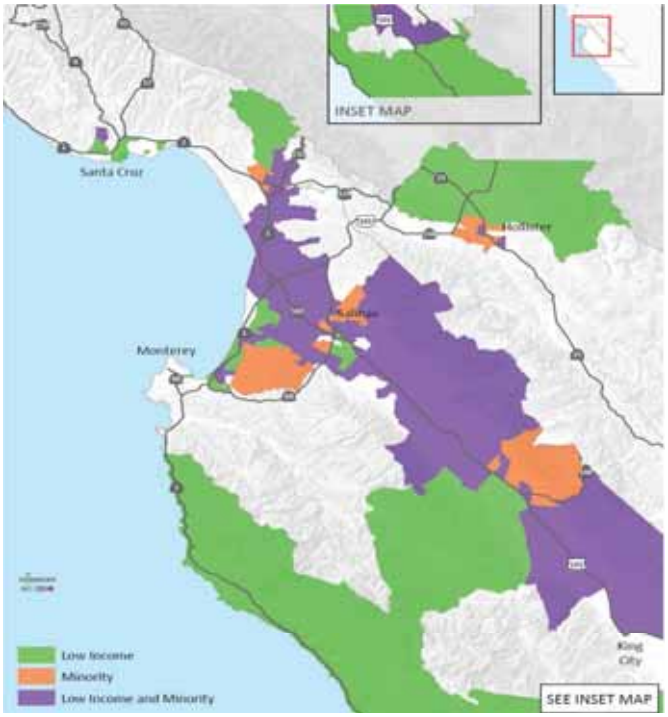

Figure 1-2: 2050 Low Income and Minority Areas
SOURCE: AMBAG 2050 MTP

Social Equity

AMBAG's 2050 MTP/SCS identifies certain areas of San Benito County as low-income, minority, or both low-income and minority, these areas are illustrated in Figure 1-2 above. The 2050 RTP includes socially equitable investments in the
transportation system across the cities of San Juan Bautista and Hollister, and County of San Benito.

REGIONAL PLANNING IN SAN BENITO COUNTY

Established in 1973, SBCOG is the Regional Transportation Planning Authority (RTPA) representing the County of San Benito, the City of Hollister, and the City of San Juan Bautista. SBCOG provides a forum for addressing transportation matters of regional importance and works to develop unified approaches to current and future transportation challenges.

SBCOG is governed by a board of directors consisting of two representatives from the Hollister City Council, two representatives from the San Benito County Board of Supervisors, and one representative from the San Juan Bautista City Council. In addition to serving as the Regional Transportation Planning Agency for San Benito, the SBCOG Board serves in a variety of capacities, including as the:

- **San Benito County Local Transportation Authority (LTA).** The LTA was formed by a Joint Powers Agreement between the City of Hollister, City of San Juan Bautista, and the County of San Benito to administer regional public transit services.

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

- **Service Authority for Freeways and Expressways (SAFE).** SAFE was established in September 1998 by the city councils of Hollister and San Juan Bautista and the San Benito County Board of Supervisors. This agency is responsible for the area's emergency motorist aid program, which consists of emergency call boxes and other motorist aid programs such as additional California Highway Patrol (CHP) enforcement. There are currently 40 call boxes in San Benito County along highways 25, 101, 129, 146, 156 and Panoche Road.

REGIONAL TRANSPORTATION PLANNING IN THE SAN BENITO REGION

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

The 2050 RTP was prepared in accordance with the California Transportation Commission's Regional Transportation Plan Guidelines

In coordination with the regional agency partners, SBCOG is responsible for the preparation of the San Benito 2050 RTP and must ensure that all requirements of the RTP process are met. The Draft 2050 RTP is the culmination of collaborative efforts led by SBCOG:

1. SBCOG completes policy research, data collection, and analysis in order to frame transportation issues that become core elements of the RTP update;

2. SBCOG solicits public comment from the Technical Advisory Committee (TAC), jurisdictions, Caltrans, AMBAG, local agencies, the general public, and other groups, on the transportation issues identified;

3. SBCOG responds to comments and, as appropriate, includes responses to comments as the planning process unfolds;

4. SBCOG prepares the draft 2050 RTP that addresses all of the transportation issues identified and the RTP required elements;

5. SBCOG provides input to AMBAG on a three-county programmatic MTP/SCS environmental document that is in conformance with CEQA. The environmental document analyzes impacts and identifies specific mitigation activities identified in the review process. The programmatic environmental review considers all the projects included in the 2050 MTP/SCS, thereby including all San Benito 2050 RTP investments;

6. SBCOG adopts the RTP and the three-county environmental document in accordance with the State and Federal requirements.

The Metropolitan Planning Organization (MPO) Region

The MPO responsible for San Benito is AMBAG, which also serves as the MPO for Santa Cruz and Monterey Counties. Collectively, this tri-county area is referred to as the MPO Region in the 2050 RTP, see Figure 1-3. AMBAG fulfills a broad range of responsibilities defined in federal statutes. Among the MPO roles, AMBAG provides land use and transportation data and analysis tools that assist SBCOG in developing actionable strategies that benefit San Benito County residents.

Figure 1-3: MPO Region Map
SOURCE: AMBAG 2050 MTP

MPO Region Collaboration

A good example of a planning effort at the MPO Region level is the environmental review for the 2050 RTP. In support of AMBAG's three-county 2050 MTP/SCS, and the RTPs being done by the three individual RTPAs. AMBAG established an MPO Region Memorandum of Understanding between SBCOG, the Transportation Agency for Monterey County (TAMC), and Santa Cruz County Regional Transportation Commission (SCCRTC) to prepare one programmatic Environmental Impact Report (EIR) which included each Regional Transportation Plan collectively in the Metropolitan Transportation Plan (MTP).

The decision to participate in a joint Environmental Impact Report was at the discretion of the board of directors for each agency. In partnership with SBCOG and its peer RTPAs, an extensive environmental review process, in accordance with the California Environmental Quality Act (CEQA), is being conducted.

The completion of the Draft Environmental Impact Report includes an extensive 55-day public review period, in which the Association, as the lead agency, responds to written public comments. The SBCOG Board of Directors will consider a resolution certifying the Environmental Impact Report at a future meeting in 2026.

Chapter 2 : Policy Framework for 2050 RTP

OVERALL POLICY APPROACH OF THE 2050 RTP

The purpose of this chapter is to set a policy framework by which SBCOG's mobility needs are identified and met. The RTP Policy Framework identifies the transportation goals, objectives, performance measures, and policies to meet the needs of the region and reflects consideration of the region's environmental, social, and economic goals. These goals, objectives, and policies are the foundation for long-term planning and the basis of the projects and actions of the RTP. Additionally, land use decisions and regional transportation policy are linked to each other.

The goals, objectives, and policies developed for this plan are the result of a public outreach process described below and collaboration with the decision-making entities in the county. These entities include, but are not limited to, SBCOG, the San Benito County Board of Supervisors, and the city councils of Hollister and San Juan Bautista.

The 2050 RTP features a set of policy goals that were developed through an open and collaborative process led by AMBAG. In order to ensure San Benito County interests were engaged, the collaboration included partner agencies, stakeholder groups, and the public alike. The 2050 RTP Policy Goals, illustrated below, are reflective of the needs of the community and regional transportation system at large while remaining aligned with relevant state and federal goals.

Equitable

- Plan for people of all ages, abilities, and backgrounds.

Environment

- Create a sustainable and healthy region for all

Communities

- Develop, engage, connect, and sustain communities that are livable and thriving.

Mobility

- Build and maintain a safe and robust multimodal transportation network.

Economic

- Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all

Figure 2-1: 2050 RTP Policy Goals

THE 2050 RTP POLICY GOALS

Together the 2050 RTP Policy Goals strive to create a safe, sustainable, multimodal transportation system that provides reliable and efficient mobility and accessibility for people, goods, and services. To create a tangible path for achieving these goals the following section contains a list of strategies associated with each 2050 RTP Policy Goal.

2050 RTP Strategies in Support of Policy Goals

Equitable

Strategies:

- Demonstrate that investments reduce or eliminate disparities in access, mobility, economic opportunities, safety, and health outcomes for transportation-disadvantaged populations.

- Use a variety of methods to engage the public and encourage participation from traditionally disadvantaged populations.

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

Environment

Strategies:

- Avoid and minimize impacts on local, state, and federally defined environmentally sensitive areas.

- Encourage efficient development patterns that maintain agricultural viability and protect natural resources.

- Invest in transportation projects that reduce greenhouse gas emissions.

- Support infrastructure that encourages the electrification of the transportation system.

Communities

Strategies:

- Promote active transportation modes, such as walking, biking, and transit.

- Attend health-related meetings to ensure collaboration between transportation and health initiatives.

	- Encourage Complete Streets implementation by local jurisdictions.
 **Mobility**	Strategies: - Improve pavement conditions by investing in local roads. - Provide safe, attractive, and affordable modes of transportation that improve access to key destinations. - Improve transportation system efficiency by pursuing both traditional and non-traditional funding sources. - Improve public transit access and encourage transit-oriented development. - Monitor local roadway pavement condition index and safety data.
 **Economic**	Strategies: - Support Surface Transportation Assistance Act (STAA) truck routes that bolster economies, while minimizing impacts on local roads. - Invest in Intelligent Transportation System Technologies - Improve freight access to economic / commercial centers - Support transportation improvements aimed at revitalizing commercial corridors

Table 2-1: 2050 RTP Policy Goal Strategies

STATE PLANNING GOALS

The 2050 RTP's goals, objectives, and performance measures align well with Caltrans' statewide planning framework. The eight topic area goals from Caltrans' California Transportation Plan (CTP) 2050 guides long-range transportation planning by integrating statewide goals with regional transportation and land use plans to create a unified multimodal strategy. The CTP establishes performance-based goals, policies, and strategies that define a collective vision for California's integrated transportation system over the next 25 years, as shown in Figure 2-2. Prepared in response to federal and state requirements and updated every five years, the CTP and its associated statewide modal plans provide essential guidance to regions like San Benito, helping shape the framework for long-range local transportation planning.

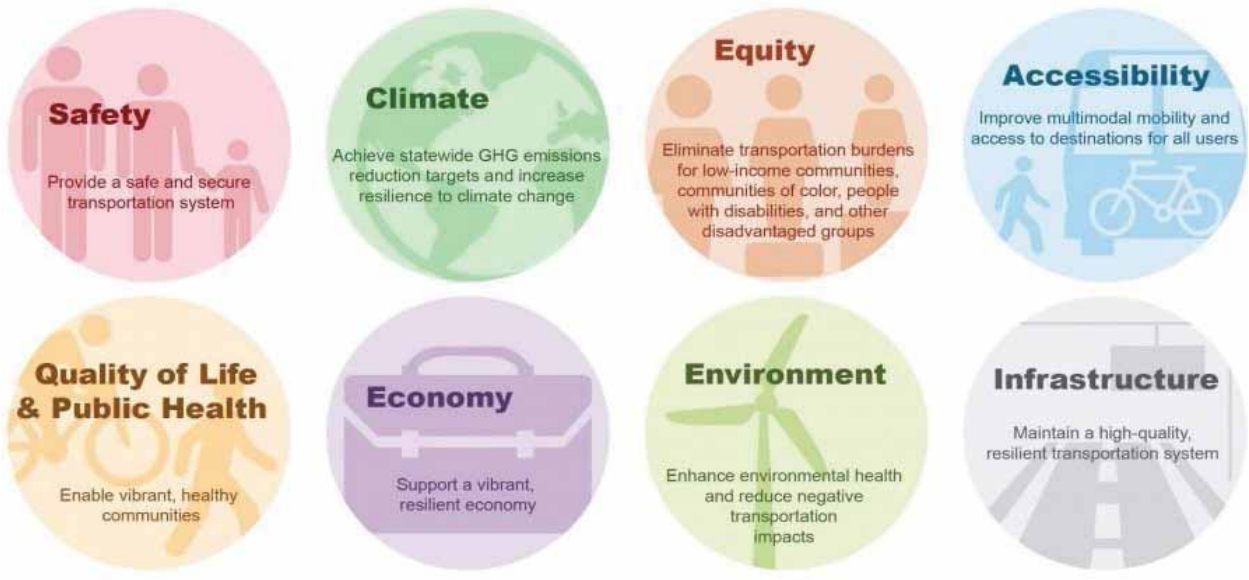

Figure 2-2: CTP 2050 Goals
SOURCE: 2050 CTP

FEDERAL PLANNING FACTORS & PERFORMANCE MEASURES

The content of the 2050 RTP is ostensibly shaped by State of California requirements, while AMBAG's MTP/SCS fulfills federal requirements for MPOs. However, state and federal requirements overlap in California Government Code 65080. This statute mandates all transportation planning agencies receiving state and federal funds prepare and adopt a regional transportation plan that considers federal transportation planning factors specified in Section 134 of Title 23 of the United States Code. These factors are aimed at achieving a coordinated and balanced regional transportation system.

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

Table 2-2: Federal Transportation Planning Factors

Federal Planning Factors are issued by Congress and emphasize planning objectives from a national perspective and are revised or reinstated with each new reauthorization bill. These federal regulations incorporating both MAP-21 and Fixing America's Surface Transportation Act (FAST) changes were updated by the FHWA and Federal Transit Administration (FTA). The ten Federal Planning Factors requirements are summarized in Table 2-2 above.

CONSISTENCY WITH OTHER PLANNING DOCUMENTS

The content of the 2050 RTP is influenced by federal, state, regional, and local transportation planning documents. As such, SBCOG reviewed a range of federal, state, and local planning documents to help guide the plan's framework. Ensuring the 2050 RTP is consistent with these documents allows for coordination of their programs, policies, and plans, minimizing potential conflicts in project implementation. Other plans consulted included the following sources:

Federal and State Plans:

- California Transportation Plan 2050
- Interregional Transportation Improvement Program
- California Freight Mobility Plan
- Statewide Transit Strategic Plan
- Federal Transportation Improvement Program
- Transportation Concepts Report
- District System Management Plans
- Strategic Highway Safety Plan
- California Strategic Highway Safety Plan
- California State Bicycle and Pedestrian Plan
- Caltrans District 5 Active Transportation Plan
- Caltrans District 5 Adaptation Plan

Regional and Local Plans:

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

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Chapter 3 : Existing Multimodal Transportation Network

San Benito is served by a transportation system of highways, roads, transit routes, bicycle lanes, sidewalks, and airports that facilitate multimodal travel throughout the region. This chapter provides a snapshot of the existing multimodal network and its current conditions. The ownership and operation of the region's transportation network is the responsibility of local jurisdictions, regional agencies, and Caltrans.

FEDERAL AND STATE HIGHWAYS

Highways are an integral part of San Benito's regional transportation system and are generally defined as arterial roadways intended for continuous through travel. While most highway facilities in San Benito operate as conventional two-lane expressways with partial access control, some segments function as full-access-controlled freeways with grade-separated intersections. Table 3-1 provides a complete list of highways in the San Benito region.

Highways	Miles of Facility in San Benito	Operator
U.S. Route 101	7.52	Caltrans
California State Route 25	60.08	Caltrans
California State Route 156	18.43	Caltrans
California State Route 129	2.64	Caltrans
California State Route 146	5.07	National Park Service

Table 3-1: San Benito Highways

Existing highway facilities in San Benito face significant safety and congestion challenges, particularly along the segments of SR 25, SR 156, and U.S. 101 that connect the region to the Bay Area. These issues are well documented, and Caltrans, working collaboratively with SBCOG and other local stakeholders, continues to implement strategies and projects aimed at improving safety, mobility, and overall travel conditions on the region's highways.

A summary of San Benito's existing highway facilities can be found in the following sections.

State Route 25

SR 25 is the primary north-south highway in the San Benito providing direct access to U.S. 101, State Route 156, the City of Hollister, southern Monterey County, and the eastern entrance of Pinnacles National Park. The highway spans the entire length of the San Benito region, entering from the north approximately two miles south of its interchange with U.S. 101 in Santa Clara County, and from the south just north of its junction with SR 198 in southern Monterey County. SR 25 is generally a rural, undivided two-lane highway, with the exception of a short segment in the City of Hollister that expands to six lanes.

SR 25 faces significant safety and operational challenges, largely due to increasing commute traffic from the San Benito region to the Bay Area, driven by differences by regional housing costs differences and local jobs-housing imbalances. These issues are most severe on the segment between Hollister and the SR 25/U.S. 101 interchange, which carries the majority of commuter traffic and includes numerous at-grade intersections with limited left-turn lanes, as well as private driveways that create conflict points between high-speed through traffic and slower merging vehicles.

Traffic volumes along this segment have more than doubled since the mid-1990s and are expected to continue rising, contributing to worsening peak-period congestion and increased pressure on adjacent local roads not designed to accommodate diverted traffic. Figure 3-2 shows the increase in daily two-way traffic at the San Benito/Santa Clara County line, rising from 9,000 vehicles per day (vpd) in the mid-1990s to 19,500 vpd in 2013, with volumes forecast to reach 37,800 vpd by 2040.

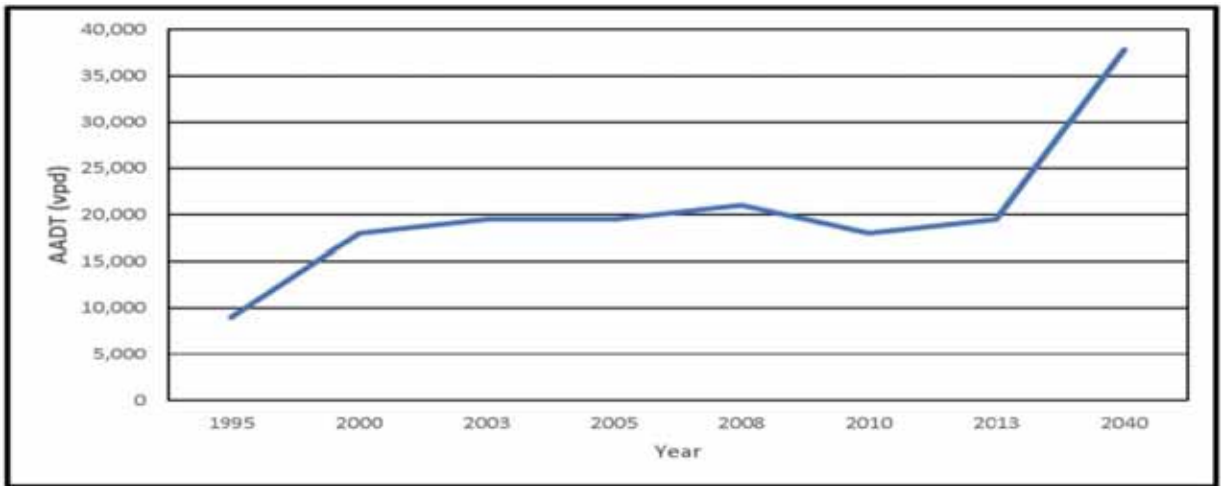

Table 3-2: SR 25 Annual Daily Average Two-Way Traffic Volumes at San Benito / Santa Clara County Line

SOURCE: CALTRANS TRAFFIC DATA AND DRAFT SR 25 TRANSPORTATION CONCEPT REPORT (2016)

Over the past two decades, Caltrans, in partnership with SBCOG and local agencies, has implemented numerous projects to address the needs of SR 25 travelers. The region also has ongoing and planned investments aimed at addressing SR 25, including the SR 25 Corridor Improvement Project, which aims to upgrade the highway to expressway standards from the City of Hollister to the Santa Clara/San Benito County line, reducing congestion and improving safety along the corridor.

Historical investments on SR 25 are summarized in the following three sections.

State Route 25 Bypass Project

The Measure A Authority, a 1988 transportation sales tax managed by SBCOG, constructed the SR 25 Bypass, which opened in February 2009. The Bypass is a six- and four-lane urban arterial with bicycle lanes that runs from SR 25 at Sunnyslope Road north through Hollister, intersecting East Park Street, Hillcrest Road, Meridian Street, and Santa Ana Road, before continuing to connect with San Felipe Road and SR 25 in unincorporated San Benito County. In 2014, SBCOG and Caltrans designated the Bypass as the SR 25 Pinnacles National Park Highway within Hollister city limits. Prior to the Bypass, SR 25 ran through downtown Hollister, which has since been relinquished to the City of Hollister. The Bypass was officially transferred to the State in May 2014.

State Route 25 Safety and Operational Enhancements Project

In 2010, Caltrans, in partnership with SBCOG, completed the Highway 25 Safety and Operational Enhancements Project. The project, located on SR 25 between San Felipe Road and Shore Road in San Benito County, aimed to reduce the risk of cross-centerline collisions by constructing a median barrier and consolidating private driveways.

State Route 156 / State Route 25 Turbo Roundabout Project

The SR 156/SR 25 Turbo Roundabout project involved constructing a roundabout at the intersection of SR 156 and SR 25 north of the City of Hollister. The project, completed in 2024, aims to reduce the frequency and severity of collisions at this location, which had experienced recurring broadside and rear-end crashes due to red-light violations. The project was funded through the State Highway Operation and Protection Program (SHOPP), which supports improvements to maintain the safety and operational integrity of the state highway system.

State Route (SR) 156 Corridor Improvement Project

SR 156, located in the northern portion of the San Benito, is the region's primary east–west highway, running from the SR 156/U.S. 101 interchange through San Juan Bautista and Hollister to the San Benito/Santa Clara County line, where it connects with SR 152. The route is a four-lane expressway from U.S. 101 to Hollister and narrows to a two-lane highway through the SR 25/SR 156 Turbo Roundabout to the county line.

SR 156 serves both interregional and local travel. Interregional travel primarily consists of freight movement from the Central Coast's agricultural centers, as well as recreational weekend travel between Monterey Bay, the Central Valley and the San Francisco Bay Area. This interregional traffic, particularly freight movement, frequently conflicts with local travel and farm equipment, resulting in congested and unsafe conditions.

In response to existing conditions and anticipated future increases in traffic volume, SR 156 recently underwent a major capacity expansion investment through the State Route 156 Conversion Project. The project, sponsored by Caltrans and SBCOG, resulted in a new four-lane facility between Hollister and San Juan Bautista, while the existing roadway will be converted to a frontage road and relinquished to San Benito County. The capacity widening project is completed and opened to public in Summer 2025. The conversion of the existing SR 156 to frontage road is currently underway. Once completed this roadway will be relinquished to San Benito County.

U.S. 101

U.S. 101, the only federal highway in the San Benito region, passes through the northwestern portion of the region for approximately 7.5 miles, primarily serving north-south interregional travel and freight movement. Within San Benito, U.S. 101 operates as both a freeway and an expressway and is included in Caltrans' Interregional Route System. San Benito County has designated the segment of U.S. 101 from the Monterey County line to SR 156 as a Scenic Highway, making it eligible for inclusion in the California Scenic Highway Program.

U.S. 101 also serves as the primary north–south highway in California's Central Coast region and plays a critical role in facilitating goods movement both within the region and to other parts of the state. Consequently, the highway carries substantial freight traffic, with some of the highest truck volumes in San Benito concentrated between the SR 129/U.S. 101 and SR 156/U.S. 101 interchanges. These high volumes are driven by agricultural activities in Monterey County and the transport of those goods to markets outside the region.

State Route 129

SR 129 is a two-lane facility connecting Santa Cruz County to U.S. 101 in the far northwestern corner of the San Benito region. SR 129 primarily serves freight and agricultural traffic from Santa Cruz County as well as tourism travel from the Central Valley to the beaches and towns in Santa Cruz County. Freight and agricultural traffic from SR 129 stresses the infrastructure of local roads like San Juan Highway and San Justo Road, which are not designed to consistently bare heavy loads.

State Route 146

SR 146 is a two-lane conventional highway providing primary access from SR 25 to Pinnacles National Park in the south-central San Benito region. The route is designated as a local Scenic Highway and is eligible for inclusion in the California Scenic Highway Program. A portion of SR 146 has been relinquished to the National Park Service.

GOODS MOVEMENT

San Benito County has long been an important crossroads for interregional travel. The three major highways traversing the county carry significant freight traffic daily. In particular, SR 156 is a critical east-west freight corridor connecting the agricultural rich Salinas Valley to the Central Valley. Due to the safety problems and increasing truck volumes on the roadway, the State Route 156 Conversion Project began in the Fall of 2022. The project will result in a new four-lane expressway connecting the cities of San Juan Bautista and Hollister, with the existing route being relinquished to the County of San Benito to serve as a frontage road. Planned future improvements to SR 25 and US 101 are also aiming to improve freight travel within San Benito County, while balancing the need for improved auto travel reliability and more non-auto travel options.

One of the policy challenges in supporting goods movement in San Benito County is balancing safety improvements with maintaining driveway and local road access to farms and agricultural-related businesses. San Benito County and the rest of the Central Coast region are well-known for the variety of agricultural products grown. According to USDA and US Census data, the three most important crops in the county, in terms of value per year, are vegetables ($106m), fruit & tree nuts, excluding berries ($22m), and horticulture ($1m).

The aforementioned issues, and many others, are documented in regional and state freight plans for the San Benito region. In accordance with MAP 21, the FAST Act, and IIJA/BIL, Caltrans

developed the California Freight Mobility Plan (CFMP). The plan addresses current freight conditions, identifies important trends, and responds to region-specific goods movement issues. Strategies for the Central Coast region were informed by a preceding regional plan, the Commercial Flows Study, that was developed by a consortium of agencies, including AMBAG and SBCOG. The Commercial Flows Study and the CFMP engaged private and public stakeholders in the AMBAG region including San Benito County and has helped prioritize goods movement supportive investments, such as SR 156.

LOCAL STREETS AND ROADWAYS

Local streets and roadways form the foundation of the region's connectivity, allowing residents to travel safely and efficiently within their communities and access transportation facilities geared toward interregional travel. San Benito's local road network, maintained by the County of San Benito and the Cities of Hollister and San Juan Bautista, totals 562.96 miles. See Table 3-3 for a jurisdictional breakdown of maintained roadway miles.

Jurisdiction	Miles of Maintained Roadway
County of San Benito	454
City of Hollister	100.85
City of San Juan Bautista	8.11

Table 3-3: Miles of Maintained Roadway - San Benito

SOURCE: CALTRANS PUBLIC ROAD DATA (2023)

Traffic congestion on rural roads in northern San Benito County has created delays at local intersections and on roadways not designed to accommodate high levels commuter traffic. Particularly, as the regional highway system approaches capacity at peak times, traffic sets into secondary local roads that are not equipped or designed to accommodate high volumes of commuter traffic. Progressively, local streets and roads are moving towards a Complete Street approach, focusing on the movement of people, including non-drivers of all ages and abilities, and the variety of travel modes they may use.

Local roads typically fall under one of 4 classifications, as described in the following section. These classifications, set by the FHWA are used in determining federal funding eligibility, particularly as they relate to the Surface Transp. Block Grant (STBG) /Regional Surface Transportation Program (RSTP), which is one of the primary federal funding sources for construction, reconstruction,

rehabilitation, resurfacing, restoration, and operational improvements on highways, roads, and bridges.

Arterials

Arterial roadways typically carry the highest traffic volumes among local road types, providing relatively high-speed service for medium- and long-distance trips. While some highways in San Benito are classified as arterials, not all arterials are highways; prominent local roads such as Fairview Road, San Juan Road, and Union Road that provide important connections from residential areas to activity centers are classified as arterials.

Collectors

Roads classified as collectors feature moderate traffic volumes at speeds that accommodate both motor vehicles and multimodal transportation modes, such as transit, walking and biking. They serve an important role in the roadway network by gathering traffic from local streets and directing it to arterial roads, or by providing direct access to outlying communities and destinations not served by arterials. Collectors typically facilitate travel within neighborhoods or across portions of a county.

Local Roads

Local roads are intended for short-distance travel and connections to higher-classified roads, rather than long-distance or through travel. Local roads are often designed to discourage through traffic, and provide facilitating access to neighborhoods, properties, and nearby destinations.

ACTIVE TRANSPORTATION

Active transportation refers to any self-propelled, human-powered mode of travel, such as walking or bicycling. Enhancing infrastructure for these modes improves public health and quality of life by encouraging physical activity, reducing traffic collisions, improving air quality, and increasing mobility. Safer, more accessible streets also increase public safety by providing more "eyes on the street," deterring criminal activity, and fostering stronger neighborhood connections. Conversely, streets that are inhospitable to pedestrians and cyclists limit safe access to transit facilities, schools, and jobs, reducing overall community well-being. The 2050 RTP supports active transportation by promoting investments and policies that integrate walking and bicycling into the San Benito region's multimodal transportation network.

The San Benito region's existing active transportation network is limited, reflecting the county's

predominantly rural character. However, the region has made notable improvements to its facilities in recent years and plans to further expand active transportation investments in the coming years. Currently, the region has over ten miles of dedicated bike lanes and paths, offering important but still limited opportunities for cycling. Sidewalks are generally continuous in the urban cores of Hollister and San Juan Bautista, supporting pedestrian mobility, but in rural areas they are often sparse, discontinuous, or in poor condition. These gaps not only reduce safe walking options but also limit access to other transportation modes, such as transit, for residents who rely on pedestrian connections to reach bus stops.

Complete Streets

Complete Streets is an approach to designing and operating roadways to safely accommodate all users, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and people of all ages and abilities. Because community needs vary, Complete Street designs differ in rural, suburban, and urban settings, but they consistently support safer, more convenient multimodal travel and strengthen opportunities for active transportation.

In the San Benito region, many roadways already include Complete Streets elements such as sidewalks, bike lanes, crosswalks, and transit amenities, and local jurisdictions are increasingly incorporating these features into new developments and roadway improvements. The 2050 RTP builds on this foundation by investing in projects and policies that further expand and integrate Complete Streets concepts across the region. Through continued application of the Monterey Bay Area Complete Streets Guidebook and targeted multimodal investments, the 2050 RTP supports a more connected, accessible, and safe transportation system for all users.

PUBLIC TRANSIT

The San Benito region is served by a growing transit network that is administered by the LTA. The LTA's transit services provide essential access to daily necessities, support residents who rely on transit to maintain a basic standard of living, and play a key role in reducing congestion, improving air quality, and enhancing economic opportunities.

The existing transit system includes two LTA programs: County Express, which offers general public transit services, and Specialized Transportation, which provides on-demand transit for individuals with disabilities who need assistance traveling to medical appointments, shopping destinations, and recreation centers. Both services are operated under contract by Transdev Services, Inc.

County Express Services

Intercounty

County Express' Intercounty route connects the Cities of Hollister and San Juan Bautista to Gilroy in Santa Clara County, providing San Benito travelers access to key healthcare and employment destinations in the Bay Area via Caltrain at Gilroy, as well as direct service to Gavilan College's Gilroy campus. The service is primarily commuter-oriented, operating extensively on weekdays, with limited weekend service also available.

Tripper

The Tripper provides safe and reliable service throughout the downtown of Hollister stopping at key destinations such as San Benito High School, Rancho San Justo and Marguerite Maze Middle Schools, Downtown Hollister, and the Target Shopping Center.

Dial-A-Ride

The Dial-a-Ride service operates in the rural areas of northern San Benito County, including parts of Hollister, San Juan Bautista, and Tres Pinos. Service is available 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 may be available, subject to availability and a convenience fee.

Paratransit

Complementary Americans with Disabilities Act (ADA) Paratransit service is available for eligible travelers as determined by the Local Transportation Authority (LTA). This service is designed for individuals who are unable to access the Tripper service due to a physical or cognitive disability and whose trips begin or end within ¾ mile of a Tripper bus stop. Reservations can be made up to 14 days in advance, and same-day service is available subject to availability.

Specialized Transportation

In addition to its general public transit services, the LTA operates a specialized transportation program designed to support mobility for seniors and residents with disabilities. A key component of this program is an out-of-county medical transportation service that connects eligible users to medical facilities beyond San Benito County, an essential service given the limited availability of local medical resources. The program also includes other specialized offerings, such as medically assisted shopping trips and transportation to senior lunch

programs.

AVIATION

San Benito County is served by two primary aviation facilities, Hollister Municipal Airport and Frazier Lake Airpark along with several private landing strips. These airports support a variety of users, including agricultural operations, emergency services, government, commercial, and recreational aircraft. It is the responsibility of ALUC to ensure compatibility between airport operations and surrounding land uses through the Hollister Municipal Airport Land Use Compatibility Plan and the Frazier Lake Airpark Comprehensive Land Use Plan, which address safety, noise, and operational concerns.

Hollister Municipal Airport

Located two miles north of Hollister's downtown, Hollister Municipal Airport is a general aviation facility included in the National Plan of Integrated Airport Systems. Owned and operated by the City of Hollister, it accommodates most aircraft types, including business jets and Cal Fire planes, with approximately 53,000 annual operations. The airport has two intersecting runways: Runway 13-31 (6,350 feet) with an instrument approach for larger aircraft, and Runway 6-24 (3,150 feet) as a visual crosswind runway for smaller aircraft. The airport continues to receive improvements in coordination with the FAA and the State to support increased air cargo, pilot and mechanic training, and tourism traffic.

Frazier Lake Airpark

Located about 4.5 nautical miles northwest of Hollister Municipal Airport, Frazier Lake Airpark is privately owned and operated, featuring a 3,000-foot waterway runway and a 2,500-foot turf runway. The airpark has no control tower or published instrument approaches and provides only tie-down services for approximately 90 based aircraft

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Chapter 4 : Meeting Future Transportation Needs

This chapter serves as the action element of the 2050 RTP. The growth forecast is introduced as the transportation-land use foundation for future transportation investments. Anticipated future travel patterns are then described and correlated to the plan's budget and key implementation strategies. The chapter culminates with the 2050 RTP project list that lists all project and program investments for the 25-year planning period.

A TRANSPORTATION SYSTEM THAT SUPPORTS THE REGIONAL GROWTH FORECAST

To support long range planning, the 2050 RTP utilizes AMBAG's 2026 Regional Growth Forecast, which considers population, employment and household growth through 2050. To develop the Regional Growth Forecast AMBAG adopted a cohort component population method. This methodology implements a cohort component model for the population forecast that uses birth, death, and migration data to predict future population. Furthermore, local jurisdictions were consulted to ensure local policies and initiatives were considered when forecasting growth.

Population Growth Forecast

Region	2020	2035	Percentage Change (2020-35)	2035	2050	Percentage Change (2035-50)
San Benito	64,209	69,294	7.9%	69,294	71,030	2.5%
Monterey	439,035	451,331	2.8%	451,331	461,279	2.2%
Santa Cruz	270,861	274,095	1.2%	274,095	281,399	2.7%
MPO Region (Total)	774,105	794,720	2.7%	794,720	831,708	4.7%

Table 4-1: Population Forecast Numbers

SOURCE: AMABG 2026 REGIONAL GROWTH FORECAST – SUBREGIONAL POPULATION FORECAST

Population growth is one of primary determinants of travel behavior in the San Benito region. Per AMBAG's 2026 Regional Growth Forecast, the San Benito region's population is expected to grow by 11% between the years 2020 and 2050. When compared to the neighboring MPO counties of Monterey and Santa Cruz, population growth in San Benito is forecast to be the highest, see Table 4-1.

Jurisdiction	2020	2035	Percentage Change (2020-35)	2035	2050	Percentage Change (2035-50)
City of Hollister	41,675	45,691	9.6%	45,691	45,884	0.4%
City of San Juan Bautista	2,084	2,049	(1.7%)	2,049	2,098	2.4%
San Benito County (Unincorporated)	20,450	21,554	5.4%	21,554	23,048	6.9%
San Benito Region (Total)	64,209	69,254	7.9%	69,254	71,030	2.6%

Table 4-2: Population Forecast Numbers - San Benito Region

SOURCE: AMABG 2026 REGIONAL GROWTH FORECAST – SUBREGIONAL POPULATION FORECAST

Within the San Benito region, the majority of forecasted population growth is expected to occur in the City of Hollister and in unincorporated areas of San Benito County, see Table 4-2 for breakdown of population growth within San Benito at the jurisdictional level.

Housing Growth Forecast

Housing has direct impacts on transportation systems, and it is important to ensure transportation strategies are coordinated with housing growth as the amount of available housing and its location directly influences travel demand, transit needs, and overall infrastructure investments.

Jurisdiction	2020	2035	Percentage Change (2020-35)	2035	2050	Percentage Change (2035-50)
City of Hollister	12,182	15,888	30.4%	15,888	16,164	1.7%
City of San Juan Bautista	903	955	5.8%	955	992	3.9%
San Benito County(Unincorporated)	7,280	8,270	13.6%	8,270	9,137	10.5%

San Benito Region (Total)	20,365	24,861	22.1%	24,861	71,030	185.7%

Table 4-3: Housing Growth Numbers - San Benito Region

SOURCE: AMABG 2026 REGIONAL GROWTH FORECAST – SUBREGIONAL HOUSING FORECAST

The Benito region as a whole is projected to have a 29% percent increase in new housing units between 2020 and 2050, see Table 4-3 for breakdown of housing growth within San Benito at the jurisdictional level.

Employment Growth Forecast

Regional employment is a key consideration in transportation planning, as the location of employment centers influences travel demand and shapes commute patterns. Employment is also closely tied to the economic well-being of individuals and communities, which should be factored into planning, since household income and financial well-being are strongly correlated with mobility.

The San Benito region as a whole is projected to have a 13% percent increase in employment between 2020 and 2050, see Table 4-4 for breakdown of employment growth within San Benito at the jurisdictional level.

Jurisdiction	2020	2035	Percentage Change (2020-35)	2035	2050	Percentage Change (2035-50)
City of Hollister	14,432	16,013	11.0%	16,013	16,289	1.7%
City of San Juan Bautista	498	578	16.1%	578	596	3.1%
San Benito County (Unincorporated)	6,773	7,638	12.8%	7,638	7,722	1.1%
San Benito Region (Total)	21,703	24,229	11.6%	24,229	24,607	1.6%

Table 4-4: Employment Growth Numbers - San Benito Region

SOURCE: AMABG 2026 REGIONAL GROWTH FORECAST – SUBREGIONAL EMPLOYMENT FORECAST

IMPROVING THE TRANSPORTATION LAND-USE CONNECTION

The relationship between commercial and residential land uses and the regional transportation system is a critical factor in planning for future growth, as land uses inherently influence how people travel. Land-use planning that strategically locates key destinations, such as employment centers, academic institutions, and commercial areas, where there is increased potential for transit use, walking, and biking, is crucial for the long-term sustainability of the transportation system. This approach also promotes equitable economic and social outcomes by enhancing overall community mobility.

In keeping with this interconnection between land use and transportation, the 2050 RTP was developed in close coordination with AMBAG's 2050 MTP/SCS. AMBAG and SBCOG coordinated with local jurisdictions to map existing land uses and update the county's Opportunity Areas in Hollister and San Juan Bautista. These Opportunity Areas are the recommended locations for future compact and infill development that can support multimodal transportation options. Opportunity Areas are generally also located where public transit services are viable and where economic development is targeted. Maps illustrating existing land uses and Opportunity Areas in San Benito County can be found in the appendix.

Opportunity Areas align with local general plan and their associated circulation elements and local policies. And while the 2050 RTP includes strategies and investments that support a transportation system aligned with land uses promoting transit and active transportation, the 2050 RTP is not a land-use planning document. Land-use planning remains the responsibility of the region's local jurisdictions.

SUPPORTING FUTURE TRAVEL PATTERNS

Travel patterns reflect the relatively consistent movement of people and goods at specific times of the day and week. At the regional level, travel patterns in San Benito County are largely influenced by recent rapid population growth, land use changes, and the availability of employment, educational, and health centers. At the individual level, socioeconomic and demographic factors, such as an aging population and the increasing share of commuters traveling to Santa Clara County, play an important role in shaping travel behavior in San Benito.

Improve Travel Time Reliability on Highways

The relationship between where people live and work has outstanding effects on transportation systems. The movement of people to and from work, known as commuting, creates concentrated travel during specific times of the day, often leading to congestion that negatively affects travel time and roadway safety.

According to 2024 U.S. Census Bureau data, 45.6% of San Benito County workers commute within the county, while 54.4% commute outside the county. This share of outbound commuters is significantly higher than the statewide percentage of workers who commute outside their county of residence, which is 15%. These rates of outbound commuting are largely driven by the region's jobs-housing imbalance, where housing growth outpaces local employment opportunities, requiring many residents to seek work elsewhere. Most outbound commuters are traveling north along SR 25 to employment centers in the Bay Area, namely Santa Clara County, while a smaller, yet still notable contingent of commuters travel west along SR 156 to Santa Cruz and Monterey Counties. These outbound commute patterns generate significant traffic volumes on both highways and local roads and represent one of the region's most pressing transportation challenges.

Beyond the high volume of commute travel, San Benito residents experience significantly longer commute times than the rest of the state. According to 2024 U.S. Census Bureau data, the average commute time for San Benito workers was 41.5 minutes, compared to the statewide average of 29.7 minutes. This affects the range of transportation options available, influences departure times, and increases commuting costs, often making personal automobiles the only reliable means of travel to work, further exacerbating existing social inequities.

In response to the nature of commuting in San Benito, the 2050 RTP includes policy strategies and transportation investments aimed at addressing both the root cause of the issue, the jobs-housing imbalance, and its transportation impacts, including congestion, roadway safety concerns, social equity, and excessive travel times. The ongoing focus to improve the highways connecting San Benito to Monterey and Santa Clara Counties illustrates how SBCOG is responding to evolving travel patterns. Until there are more services and employment opportunities in San Benito County, it will remain critical that corridors, such as SR 25, are improved for inter-county connectivity.

Enhance Walking and Biking Opportunities

Affordable and convenient active transportation options not only make more efficient use of existing roads and highways but provides opportunities for San Benito residents to engage in healthy lifestyles and make short trips without getting in their cars. Investing in complete streets, sidewalks, bike lanes, and more frequent bus service to desired destinations and passenger rail stations outside of the County protects the quality of life of people who may not be able to drive, including seniors, people with disabilities, low-income families, and young people.

Active transportation, in particular, is becoming increasingly popular in the San Benito region. To support this trend, bike trails and complete streets are being planned, designed, and built with each project tailored to the local context and the specific needs of local communities. The 2050 RTP budget demonstrates strong support for active transportation, with investment levels increasing by 76% compared to the previous plan.

Beyond the built environment of infrastructure improvements (e.g. sidewalks, bicycle lanes, etc.), the 2050 RTP also increases considerably the level of investment in programs that support active transportation. SBCOG is planning to continue engaging community through annual events such as Walk to School Day, Bike Week, Kids at the Park, and community sponsored bicycle rides.

Getting Public Transit Back on Track

Public transit services in the San Benito region are administered by the LTA and provide essential mobility options for residents. Public transit in San Benito is particularly important as access to key destinations such as employment centers, schools, and healthcare facilities are limited or unavailable within the county. Since the previous RTP, significant progress has been made in regard to transit planning, capital projects, and operations.

The 2050 RTP budget supports continuing the progress being made by LTA transit services. The 25-year budget more than triples the level of investment in transit capital by directing more flexible revenue to transit and maximizes the amount of funding directed towards transit operations. It should be noted, however, that funding transit operations is an ongoing challenge to transit agencies in California, including the LTA. Until new revenue sources are secured, LTA transit services can only be modestly expanded during the planning period.

Notable LTA transit achievements in recent years include the continued implementation of the 2022 Short Range Transit Plan, and the revitalization of public outreach efforts to better understand and respond to community mobility needs. In terms of capital projects, critical investments include the acquisition of new service vehicles, which improve operational efficiency

and rider satisfaction, as well as upgrades to transit software that enhance route design, scheduling, data collection, and operational efficiency. Additionally, the increase in transit capital spending in the 2050 RTP will go towards a zero-emission bus fleet conversion during the planning period.

Historically, the LTA contracted with a third-party to operate its public transit services, County Express and Specialized Transportation Services. To improve operational efficiency and ridership, the LTA initiated a public procurement process in 2024 to award new operations contracts for both services. As a result of this process, the LTA now contracts with the nationally recognized operator Transdev Services, Inc., to manage County Express and Specialized Transportation Services. Since assuming operational responsibility in 2025, Transdev has improved service efficiency, reliability, and the overall rider experience while supporting planning and coordination efforts across local agencies

Increasing Local Road Maintenance & Rehabilitation

Local jurisdictions are primarily responsible for maintaining roadway infrastructure in the San Benito region. However, decades of underinvestment and funding shortfalls have contributed to an increasingly deteriorating regional local road network.

Figure 4-1: California State Pavement Needs

SOURCE: 2022 CALIFORNIA STATEWIDE LOCAL STREETS AND ROADS NEEDS ASSESSMENT

In 2022, the California Statewide Local Streets and Roads Needs Assessment Project surveyed all 58 counties to evaluate the condition of local streets and roads. The study collected data on pavement, bridges, and other critical components, as well as the funding used for maintenance. The assessment used the Pavement Condition Index (PCI), which rates pavement conditions on a scale from 0 (failed) to 100 (excellent). According to the findings, San Benito is one of eight counties in the state with an average PCI below 49, well below the statewide average of 65. The countywide average PCI in 2022 was 38, showing no significant improvement from the 2018 and 2020 assessments. The region faces a combined pavement rehabilitation and maintenance need of up to $500 million, as shown in Figure 4-1, underscoring

the county's financial challenges relative to other areas in California.

The share of the RTP budget directed to local maintenance and rehabilitation increased by 6% from the budget share in the prior RTP, but it is not enough to get the San Benito region to reach a state of good repair. The challenge is that available revenues for this purpose are seriously constrained. SBCOG is committed to working with its local agencies over the coming years to revisit priorities and pursue new revenue sources so that road maintenance and rehabilitation is better funded in the future.

Improving Efficiencies by Investing in Transportation System Management (TSM)

Throughout the San Benito region, numerous TSM investments aim to increase the efficiency and safety of the existing transportation system while minimizing the need for costly expansion. The region incorporates Intelligent Transportation Systems (ITS) technologies, including traffic signal timing and synchronization, interactive traveler information systems, and emergency call boxes. Notably, the San Benito County Service Authority for Freeways and Expressways (SAFE) maintains 40 call boxes, providing critical motorist assistance in rural areas with limited cell service in San Benito. These TSM and ITS initiatives enhance system productivity, support multimodal operations, and improve overall roadway safety, consistent with regional corridor and performance management plans.

The 2050 RTP budget demonstrates strong support for TSM, with investment levels increasing by more than double compared to the previous plan. Beyond traditional TSM investments in the 2050 RTP, the increase in the plan's budget will also support the implementation of future technologies that are anticipated over the 25-year planning horizon. SBCOG is aware of emerging ITS-related technologies that can improve the safety and efficiency of travel in the future. SBCOG has already initiated conversations and developed pilot program concepts through coordination with peer agencies and technology providers. Located just south of Silicon Valley, San Benito County could become a testbed for new TSM technologies related to smart corridors or autonomous transit shuttles.

Utilizing Transportation Demand Management **(TDM) Tools**

The San Benito region implements a variety of TDM strategies that reduce reliance on single-occupancy vehicles and enhance multimodal travel options. The County of San Benito currently operates two park-and-ride lots at U.S. 101/SR 156 and Hillcrest Road/Memorial Drive in Hollister, providing rideshare, transit connections, and potential future amenities such as EV

charging and improved pedestrian access. Ridesharing has been supported by SBCOG since 1987 through partnerships with the Bay Area's 511 Ridematch Database, helping commuters form carpools and vanpools. SBCOG also administers a local Vanpool Program and participates in the statewide CalVans program, offering shared transportation for general commuters and farm workers. As with TSM, TDM tools are anticipated to expand over time. As a result, the 2050 RTP more than doubled the budget for TDM in the new plan in order to realize the cost-effective benefits for future travel in the San Benito region.

BUILDING ON RECENT ACHIEVEMENTS

With each adopted RTP, SBCOG strives to develop and implement an efficient multimodal transportation system that responds to the region's evolving needs. In addition to increasing SBCOG's investment focus on the preceding topics, the 2050 RTP is also building on the momentum from recent achievements. Since the adoption of the prior RTP in 2022, the San Benito region has made notable progress improving the multimodal transportation system. This includes advancements in the realm of transportation funding, project delivery, context sensitive planning, public engagement, and other focus areas, as discussed in the following sections.

Leveraging the Measure G Transportation Sales Tax

Measure G, a one-cent sales tax approved by nearly 70% of San Benito County voters in 2018, was sponsored by SBCOG and developed through extensive community input to address the region's most pressing transportation needs. Its adoption enabled the implementation of the San Benito County Roads and Transportation Safety Investment Plan (TSIP), which established a tiered funding framework: Tier I for the State Route 25 improvements, Tier II for local street and road maintenance, and Tier III for bicycle, pedestrian, transit, and administrative improvements.

Since 2022, Measure G has remained a cornerstone of San Benito County's transportation investment strategy, providing critical local match for grants and driving major progress on the State Route 25 Corridor Improvement Project, the measure's top priority. Measure G funding has enabled SBCOG and Caltrans to advance environmental studies, refine corridor alternatives, and launch a new environmental review process informed by public engagement and technical analysis.

Measure G continues to provide critical funding for local street and road maintenance in the San Benito region and has helped complete a number of key local road projects. Local and multimodal investments funded through Tiers II and III have already delivered visible community benefits. Between 2022 and 2025, the Cities of Hollister and San Juan Bautista and the County of San

Benito completed numerous pavement, safety, and accessibility projects such as citywide roadway upgrades, traffic calming measures, and bridge design work. Measure G has also funded program administration and financial audits, ensuring continued fiscal oversight and transparency as cumulative revenues reached $75 million by the end of FY 2024/2025.

Improving State Route 25 Safety with the Turbo Roundabout

The completion of an innovative, multi-lane roundabout at the intersection of SR 25 and SR 156 is another recent achievement since 2022. The roundabout represents a significant safety investment on the SR 25 Corridor and helps reduce the number of severe collisions at the intersection. See Figure 4-2 for an aerial illustration of the Turbo Roundabout.

Figure 4-2: SR25/SR156 Turbo Roundabout

SOURCE: CALTRANS

Enhancing State Route 156 for Goods Movement

Construction on the State Route 156 Conversion Project began in the Fall of 2022. The project will result in a new four-lane expressway connecting the cities of San Juan Bautista and Hollister, with the existing route being relinquished to the County of San Benito to serve as a frontage road.

Figure 4-3: SR 156 Conversion Project

SOURCE: CALTRANS

All four new lanes opened to traffic in June 2025, and the project is expected to be completed in late 2025. Funded through state highway funds, and developer fees, the project enhances mobility, safety, and regional connectivity. See Figure 4-3 for a map depicting the SR 156 Conversion Project segment.

Updating the Transportation Impact Mitigation Fee (TIMF) Program

The County of San Benito and the cities of Hollister and San Juan Bautista continue to implement projects outlined in the 2016 San Benito Regional Transportation Impact Mitigation Fee (TIMF) Program. Program fees help fund improvements to local roads and bicycle infrastructure that are necessary to offset the traffic impacts of new development. SBCOG is actively collaborating with these jurisdictions to reconsider investment priorities and to update the methodology used to determine traffic impact mitigation fees through a new nexus study.

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Chapter 5 : Funding our Transportation Future

FINANCING OUR TRANSPORTATION INVESTMENTS

This chapter describes the financial strategy needed to operate, maintain, and implement the multi-modal list of transportation projects identified in Chapter 6. The 2050 RTP financial plan identifies anticipated funding sources that can support the region's transportation investments, including new projects and programs, as well as the maintenance of our existing transportation system. State law requires SBCOG to develop a regional plan built on the reasonable projections of available revenues through the life of the plan. In identifying which projects will advance the region's goals through the year 2050, SBCOG must consider how much funding is projected to be available to the San Benito region over the next 25-years, through the year 2050.

The 2050 RTP funding projections, presented in Appendix D, were developed in collaboration with regional partners in the MPO region who adopted the same forecasting methodology in preparing their Regional Transportation Plans. The funding projections were developed based on the following guiding assumptions:

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

PROJECTED FUNDING THROUGH 2050

Transportation projects in the San Benito region are funded through a variety of federal, state, and local sources. Based on projected revenue sources, approximately $1.9 billion is anticipated to be available between 2025 and 2050. Not all of the money will be available immediately, and a majority of the funding is tied to certain categories of projects, such as transit infrastructure or highway operations and maintenance. SBCOG does not have the authority to move those funds to a different category. The plan must be consistent with requirements set by Congress and/or the California state legislature. Furthermore, the anticipated $1.9 billion in projected funding is not sufficient to address all regional transportation needs within the county. Limited funding remains the biggest challenge to delivering necessary projects and programs, making it critical to establish clear priorities and pursue new revenue sources to meet the region's growing transportation demands.

As shown in Figure 5-1, state and federal sources together are projected to provide $937.3 million, or 49 percent of the region's total funding, through 2050. Federal and state funding sources are critical for maintaining and improving transportation infrastructure. However, in San Benito County, anticipated federal and state funding is insufficient to meet the region's growing needs and must be supplemented by other funding sources.

To bridge this gap, local funding has become an increasingly vital component of the 2050 RTP's financial plan. Local revenue sources are projected to provide $966 million, or 51 percent of total anticipated revenues, and are primarily derived from the transportation mitigation impact fee program and Measure G, a local one-cent sales tax for transportation. Representing a majority of the region's projected funding, these revenues demonstrate a strong local commitment to maintaining and enhancing the region's multimodal transportation network.

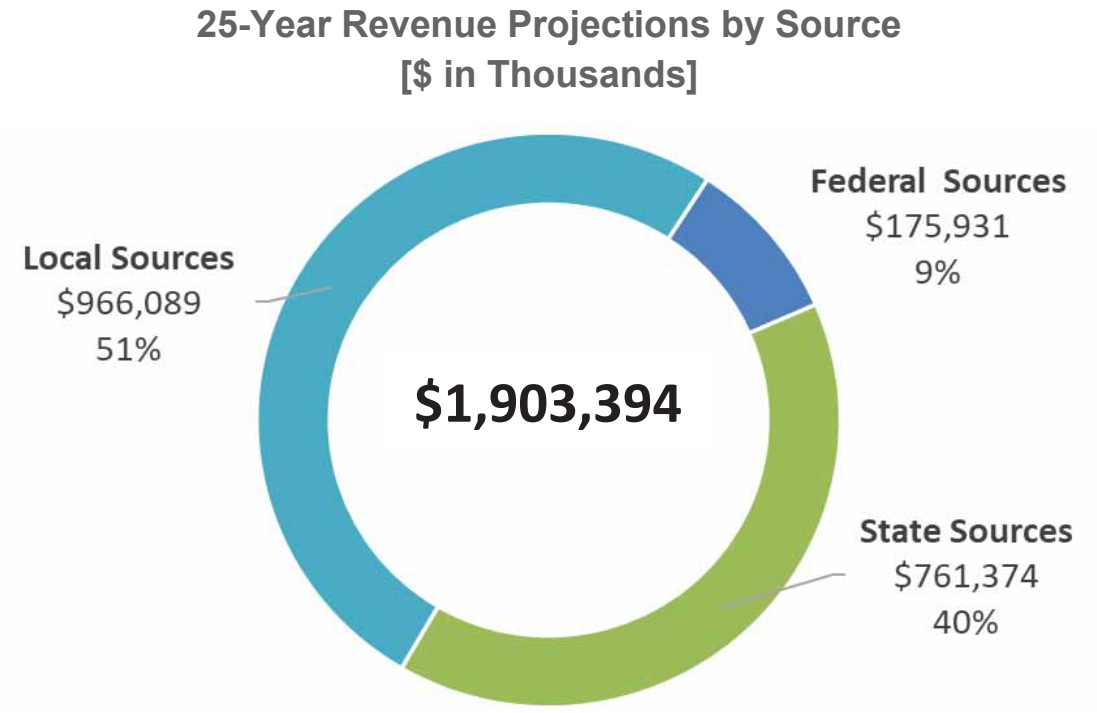

Figure 5-1: 25-Year Revenue Projections by Source

DEDICATED VERSUS DISCRETIONARY FUNDS

The $1.9 billion in projected revenue is categorized as either “dedicated”, for specific uses, or “flexible”, and available for a variety of transportation purposes.

As shown in Figure 5-2, 61 percent of revenues are “dedicated” to specific project categories, with the majority of dedicated funds allocated to highway and local road projects. The remaining 39 percent, or $745.9 million, consists of “flexible” revenues. These flexible funds may be applied to a variety of project types, including multimodal initiatives, however the flexibility of these funds is not limitless, and they remain subject to applicable restrictions and requirements. Together, dedicated and flexible revenues ensure critical investments receive steady funding while maintaining the flexibility needed to support the region’s long-term transportation goals.

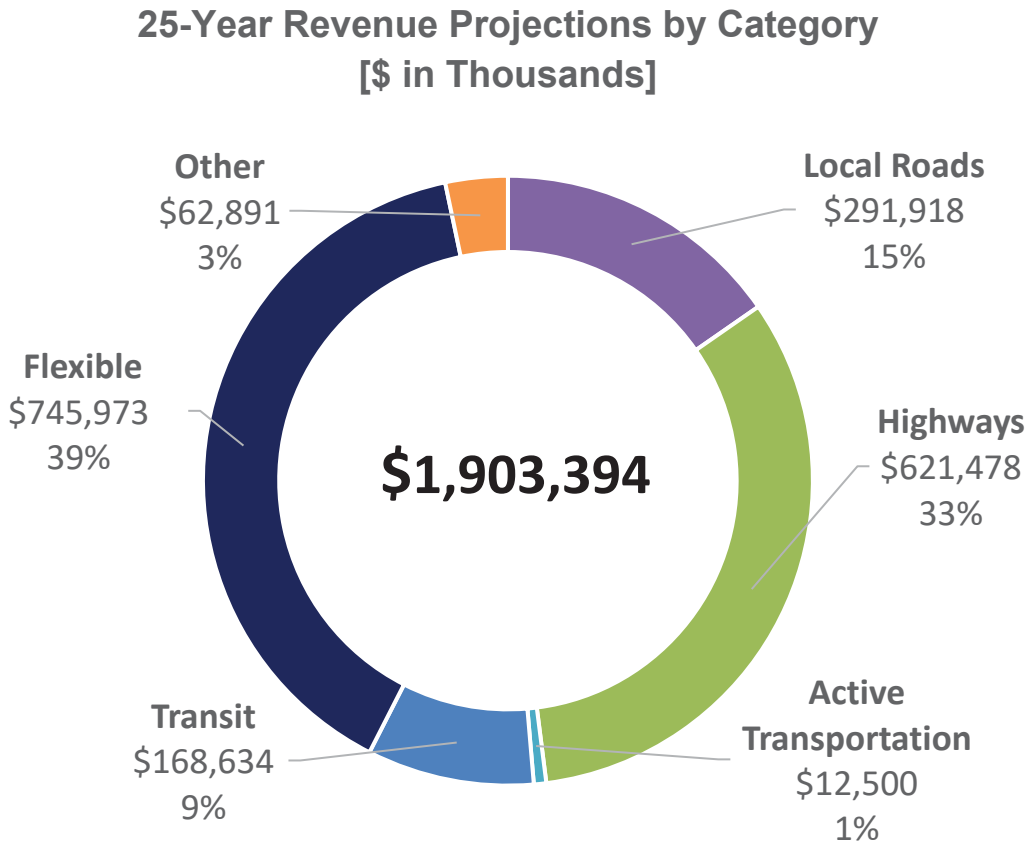

Figure 5-2: 25 Year Revenue Projections by Category

TRANSPORTATION FUNDING SOURCES

Federal Funding Sources

Federal funding assumptions are based on trends from the annual apportionments provided to AMBAG and California's Department of Transportation, Caltrans. The federal Infrastructure Investment and Jobs Act (IIJA), which was signed into law in 2021, currently sets the program structure and distribution formulas for federal transportation funds. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are the primary federal agencies distributing these funds and increasingly require applications to compete for a wide range of discretionary grants for road, transit, and active transportation improvements. Federal grant programs include the Infrastructure for Rebuilding America (INFRA) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE). Additionally, allocations from the FTA, that Caltrans administers for San Benito's Local Transportation Authority (LTA), and the FHWA, that AMBAG administers, provide critical funding for surface transportation infrastructure through programs including the Surface Transportation Block Grant Program (STBG).

Through the year 2050, approximately 9 percent or $175.9 million of the transportation funds for the San Benito region are expected to come from federal funding sources. Nearly all federal funding requires state or local financial contributions, known as "matching funds," to cover a portion of project costs. This requirement highlights the importance of states and local jurisdictions being able to generate revenue to effectively leverage federal funding opportunities.

Table 5-1 illustrates the federal revenue sources that are projected for the San Benito region over the next 25 years.

Index No.	Federal Program	Description	Projected Revenue [$ in Thousands]
4.01	Fixed Guideway Capital Investment Grants	n/a	$0
4.02	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	The program provides funding to state and local governments, as well as private non-profit organizations that provide transportation services to seniors and individuals with disabilities. In some cases, public transit agencies are eligible to if they partner with private non-	$775

		profit agencies or meet other eligibility criteria.	
4.03	Transit Planning Grants (5304) Competitive	This program offers competitive planning grants for eligible agencies. Caltrans administers the program in California.	$5,500
4.04	Metropolitan Planning (5303)	n/a	$0
4.05	Rural Area Formula Program (5311)	The 5311 program provides funding for the purpose of supporting public transportation in rural areas, with a population of less than 50,000.	$8,258
4.06	Urbanized Area Formula Program (5307)	This program offers transit operations funding for urbanized areas over 50,000 in population. Assumption is that the LTA will receive these funds by 2035 for the Hollister Urbanized Area.	$15,817
4.07	Small Transit Intensive Cities (5307c)	n/a	$0
4.09	Bus and Bus Facilities Program (5339a)	This program is for transit vehicles and related capital in urbanized areas	$6,250
4.11	Rural Intercity Bus Program (5311f)	A competitive program that provides funding to support intercity bus transportation services in rural areas across the United States, with a focus on improving mobility for people living in less populated regions	$14,063
4.12	Low and No Emission Vehicle Program (5339c	Competitive program designed to support the adoption and deployment of low- and no-emission vehicles in public transportation fleets with the goal of reducing the environmental footprint of transit.	$14,000
5.01	RAISE	Transportation Directory Grant program that funds investments in infrastructure, including transit.	$40,000
5.02	Highway Bridge Program (HBP)	The Highway Bridge Program provides funding to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance	$27,650

5.03	Highway Safety Improvement Program (HSIP)	The goal of HSIP is to achieve a reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal lands.	$6,250
5.04	Surface Transp. Block Grant (STBG) /Regional Surface Transportation Program (RSTP)	This program funds construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on highways, roads, and bridges in the state highway system along with federal highways.	$21,075
5.05	FEMA/CalOES/ER - Emergency Road Repair Funding	This program is designed to assist local, state, and tribal agencies in repairing and restoring transportation infrastructure that has been damaged or destroyed due to emergencies, natural disasters, or other unforeseen events.	$6,293
6.01	Federal Aviation Administration (FAA) Airport Improvement Program	Airport Improvement provides grants to public agencies for planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems.	$0
6.02	Federal Railroad Administration (FRA)	This program provides grant funds to develop safety improvements and encourage the expansion of passenger and freight rail infrastructure services	$10,000
		Total	**$175,931**

Table 5-1: Federal Revenue Sources

State Funding Sources

State sources totaling $761.3 million comprise an estimated 40% of the future transportation funding for SBCOG and are essential to advancing the region's transportation planning and investment efforts. Managing state transportation funds requires a coordinated effort between SBCOG, the California State Legislature, California State Transportation Agency (CalSTA), California Transportation Commission (CTC), and The California Department of Transportation (Caltrans).

A large share of state transportation funding to SBCOG comes from the Road Maintenance and Rehabilitation Account (RMRA), established by Senate Bill 1 (SB 1) in 2017. SB 1 provides dedicated funding for the maintenance and improvement of local and regional transportation infrastructure. The State Highway Operation and Protection Program (SHOPP) also contributes significant resources to preserve and enhance the safety and performance of the region's key highways, including US 101, SR 25, and SR 156. In addition to these, SBCOG leverages funding from programs such as the Active Transportation Program (ATP), Transit and Intercity Rail Capital Program (TIRCP), and Solutions for Congested Corridors Program (SCCP), which support projects aimed at increasing mobility, reducing greenhouse gas emissions, and improving transportation network connectivity throughout the region.

Below is an overview of 2024-2025 Transportation Funding in California, Figure 5-3.

Figure 5-3: Simplified Overview of Transportation Funding in California (24-25)

SOURCE: CALTRANS

Table 5-2 illustrates the state revenue sources that are projected for the San Benito region over the next 25 years.

Index No.	State Program	Description	Projected Revenue [$ in Thousands]
3.01	Airport Improvement Program Match and A&D Grant	n/a	$0
3.02	California Aid to Airports Program	The purpose of the program is to assist in establishing and improving a statewide system of safe and environmentally compatible airports whose primary benefit is for general aviation.[9].	$250,000
3.03	Freeway Service Patrol	n/a	$0
3.04	Service Authority for Freeways and Expressways (SAFE)	SAFE funding is used to respond to freeway incidents and to increase the reliability of the freeway system and better manage traffic flow.	$1,700
3.05	State Highway Operations and Protection Program (SHOPP)	SHOPP funding is a mixture of Federal and State funds, including the Road Maintenance and Rehabilitation Account created by SB 1. SHOPP projects are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system.	$275,500
3.06	State Transit Assistance (STA)	Program funds are derived from the statewide sales tax on diesel fuel. Funds are used for the development and support of public transportation needs that exist in California and are allocated based on population, taxable sales, and transit performance.	$57,590
3.07	SB1 Competitive Program: Trade Corridor Enhancement (TCEP)	n/a	$0

3.08	SB1 Competitive Program: Solutions for Congested Corridors (SCCP)	SCCP is a competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state.	$14,063
3.09	SB1 Competitive Program: Local Partnership Program	The primary objective of the Local Partnership Program is to provide funding for road maintenance and rehabilitation to local and regional transportation agencies. This funding is available to agencies where voters have approved taxes or fees dedicated solely to transportation improvements, or where agencies have implemented fees—such as uniform developer fees—that are specifically earmarked for transportation projects	$50,000
3.10	SB1 State of Good Repair	Formulaic funds that are available for eligible transit maintenance, rehabilitation, and capital projects.	$2,350
3.11	State Transportation Improvement Program (STIP) – Interregional Share	Funds available to Caltrans for state and regional highway improvements, intercity rail, transit improvements. Funds are divided into two categories: regional and interregional.	$87,278
3.12	State Transportation Improvement Program (STIP) – Regional Share	Funds are available to Regional Planning Agencies for capital improvement programs for state highway improvements, intercity rail, and regional highway and transit improvements. Funds are divided into two categories: interregional and regional.	$125,000,
3.13	Active Transportation Program (ATP)	The program allows cities, counties, transit agencies, and other public agencies to compete for grants that make walking or cycling easier, safer, and more convenient.	$12,500
3.14	Low Carbon Transit Operations (LCTOP)	LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility with a focus on disadvantaged communities.	$3,525
3.15	SB1 Local Partnership Program (SB1 LPP)	Funds are distributed proportionally, based on the revenues generated from voter-approved tax measures.	$5,000

	Formula		
3.16	Affordable Housing & Sustainable Communities	n/a	$0
3.17	Transit and Intercity Rail Capital Program (TIRCP)	The Transit and Intercity Rail Capital Program (TIRCP) is a competitive program aimed at modernizing California's intercity, commuter, and urban rail, bus, and ferry transit systems. Its goal is to significantly reduce greenhouse gas emissions, vehicle miles traveled, and congestion.	$32,500
3.18	California Public Utilities Commission (CPUC) Transportation Network Companies (TNCs) Access for All Program	n/a	$0
3.20	SB125 TIRCP	Funding made available on a one-time basis in 2026 and 2027 to advance California's intercity, commuter, and urban rail, bus, and ferry transit systems. Its goal is to significantly reduce greenhouse gas emissions, vehicle miles traveled, and congestion.	$3,613
3.21	Zero-Emission Transit Capital Program (ZETCP)	Capital Program (ZETCP) Short-term funding program designed to provide funding for zero emission transit capital projects.	$233
		Total	**$761,374**

Table 5-2: State Revenue Sources

Local Funding Sources

Local revenue sources are the linchpin of the 2050 RTP financial plan. Over the next 25 years, approximately 51 percent, or $966 million, of the San Benito region's transportation funding is projected to come from local sources. Representing more than half of the total funding forecast, these revenues will be essential to securing the region's transportation investments, particularly if federal and state funding constraints deepen. The largest share of SBCOG local funds are gas tax revenues dedicated to the ongoing maintenance and repair of local streets and roads. Additional funds are generated by the voter approved Measure G and Traffic Impact Mitigation Fee program, which supports a wide range of capital, transit, and active transportation investments. General local funds, including local transportation fund (LTF) sales taxes and transportation impact mitigation fees, provide flexibility to build projects and support planning activities, project development, and match requirements for state and federal grants. SBCOG is increasingly successful at leveraging local funding to attract state and federal funding to improve the regional transportation system.

Measure G

In 2018, San Benito County voters approved Measure G, a 30-year, one-cent sales tax expected to generate $485 million for local transportation improvements. As shown in Figure 5-4, revenues from the measure are allocated via the Measure G Transportation Investment Safety Plan, which organizes the allocation of funds into a three-tiered project list. Tier I, receiving 49.9 percent of the measure's total revenues, is solely dedicated to the State Route 25 Corridor Improvement Project between Hollister and Santa Clara County. Tier II, which receives 44.5 percent, provides funding to the County and the region's two cities for pothole repair, road maintenance, and safety projects. Tier III, receiving the remaining 5.6 percent, supports bicycle, pedestrian, and transit improvements benefiting seniors, youth, and people with disabilities. As of 2025, approximately $61 million in Measure G revenues have been expended, leaving an estimated $424 million to be generated.

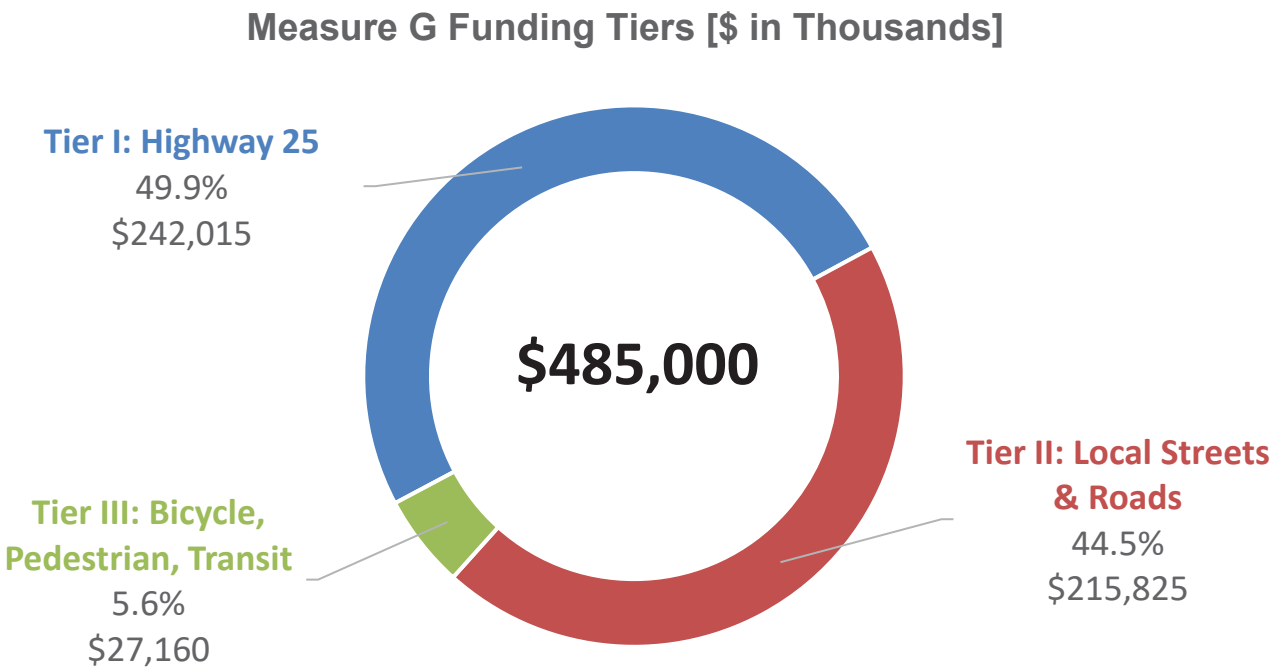

Figure 5-4: Measure G Funding Tiers

Table 5-3 illustrates the local revenue sources that are projected for the San Benito region over the next 25 year

Index No.	Local Program	Description	Projected Revenue [$ in Thousands]
1.01	City Sales Taxes Used on Transportation	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.02	City/County Developer Fees	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.03	Regional Developer Impact Fees	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.04	Gas Tax (HUTA) and Gas Tax Replacement	Cities and counties receive Highway user tax revenue ($0.13 per gallon for diesel fuel and $0.18 per gallon for gasoline) based on population.	$177,500
1.05	SB1 LSRP/RMRA Local Gas Tax	This funding source was created from SB 1 in 2017. It provides funding directly to local agencies for maintenance and rehabilitation of their road network.	$74,225
1.06	Airport Revenue	Hollister Municipal Airport funding generated locally through a variety of methods including user fees and lease agreements.	$30,666
1.07	Rail Line Lease Revenue	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.08	Regional Traffic Impact Mitigation Fees	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.09	Transit Fares	The LTA collects fares from passengers using the transit system.	$3,250
1.10	Transit Non-Fare Revenue	Non-fare revenues collected by the LTA.	$550
1.11	Transit Sales Tax	See 1.01 – 1.15 Other Local Revenue Sources	$0

1.12	Local Transportation Fund (LTF)/Transportation Development Act (TDA)	Law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.	$57,950
1.13	Vanpool Lease	n/a	$0
1.14	Transportation Sales Tax (Measure G)	One-cent sales tax to be used to fund projects related to State Route 25, local roads, public transit, and active transportation. The Measure G revenue estimate was determined by subtracting the approximately $61 million already spent from the measure's originally projected lifetime revenue of $485 million.	$424,000
1.15	New Local Revenue Source for Rail	See 1.01 – 1.15 Other Local Revenue Sources	$0
1.01-1.15	Other Local Revenue Sources	This category includes misc. other local funding sources. It includes general fund transfers to support local road improvements, as well as developer fees and regional traffic impact mitigation fees to pay for new transportation infrastructure needs.	$197,948,000
		Total	**$966,089**

Table 5-3: Local Revenue Sources

TRANSPORTATION FUNDING CONSIDERATIONS

Funding Uncertainties

The 2050 RTP assumes $1.9 billion in projected revenues to be available through the year 2050 to support the transportation investments discussed in Chapter 6.

These projections are intended to be used as a general tool to assist SBCOG, local jurisdictions, and other project sponsors in determining how to reasonably prioritize projects in the short and long-terms. SBCOG recognizes that funding projections may fluctuate from year to year and can be influenced by factors such as the economy, state and federal laws and budgets, fuel consumption, and related gas tax revenues.

Financial projections were developed in coordination with partner agencies in the MPO region and are also used in AMBAG's federally mandated 2050 MTP/SCS. Projections are consistent with those figures shown in the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Fund Estimate, Federal Transportation Improvement Program (FTIP) and other relevant programming documents

Relationship Between Funding Availability and Transportation Cost

Although a wide variety of funding sources have been identified in the 2050 RTP, these resources are insufficient in addressing all transportation needs in the San Benito region. Based on projected revenues, approximately $1.9 billion is anticipated to be available to finance over 2 billion in identified transportation investments between the years 2025 and 2050. Funding shortfalls are especially acute for the ongoing maintenance and repair of local streets and roads in San Benito County.

INVESTMENTS IN OUR TRANSPORTATION FUTURE

The 2050 RTP captures projects identified by local jurisdictions, transit operators, SBCOG, and Caltrans as well as those approved by voters through the 2018 Measure G Transportation Safety and Investment Plan. Together, these projects provide a comprehensive picture of planned transportation improvements throughout the county and represent significant progress toward achieving the RTP's goals.

Projects featured in the 2050 RTP address the multimodal transportation system as a whole and include capital investments to maintain and improve highways, local roads, airports, transit, biking, and pedestrian facilities. Program investments, including transportation demand

management (TDM), Safe Routes to Schools, and transportation system management & operations (TSMO) are also integral to the region's transportation system and are therefore included in the 2050 RTP.

How is the Financially Constrained Project List Developed?

The 2050 RTP includes 182 projects from the region's implementing agencies. Through collaborative engagement with project sponsors, a financially constrained project list totaling 163 projects was developed to reflect regional investment priorities. *

*List of projects that could be funded based on revenues reasonably expected through the year 2050.

How will the Financially Constrained Project List be Used?

The 2050 RTP is not a funding document; however, the projects identified in the financially constrained project list will guide regional transportation policy and inform future funding decisions, that have their own processes, as described in Chapter 8, Implementation. Advancing these projects will require long-term strategies and collaborative partnerships

The 2050 RTP includes socially equitable investments in the transportation system across the cities of San Juan Bautista and Hollister, and the County of San Benito. In this document social equity refers to the equitable distribution of transportation impacts (benefits and disadvantages) regardless of income status, race, and ethnicity. The 2050 RTP considers the historical impacts of transportation investments and seeks to proactively address the needs of disadvantaged communities.

In planning transportation investments to advance the region's goals, the 2050 RTP considers the availability of funding across all modes of travel (see Chapter 5: *Financing Our Transportation Investments*). The Plan identifies a set of projects, collectively referred to as the program of projects, that are expected to move forward based on projected revenues and priorities established by local jurisdictions, transit operators, and other project sponsors. The program was developed with input from the public, policymakers, and federal, state, regional, and local partner agencies (see Chapter 7: *Public Participation and Consultation*).

TRANSPORTATION PROJECT COSTS VS PROJECTED FINANCIAL ASSUMPTIONS

The cost to implement the financially constrained project list is approximately $1.9 billion. Investments included in the constrained project list are critical for the maintenance and operation of the regional transportation system. Projects identified in the list can be fully funded through revenues identified in the Chapter 5 and are therefore considered "financially constrained".

Beyond the investments included in the financially constrained project list, there are approximately $146.9 million in additional transportation investments that cannot be fully funded with identified revenues; therefore, these investments are considered "financially unconstrained" (Appendix C). As illustrated in Figure 5-5, the 2050 RTP identifies a total of roughly $2 billion in transportation investment costs across all modes of travel through the year 2050. However, the combined costs of these projects exceeds the amount of projected available revenue, resulting in a funding shortfall of $146.9 million, as illustrated in Figure 5-6.

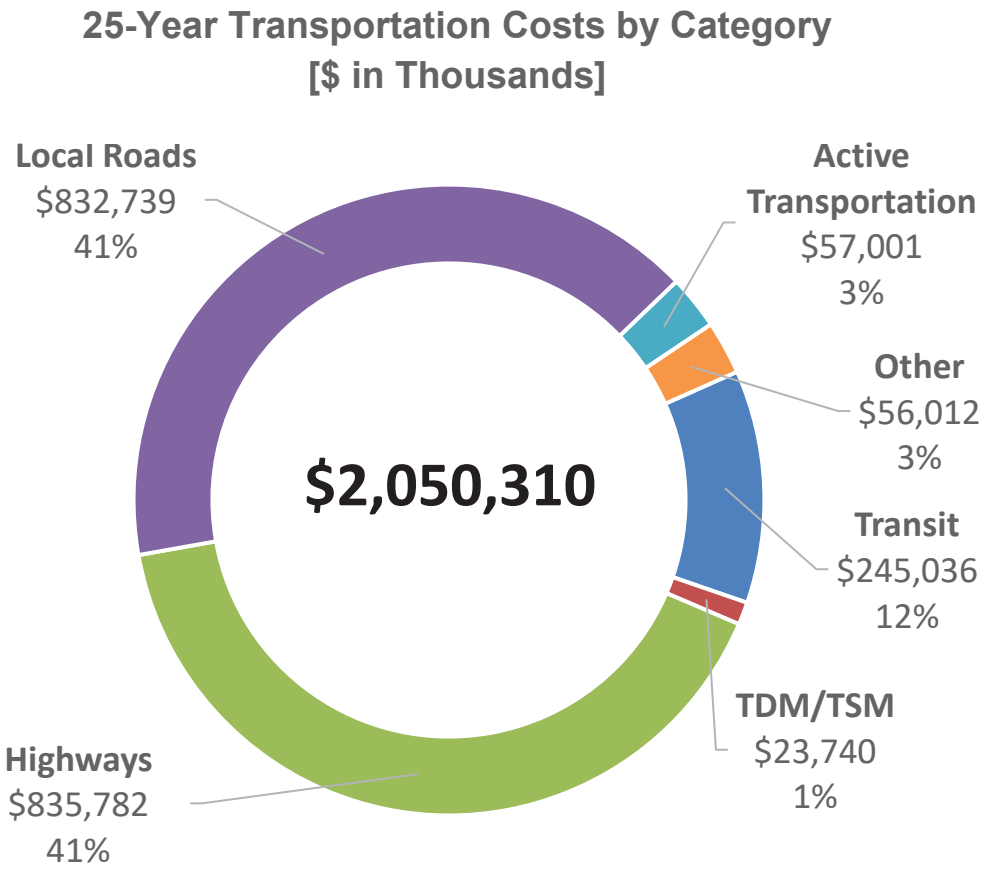

Figure 5-5: 25-Year Transportation Costs by Category

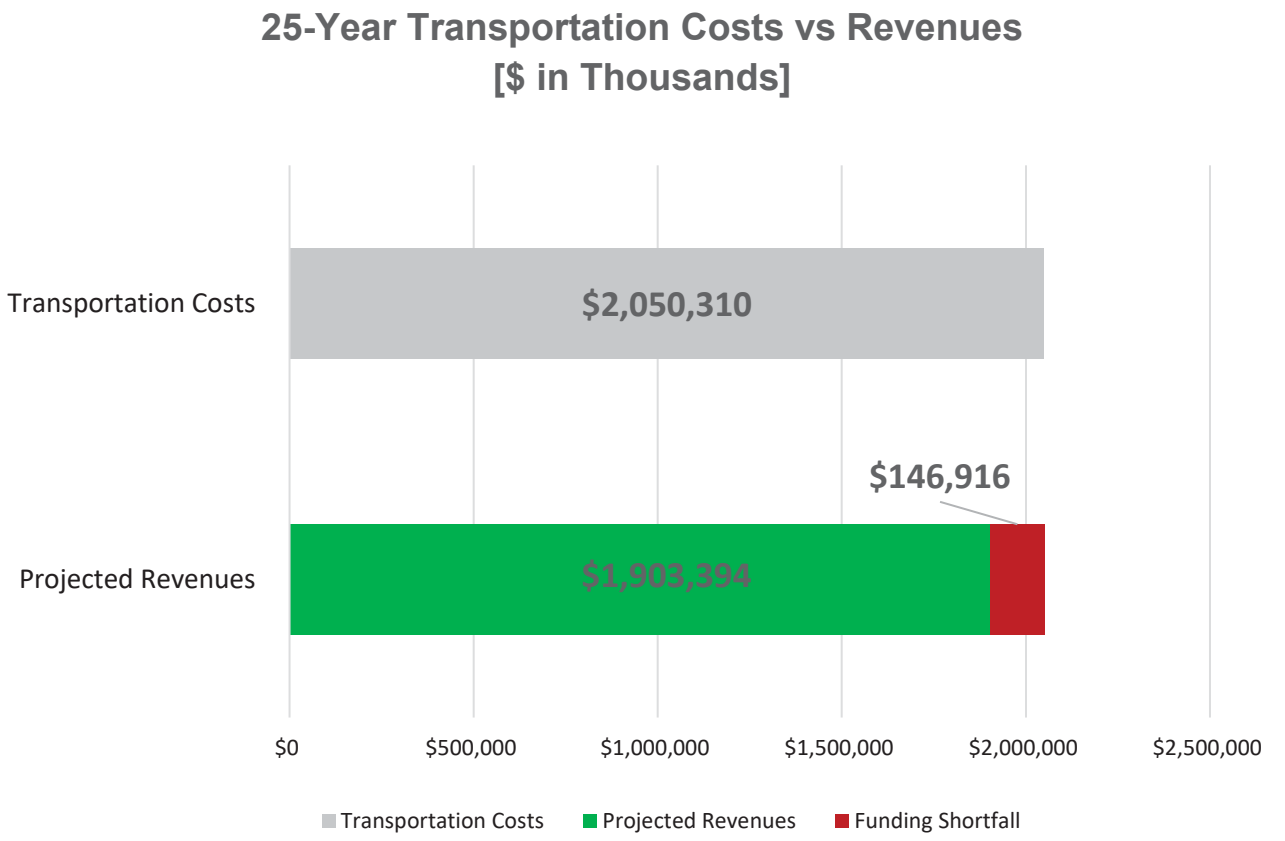

Figure 5-6: 25-Year Transportation Costs vs Revenues

FINANCIALLY CONSTRAINED TRANSPORTATION INVESTMENTS "THE CONSTRAIEND PROJECT LIST"

The financially constrained project list is a multimodal list of planned transportation investments in the San Benito region (Appendix A). The list was collaboratively developed in partnership with the region's implementing agencies, reflecting regional transportation investment priorities and informing funding decisions through the year 2050.

The total cost to implement the entire constrained project list is approximately $1.9 billion. Below, Figure 5-7 illustrates the financially constrained project list by project category

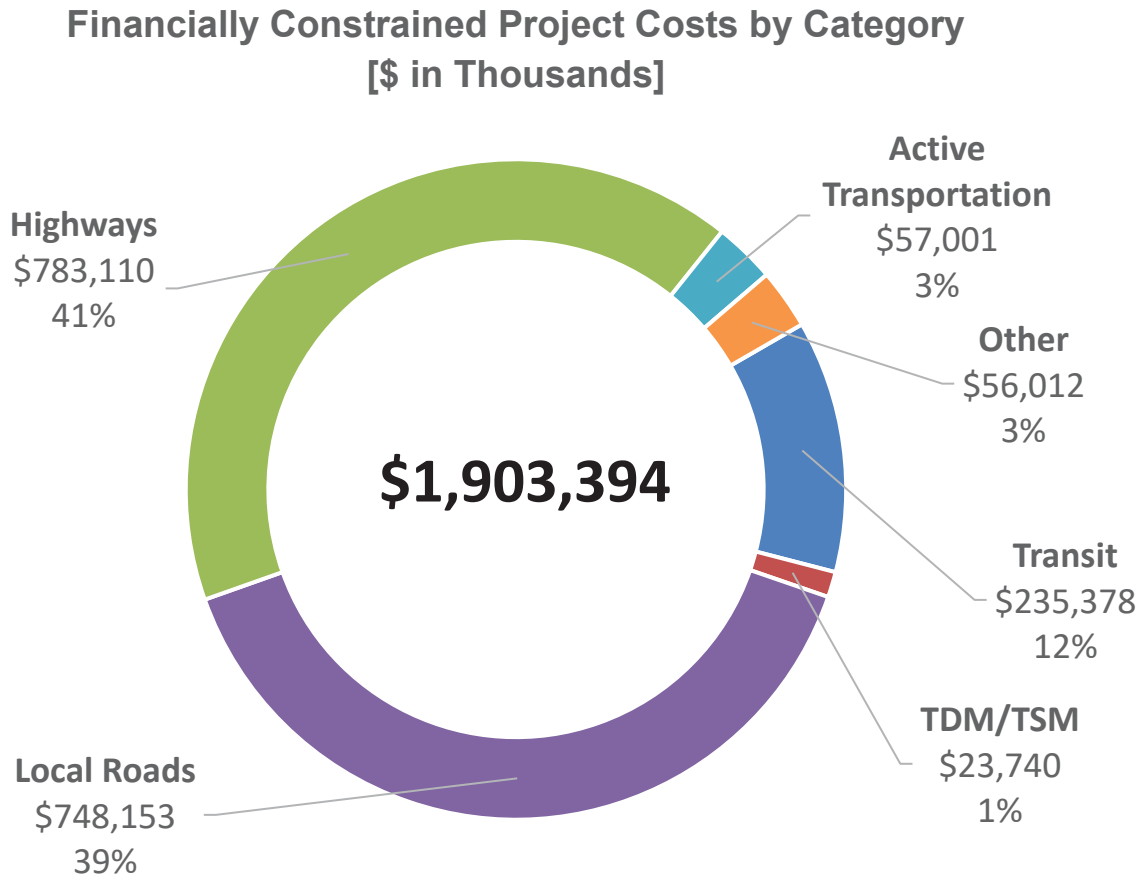

Figure 5-7: Financially Constrained Project Costs by Category

Table 5-4 provides definitions for each project type included in the constrained project list

Project Category	Description of Project Category
Highways	Highway projects occur on the state highway system, which is owned and operated by Caltrans. These projects are classified as either operational / maintenance investments that preserve the system's functionality, or as new improvement projects such as expressway conversions.
Local Streets and Roads (LSR)	LSR projects are investments needed to maintain, operate, and expand the local road network. These projects are primarily implemented by the region's cities and the County of San Benito.
Transit	Transit projects are capital and operational investments in the region's public transit system. The LTA is the agency responsible for implementing transit projects in the region.
Transportation System Management (TSM)	TSM projects improve the efficiency of highways and arterial streets without increasing capacity. These projects are often relatively low-cost improvements such as widened shoulders, targeted intersection upgrades, signal synchronization, and limiting left-turn movements.
Transportation Demand Management	TDM projects employ strategies that manage demand on the region's roadways by aiming to reduce or eliminate traffic congestion during peak periods.
Active Transportation	Active Transportation projects are those which facilitate walking and biking modes of transportation, including Complete Street investments
Other	Projects classified as "Other" are not traditional surface transportation projects such as planning investments and aviation projects.

Table 5-4: 2050 RTP Project Categories

All dollar amounts associated with project costs provided in Chapter 6 of the 2050 RTP are listed in current, non-escalated terms. The 2050 RTP also includes escalated revenues (Appendix D) and escalated project cost estimates (Appendix B) in year of expenditure. The following section highlights some of the notable transportation investments included in the 2050 RTP.

Highlighted 2050 RTP Projects

State Route 25 Corridor Improvement Project, Phases I & II (Project No. SB-CT-A44 & -A55)

The State Route 25 Corridor Improvement Project, which is being implemented in two phases, phase I from San Felipe Rd to Hudner Ln and phase II from Hudner Ln to Bloomfield Rd, aims to convert the

State Route 25 to expressway standards with the intention of lessening congestion and creating safer travel conditions along the corridor.

Transit Vehicles – Fleet Expansion (Project No. SB-LTA-A58)

To support the expansion of transit services, the LTA's Fleet Expansion project aims to expand its service vehicle fleet by 25 percent. Vehicles included in the fleet expansion project will be zero-emission to comply with California's Innovative Clean Transit mandate, which requires that 100 percent of fleet vehicles be zero emission by 2040.

San Benito River Recreational Trail, Phases I & II (Project No. SB- SBC-A65 & SB- SBC-A66)

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

Complete Streets Project for Nash / Tres Pinos / Sunnyslope Roads and McCray Street (Project No. SB- COH-A60)

To improve multimodal travel, the City of Hollister is implementing complete street concepts on several local roadways. These improvements include adding sidewalks, bike lanes, curb extensions, median islands, and roundabouts, as well as narrowing travel lanes to reduce excess automobile speed.

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

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

State Route 156 and The Alameda Intersection Improvements (Project No. SB- SJB-A06 & SB-SJB-A27)

The City of San Juan Bautista is investing in multimodal improvements at the intersection of State Route 156 and The Alameda. Improvements include upgraded lighted pedestrian crossings with new meters, screens, and striping on the east side of the intersection, as well as the addition of a righthand-turn lane for eastbound traffic on State Route 156.

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Chapter 6 : Measuring the Performance of the Plan

Goal	Policy Objective	Performance Measures	Outcomes*
Equitable	Plan for people of all ages, abilities, and backgrounds	- Distribution of 2050 RTP investments in traditionally disadvantaged populations (percentage) - Access to transit within ½ mile (percentage)	- 77% (average) of plan investments in low-income or minority areas - 28% (average) of low-income or minority populations within ½ mile of transit
Environment	Create a sustainable and healthy region for all	- Impacts to open space (acres) - Consumed farmland resources (acres)	- 29.7 acres of open space consumed - 3,685 acres of farmland consumed
Communities	Develop, engage, connect, and sustain communities that are livable and thriving.	- Growth in Opportunity Areas (percentage of change from 2022)	- 3.6% Opp. Area Growth Increase in San Benito County - 8.6% Opp. Area Growth Increase in AMBAG Region
Mobility	Build and maintain a safe and robust multimodal transportation network.	- Commute Travel Time -Vehicle Fatalities & Injuries per 1,000 VMT - Bike/Ped Fatalities & Injuries per 1,000 VMT	- 15-minute average commute time in both 2050 and 2022 - 0.9 in 2050 vs. 1.03 in 2022 (vehicle fatalities) - 0.23 in 2050 vs. 0.27 in 2022 (bike/ped fatalities)
Economic	Support a sustainable, efficient, and productive regional	- Work trips within 30 minutes by mode (percentage)	- 50% of 2050 pop. vs. 42% of 2022 pop.

	economic environment that provides opportunities for all.	- Jobs near high-quality transit (percentage)	(30min transit commute) - 43% of 2050 pop. vs. 25% of 2022 pop.
			access)

**Outcome data reported at the AMBAG Region scale (Monterey, San Benito, and Santa Cruz Counties) unless noted*

Table 6-1: 2050 RTP & 2050 MTP/SCS Regional Performance Measures & Outcomes

Performance-based planning applies performance management principles within the planning process to evaluate how effectively a plan achieves its intended outcomes. Well-designed and properly implemented performance measures enhance transparency regarding the benefits of plans such as the 2050 RTP. Performance measures included in the 2050 RTP not only assess transportation system performance but also illustrate progress toward other regionally significant priorities, including public health improvements, farmland conservation, habitat preservation, and cost-effective infrastructure investment.

REGIONAL PERFORMANCE MEASURES

To support achievement of the 2050 RTP Policy Goals, AMBAG worked with SBCOG and the RTPAs in Monterey and Santa Cruz County to identify a set of performance measures that demonstrate the effectiveness of the investment program included in the MTP/SCS. The Policy Framework in Chapter 2 introduces the goals, objectives and strategies that underpin the regional performance measures

Table 6-1 provides a list of the 2050 RTP Policy Goals and their corresponding performance measures. Nearly all of the performance measures are provided at the three-county MPO Region level. Additional regional performance measures compiled by AMBAG for the three-county MPO Region are provided in Appendix D of the 2050 RTP.

Outcomes for each of the 2050 RTP Regional Performance Measures improve between the reported base year (2022) and horizon year (2050) at the AMBAG Region level. This suggests the bundle of MTP/SCS and RTP investments in Monterey, San Benito, and Santa Cruz Counties result in positive and measurable benefits.

FEDERAL PERFORMANCE MEASURES

In addition to the federal planning factors described in Chapter 2's Policy Framework, the US Department of Transportation's (USDOT) Moving Ahead for Progress in the 21st Century Act (MAP-21) requires Caltrans to report transportation system performance measures to the Federal Highway

Administration (FHWA). The purpose of this requirement is to ensure that state and regional transportation investments support national goals, including safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays.

The 25-year transportation investments in the 2050 RTP respond to the federal performance measures that are monitoring early-year actual conditions in the three county MPO Region. SBCOG, however, is not required to report performance management measures directly to the; the FHWA coordinates with Caltrans and AMBAG when reporting performance measures for the San Benito region.

There are three federal performance management rule categories. Each has performance indicators that are measured and monitored by AMBAG at the three-county MPO level. Appendix G of AMBAG's MTP/SCS offers a more detailed discussion of the federal performance measures and how they were calculated.

Performance Measure Rule 1 (PM1): Safety Targets (2019-2023 5-Year Averages)

The FHWA's Safety Performance Management Measure rule PM1 establishes five performance measures to carry out the Highway Safety Improvement Program (HSIP) and requires data reporting of 5-year averages.

The PM1 data below demonstrates that transportation safety is a growing concern in the three-county AMBAG Region. AMBAG reports that all five safety performance measures have gotten worse in the 5-Year averages between milestone years 2019 and 2023, see Table 6-2. This data trend helps explain why the 2050 RTP and the 2050 MTP/SCS place a significant emphasis on improving the safety of roadways and active transportation facilities. As illustrated above in Table 6-1, AMBAG forecasts that there will be a positive outcome from this increased investment in safety. Between 2022 and 2050, fatality rates on roadways and active transportation facilities are forecasted to decline. See details in Table 6-1 above and in Appendix D of the 2050 RTP.

Total Number of Fatalities	2019	2023
AMBAG Region*	65.0	87.0
5-Year Average	79.4	82.4

Rate of Fatalities per 1000M VMT	2019	2023
AMBAG Region*	1.0	1.1
5-Year Average	1.3	1.3
Total Number of Serious Injuries	**2019**	**2023**
AMBAG Region*	421.0	371.0
5-Year Average	377.8	405.6
Rate of Serious Injuries per 100M VMT	**2019**	**2023**
AMBAG Region*	6.4	5.8
5-Year Average	5.9	6.6
Total Number of Non-Motorized Fatalities & Non-Motorized Severe Injuries	**2019**	**2023**
AMBAG Region*	90.0	84.0
5-Year Average*	96.2	101.2

** AMBAG Region rolls up data for Monterey, San Benito, and Santa Cruz Counties*

Table 6-2: PM1 Safety System Performance Measures

The data indicators/outcomes for the other two federal performance measures are summarized below. The data and a detailed discussion of all three federal performance measure rules is documented in Appendix G of AMBAG's MTP/SCS.

Performance Measure Rule 2 (PM2): Bridge and Pavement Performance Targets (2018-2023 5-Year Average)

Percentage of Pavement on the Interstate National Highway System Classified as "Good" or "Poor"

Percentage of Pavement on the Non-Interstate National Highway System Classified as "Good" or "Poor"

Percentage of Bridges on the National Highway System Classified as "Good" or Poor"

Pavement Conditions

As illustrated in Table 6-3, pavement conditions on US 101 have much better condition than non-interstate corridors, such as SR 25 and SR 156. Despite the fact that less than 29% of the pavement on non-interstate NHS highways is in good condition, the AMBAG region's targets look to improve conditions for all NHS roadways. This improvement, however, contrasts with the targets for pavement conditions for NHS bridges in the AMBAG region. The targets here are focused on reducing the percentage of NHS bridge pavements in poor condition. Due to financial constraints, the policy trade-off is a modest decline in the percentage of NHS bridge pavement in good condition in the 4-Year Targets.

San Benito's 2050 RTP responds to the PM2 targets by increasing the investment in road maintenance and rehabilitation for the 25-year planning period. The challenge is that NHS facilities in San Benito County, including SR 25, SR 156 and US 101 have more stable and reliable sources of funding. In contrast, non-NHS roads in the County are in much worse condition overall. More information on this issue is discussed in Chapter 4.

	2-Year Targets (1/1/22-12/31/23)		4-Year Targets (1/1/22-12/31/25)	
Measure	**Good**	**Poor**	**Good**	**Poor**
Interstate Pavement on the NHS	47.2%	1.9%	49.2%	1.7%
Non-Interstate Pavement on the NHS	21.7%	10.5%	28.2%	9.0%

NHS Bridges on the NHS	49.4%	5.8%	46.6%	4.6%

Table 6-3:California Bridge and Pavement Conditions Target (AMBAG Region)

Bridge Conditions

As illustrated in Table 6-4, NHS bridge conditions in the AMBAG region were declining between 2017 and 2020. This is primarily an issue in Monterey and Santa Cruz Counties, which have many bridges along roadways, such as US 101 and Highway 1. The response in AMBAG's 2050 MTP/SCS is an increase in funding for bridge maintenance and rehabilitation. Most of the bridges in San Benito County are not NHS facilities. As a result, their condition is not measured in this table. Anecdotally, local bridge conditions are not good in San Benito County. In response, the 2050 RTP has an increase in the budget dedicated to future, unidentified bridge improvements.

				2017 NHS Bridge Condition			2020 NHS Bridge Condition		
	Total Structures	**Total Deck Area (s/f)**	**Total % Deck Area**	**Good**	**Fair**	**Poor**	**Good**	**Fair**	**Poor**
AMBAG Region	12	144,280	0.06%	11.1%	88.9%	0.0%	25.8%	36.7%	37.5%

Table 6-4: NHS Bridge Condition (AMBAG Region)

Performance Measure Rule 3 (PM3): System Performance, Freight System, and Congestion Mitigation, and Air Quality Performance Targets (2018-2023 5-Year Average)

Performance Measure Rule 3 requires the state to collaborate with MPO's to develop performance targets for the following:

Percent of Reliable Person-Miles Travelled on the Non-Interstate National Highway System.

While the State sets targets for seven measures related to PM 3, only one target applies to the AMBAG region: Percent of reliable person miles traveled on the non-interstate NHS. This measure is a Level of Travel Time Reliability (LOTTR) metric and is required to be used by states and MPOs in assessing system performance. LOTTR is defined as the ratio of the longer travel times (80th

percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent. Table 6-5 shows the percentage of reliable person miles traveled on non-interstate NHS in the AMBAG region. The measures are the percentage of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles considers the users of the NHS. AMBAG has exceeded the 4-year state travel time reliability goal since goals were set in 2018 with 80% or higher reliability scores. Future regional transportation projects are expected to contribute towards maintaining this high level of reliable person miles traveled. For more details refer to AMBAG MTP/SCS.

PM3: Percent of Reliable Person Miles Traveled on Non-Interstate NHS					
	2016	**2017**	**2018**	**2019**	**2020**
AMBAG Region	73.6%	80.2%	80.6%	80.0%	93.3%

Table 6-5:Percent of Reliable Person Miles Traveled on Non-Interstate NHS (AMBAG Region)

Chapter 7 : Consultations & Public Participation for the 2050 RTP

SBCOG has long been committed to interagency consultations and public engagement for planning activities. Through early, continuous, and inclusive engagement, SBCOG works to ensure the community understands its role as the RTPA for the San Benito region, the purpose of the RTP, and has opportunities to provide input on the plan's direction. By sharing timely information and encouraging input from local agencies, transportation providers, community organizations, the private sector, and residents, SBCOG promotes a transparent, equitable, and community-driven planning process.

The 2050 RTP is just the latest example of SBCOG's commitment to an inclusive planning process. Public agency, business, civic, and community stakeholders have been engaged in the development of the 2050 RTP through interviews, meetings, and outreach activities. Efforts were made in order to ensure that diverse perspectives were heard in order to shape the plan's vision and investments priorities.

SBCOG provides staff support for three advisory groups that have a role in the development of the RTP. One of these groups, the **SBCOG Technical Advisory Committee (TAC)** has a very direct role in plan development through providing ongoing input on all RTP elements. While the other two advisory groups, the **Measure G Advisory Committee**, and the **Social Services Transportation Advisory Council (SSTAC),** have a more indirect role in the RTP planning process. These groups do not directly review all RTP elements, but they do provide early and ongoing input on investment needs and priorities that are included in the RTP.

SBCOG's Technical Advisory Committee (TAC). The purpose of SBCOG's TAC is to provide technical input on transportation planning matters. The TAC played a central role in the development of the 2050 RTP, collaborating with SBCOG on the development of the plan's project list and revenue forecast, evaluating performance measures, providing input on local transportation strategies and initiatives, and reviewing the draft 2050 RTP. By routinely reviewing and providing feedback on RTP items before they are presented to the SBCOG Board, the TAC helped ensure the 2050 RTP reflects local priorities, aligns with regional policies, and supports the effective implementation of transportation initiatives across the San Benito region.

The Social Services Transportation Advisory Council (SSTAC) offers citizen input on public transit issues. The SSTAC consists of appointed citizens representing a wide range of transit-dependent groups. The SSTAC recommends action to the SBCOG Board on topics related to the unmet transit needs and advises the Commission on transit issues. In compliance with Public Utilities Code 99238, the current SSTAC consists of diverse representatives. Each year, public notifications are sent out to encourage participation in transportation planning processes, such as the annual unmet transit needs public hearing held by the SBCOG Board and numerous public workshops relating to the transportation projects and planning activities of the SBCOG.

Measure G Advisory Committee offers citizen input and oversight on investments being made with SBCOG's largest source of funding in the 2050 RTP, the Measure G transportation-dedicated sales tax.

TITLE VI OF THE CIVIL RIGHTS ACT

As part of the public involvement process and in compliance with the Title VI of the Civil Rights Act, SBCOG sought out and considered the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households. These efforts help identify transportation improvements that provide an equitable share of benefits to all residents, regardless of race, ethnicity, or income level.

Title VI established a legal standard that prohibits discrimination in the conduct of all federal activities. The FHWA has implemented policies to integrate environmental justice principles into existing operations to address disproportionate and adverse effects on low-income and minority populations.

Figure 7-1: 2050 MTP/SCS Public Meeting Flyer

SOURCE: AMBAG

During the development of the 2050 RTP, SBCOG complied with its adopted 2024 Title VI Program and Language Assistance Plan for Limited English Proficiency Individuals and utilized AMBAG's Public Participation Plan. Together, these plans provided the strategies and techniques necessary to gather input from the entire community, including bilingual English-Spanish outreach to ensure inclusive participation.

2050 RTP OUTREACH ACTIVITIES

For the 2050 RTP, SBCOG sought public participation through a variety of bilingual methods. Public input helped shape the overall direction of the plan, including its policy goals, strategies, and project list. The following section outlines the various methods and channels of outreach used by SBCOG in the development of the 2050 RTP.

2050 MTP/SCS and RTP Public Workshops

AMBAG, in coordination with SBCOG, hosted public workshops and events to gather input for the three-county 2050 MTP/SCS and San Benito's 2050 RTP. Events included public hearings and an in-

person public workshop in downtown Hollister. The well-attended Hollister public workshop was conducted in an open-house format with various stations to encourage one-on-one discussion and provide a comfortable, meaningful setting for participants. Materials were available in both English and Spanish, and translation services were provided to ensure inclusive participation. Input received through the workshop helped inform and guide the development of both the 2050 RTP and MTP/SCS, ensuring that the public's feedback was consistently reflected in the direction and priorities of both plans.

Draft 2050 RTP Public Hearing

On January 15, 2026, SBCOG will conduct a public hearing on the draft 2050 RTP. The purpose of the public hearing is to obtain information from the public on transportation issues, policies, programs, and/or projects related to the plan.

As part of release of the draft 2050 MTP/SCS and associated EIR, AMBAG will virtually conduct public hearing workshops. The purpose of the workshops is to present the draft 2050 MTP/SCS to community members and regional stakeholders. AMBAG will host both MPO region wide workshops and county specific workshops. SBCOG staff will attend these workshops to provide support on matters pertaining to the San Benito region and the 2050 RTP.

Draft 2050 RTP Distribution Methods

SBCOG produces and maintains a website to keep the public informed of transportation planning efforts in San Benito County. Planning documents, including the draft and final RTP, are posted to this site. Copies of the draft 2050 RTP will be made available for review at the locations identified below and on the SBCOG website.

- San Benito Free Library, 470 5th Street, Hollister, CA 95023
- SBCOG office, 650 San Benito Street, Suite 120, Hollister, CA 95023
- SBCOG Website: SBCOG | Council of San Benito County Governments

■ Press releases will be sent to the media establishments in San Benito County announcing availability of the Draft RTP for review and comment and noting key findings.

■ Public hearings have been held and noticed in the main newspapers in San Benito County prior to adoption of the 2050 RTP

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Appendix A: Financially Constrained Project List

2025-2050

Regional Transportation Plan Project List

Council of San Benito County Governments

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-COG-A59-2026	SBCOG	AT	Lump Sum of Unidentified Future Active Transportation Improvements	Lum Sum of Future Unidentified Active Transportation Improvements (2040-2050) in Hollister, San Benito County, and San Juan Bautista	$20,169
SB-COG-A08-2026	SBCOG	TDM	Travel Demand Management Lump Sum	Lump sum project for local jurisdiction and SBtCOG travel demand management improvements, including SBtCOG regional rideshare program (2025-2050) TDM improvements in the City of Hollister, San Benito County, and San Juan Bautista	$4,050
SB-COG-A44-2026	SBCOG	TSM	Emergency Motorist Aid System (SAFE)	Lump-sum for emergency call box program and additional CHP safety patrol. (2025-2050)	$1,050
SB-COG-A58-2026	SBCOG	Other	SBtCOG Planning and Administration	SBtCOG operating budgets - includes staff activities and capital expenses. Does not include pass-through funds (2025-2050).	$21,750
				Total	**$47,019**

2025-2050

Regional Transportation Plan Project List

San Benito County Local Transportation Authority

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-LTA-A65-2026	LTA	TR-OPS	Specialized Transportation Services, including ADA, Senior, and On-Demand Transit (2025-2050)	Lump-sum of the LTA's on-demand services. Includes Dial-a-Ride, Paratransit, and Specialized Transportation Services.	$53,006
SB-LTA-A42-2026	LTA	TR-OPS	LTA Planning and Administration	LTA operating budgets - includes staff activities and office-related capital expenses. Does not include service operations contracts (2025-2050).	$11,145
SB-LTA-A56-2026	LTA	TR-OPS	Transit Fare Modernization	Upgrading the current fare collection system	$1,250
SB-LTA-A63-2026	LTA	TR-OPS	Intercounty Express	Commuter oriented service that provides connections from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$10,932
SB-LTA-A64-2026	LTA	TR-OPS	Tripper	The Tripper provides service throughout the City of Hollister in the morning and afternoon.	$1,127
SB-LTA-A66-2026	LTA	TR-OPS	Intercounty Express via SR 25	Commuter oriented service that provides connections, via the State Route 25 Corridor, from San Benito to the Caltrain Station and Gavilan Campus in Gilroy (Santa Clara County).	$13,088
SB-LTA-A67-2026	LTA	TR-OPS	Route 1: Central	Provides service within the city of Hollister. Major service locations include San Benito High School, Hollister Mobility Hub, Hazel Hawkins Hospital, and the San Benito Health Foundation & Clinic.	$3,015
SB-LTA-A68-2026	LTA	TR-OPS	Route 2: Buena Vista	Provides service within the city of Hollister. Major service locations include Hollister Mobility Hub, Sunnyslope Elementary, Rancho San Justo Middle School, Downtown Hollister, County Courthouse, and McCray Street Shopping Center.	$3,953

SB-LTA-A69-2026	LTA	TR-OPS	Tres Pinos Shuttle	Provides service from Hollister Exchange Mobility Hub to Tres Pinos. Includes a stop at the Gavilan College Hollister Campus.	$2,738
SB-LTA-A72-2026	LTA	TR-OPS	Lump Sum of Future Transit Operating Costs for LTA Services (2030-2050)	Lump-Sum for unidentified future transit operations (2030-2050).	$36,348
SB-LTA-A55-2026	LTA	TR-Capital	Hollister Exchange Mobility Hub	Mobility Hub to service LTA operations and encourage multi-modal transportation.	$2,165
SB-LTA-A58-2026	LTA	TR-Capital	Transit Vehicles - Fleet Expansion	Lump-Sum for Future Fleet Vehicles to support 25% increase in transit service hours in the 2030-2050 timeframe; all Zero-Emission Buses and supportive infrastructure	$14,500
SB-LTA-A59-2026	LTA	TR-Capital	Lump Sum of Unidentified Future Transit Capital Improvements to Support Expanded LTA Services	Lump-Sum for unidentified future transit capital improvements to support expanded services (2030-2050). Improvements include yard expansion and zero-emission fleet fueling and support.	$5,743
SB-LTA-A48-2026	LTA	TR-REHAB	Transit Vehicles - Replacing Existing Vehicles & Expansion Vehicles	Replacing existing fleet vehicles; vehicle replacements to meet the 2040 zero-emission bus (ZEB) transit mandate (all replacement buses after 2035 are ZEB).	$41,837
SB-LTA-A57-2026	LTA	TR-REHAB	Transit Facility Yard Improvements	Improvements to the LTA transit facility to accommodate changes in operations.	$7,363
SB-LTA-A61-2026	LTA	TR-REHAB	Transit Capital - On Street	Capital improvements to exisiting LTA facilities on streets and roads (eg. signage, shelters, fare equipment) (2025-2050).	$7,300
SB-LTA-A62-2026	LTA	TR-REHAB	Transit Capital - On Bus	Capital improvements to LTA vehicles (eg AVL, APC) to continue exisiting operations and services (2025-2050).	$7,500
SB-LTA-A73-2026	LTA	TR-REHAB	Lump Sum of Future Unidentified Transit Capital Improvements for Maintaining the Existing Bus Fleet & Facilities	Lump-Sum for unidentified future transit capital improvements to support the maintenance of the existing vehicle fleet and facilities (2030-2050).	$12,368
				Total	**$235,378**

Regional Transportation Plan Project List

Caltrans

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-CT-A44-2026	Caltrans	H-NEW	State Route 25 Corridor Improvement Project, Phase I	Convert to four lane expressway from San Felipe Road to Hudner Lane.	$106,000
SB-CT-A45-2026	Caltrans	H-NEW	State Route 25 Corridor Improvement Project, Phase II	Convert to four lane expressway from Hudner Lane to Bloomfield Road.	$135,000
SB-CT-A02-2026	Caltrans	H-OMR	SR 156/Fairview Road Intersection Improvements	Construct new turn lanes at the intersection. TIF	$6,824
SB-CT-A43-2026	Caltrans	H-OMR	State Highway Operation and Protection Program	Grouping of various projects managed by Caltrans for the maintenance, rehabilitation, and operation of the State Highway System. This represents the state's "fix-it-first" approach for a wide variety of highway infrastructure, including the four primary asset classes - pavement, bridges, drainage, and transportation management systems elements.	$275,500
				Total	**$523,324**

2025-2050

Regional Transportation Plan Project List

City of San Juan Bautista

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-SJB-A06-2026	San Juan Bautista	AT	Pedestrian Crosswalk at Intersection of The Alameda & Hwy 156	Install meters, screens and stripe on east side of The Alameda & Highway 156.	$200
SB-SJB-A11-2026	San Juan Bautista	AT	Third Street Bike Lane	Striping a bike lane on Third Street.	$40
SB-SJB-A12-2026	San Juan Bautista	AT	First Street Bike Lane	Striping a bike lane on First Street.	$40
SB-SJB-A13-2026	San Juan Bautista	AT	Fourth Street Bike Lane	Class III- Striping a bike lane on Fourth Street from San Jose - to Old SJ Hollister Rd., S-10 of the Bike Plan.	$45
SB-SJB-A17-2026	San Juan Bautisa	AT	Franklin Street Bike Route	Class III, .17 miles, 4th Street to South side of San Juan Bautista Historic Park, S-6 of the Bike Plan.	$30
SB-SJB-A18-2026	San Juan Bautista	AT	4th Street - San Jose Bike Lane	Class II, 0.16 miles, 4th Street to North side of San Juan Bautista Historic Park on San Jose Street.	$40
SB-SJB-A19-2026	San Juan Bautista	AT	San Jose Street - The Alameda Bike Route	Class III, .54 miles, 4th Street from San Jose to Monterey Street, S-8 of Bike Plan.	$40
SB-SJB-A20-2026	San Juan Bautista	AT	Second Street Bike Route	Class III, 0.14 miles, San Jose Street to Monterey Street.	$40
SB-SJB-A21-2026	San Juan Bautista	AT	San Juan Bautista Historic Park Bike Lane	Class I, multi-use path, .29 miles, Franklin Street to 1st Street.	$650
SB-SJB-A22-2026	San Juan Bautista	AT	Monterey Street Bike Route	Class III, 1.04 miles, 4th Street to North side of San Juan Bautista Historic Park.	$125
SB-SJB-A23-2026	San Juan Bautista	AT	1st Street Bike Route	Class III, 0.10 miles, Monterey Street to existing Class II on 1st Street.	$45
SB-SJB-A26-2026	San Juan Bautista	AT	The Alameda - Salinas Road Bike Route	Class III - Stripping a bike lane from Franklin to Old SJ Hollister Rd., S-10 of the Bike Plan.	$60
SB-SJB-A28-2026	San Juan Bautista	AT	Third Street Transformation Project	Streetscape with Pedestrian / Bicycle Enhancements, Traffic Calming	$1,553
SB-SJB-A29-2026	San Juan Bautista	AT	Multimodal Transportation Hub	Multimodal Transportation Hub & Bicycle Network	$850

SB-SJB-A30-2026	San Juan Bautista	AT	2nd Street Corridor Pedestrian Safety Enhancement	Sidewalk infill, New pedestrian crossings, and ADA ramps	$400
SB-SJB-A31-2026	San Juan Bautista	AT	Sidewalk Gap Project #1	Sidewalk infill, new pedestrian crossings, and ADA ramps	$400
SB-SJB-A32-2026	San Juan Bautista	AT	Sidewalk Gap Project #2	Sidewalk infill, new pedestrian crossings, and ADA ramps	$2,800
SB-SJB-A05-2026	San Juan Bautista	LSR-New	Roundabout at Third Street & Donner Street	Striping a roundabout and widening Third Street.	$1,000
SB-SJB-A09-2026	San Juan Bautista	LSR-New	Lang Street to Lang Street	Construct and connect Lang Street, 2 lanes	$1,000
SB-SJB-A02-2026	San Juan Bautista	LSR-OMR	Roundabout at Muckelemi Street & Monterey Street	Constructing a roundabout.	$1,500
SB-SJB-A03-2026	San Juan Bautista	LSR-OMR	Roundabout at Muckelemi and Fourth Street	Slight widening/re-paving and construction of roundabout.	$1,000
SB-SJB-A04-2026	San Juan Bautista	LSR-OMR	Roundabout at San Juan – Hollister Road & San Juan Canyon Road	Constructing a roundabout and repaving.	$1,500
SB-SJB-A14-2026	San Juan Bautista	LSR-OMR	Muckelemi Street to Monterey Street	Reconstruction of Muckelemi Street to Monterey Street adding planting strip median.	$1,200
SB-SJB-A15-2026	San Juan Bautista	LSR-OMR	2035-2050: City of San Juan Bautista Local Street and Roadway Maintenance	System preservation and maintenance - Lump Sum (includes multiple projects)	$14,329
SB-SJB-A27-2026	San Juan Bautista	H-OMR	Eastbound Hwy 156 Right Turn Lane onto southbound The Alameda	Procure ROW and add RHTL from eastbound Hwy	$786
				Total	**$29,673**

Regional Transportation Plan Project List

City of Hollister

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-COH-A20-2026	Hollister	AT	Sunnyslope Road Bike Lane	Construct Class II bike lane from Cerra Vista to Memorial Drive	$21
SB-COH-A24-2026	Hollister	AT	South Street/Hillcrest Road Bike Lane	Construct Class II bike lane from McCray St. to proposed Class II on Hillcrest Road	$14
SB-COH-A28-2026	Hollister	AT	Fourth Street Bike Route	Construct Class III bike route from McCray Street to Westside Boulevard.	$11
SB-COH-A30-2026	Hollister	AT	Meridian Street Bike Lane	Construct Class II bike lane from Memorial Drive to McCray Street.	$32
SB-COH-A32-2026	Hollister	AT	Sunset Drive Bike Route	Construct Class III bike Route from Cerra Vista Road to Airline Highway.	$11
SB-COH-A33-2026	Hollister	AT	Hillcrest Road Bike Lane	Construct Class II bike lane from Fairview Road and proposed Class III bike route on Hillcrest Road.	$53
SB-COH-A36-2026	Hollister	AT	Monterey Street Bike Route	Construct Class III bike route from Nash Road to 4th Street.	$14
SB-COH-A60-2026	Hollister	AT	Complete Streets Project for Nash/Tres Pinos/Sunnyslope Roads and McCray Street	Complete street segments include: sidewalks, bike lanes, curb extensions, median islands, narrower travel lanes, roundabouts and more.	$6,760
SB-COH-A66-2026	Hollister	AT	McCray Street Bike Lane	Class II, 0.61 miles, Hillcrest to Santa Ana Road.	$18
SB-COH-A67-2026	Hollister	AT	Cerra Vista Bike Route	Class III Bike Route, 0.73 miles, Union Road to Sunnyslope Road.	$10
SB-COH-A68-2026	Hollister	AT	Hawkins Street Bike Route	Class III, 0.45 miles, Monterey Street to Prospect Avenue.	$6
SB-COH-A69-2026	Hollister	AT	Clearview Drive Bike Route	Class III, 1.15 miles, Sunset Drive to Meridian Street, Tier No. 2.	$15

SB-COH-A70-2026	Hollister	AT	Steinbeck Drive Bike Route	Class III, .10 miles, Line Street to Westside Boulevard, Tier No. 3.	$1
SB-COH-A71-2026	Hollister	AT	Meridian Road Bike Route	Class III, .47 miles, End of Meridian Street to Memorial Drive.	$6

SB-COH-A73-2026	Hollister	AT	Beverly Drive Bike Route	Class III, .53 miles, Sunnyslope Road to Hillcrest Road, Tier No. 3.	$7
SB-COH-A79-2026	Hollister	AT	Westside Boulevard Bike Lane	Class II, .28 miles, between South Street and Jan Avenue.	$5
SB-COH-A18-2026	Hollister	LSR-NEW	Westside Boulevard Extension	Construct 2-lane road. Westside Boulevard Extension: Nash Road to Southside Road/San Benito Street Intersection with bicycle lanes. TIF	$13,360
SB-COH-A55-2026	Hollister	LSR-New	Memorial Drive North Extension: Santa Ana Road to Flynn Road/Shelton Intersection	Construct new 4-lane road and extension with bicycle lanes. TIF	$13,842
SB-COH-A57-2026	Hollister	LSR-New	Pacific Way (New Road): San Felipe Road to Memorial Drive	New 2-lane road from San Felipe Road to future Memorial Drive north extension with bicycle lanes. TIF	$7,412
SB-COH-A77-2026	Hollister	LSR-New	Gateway Drive & San Felipe Road Intersection	New signalization of new 2-lane collector with 4-lane arterial; 3 approaches, LTO's exist. TIF	$1,700
SB-COH-A13-2026	Hollister	LSR-OMR	West Gateway Improvement Project	Streetscape and intersection improvements.	$4,850
SB-COH-A58-2026	Hollister	LSR-OMR	Westside Boulevard & Nash Road Westside Boulevard Extension (Intersection)	New signalization of 2-lane collector south leg (Westside Extension), existing 4-lane north leg with existing 2-lane local; 4 approaches, turning lanes will be added. TIF	$575
SB-COH-A61-2026	Hollister	LSR-OMR	City of Hollister Local Street & Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$68,040
SB-COH-A63-2026	Hollister	LSR-OMR	South Street & Westside Boulevard Intersection	New signalization of 4-lane collector with 2-lane collector; 4 approaches, retain current lane configuration. TIF	$550
SB-COH-A64-2026	Hollister	LSR-OMR	Fourth Street (San Juan Road) & West Street or Monterey Street Intersection	New signalization of 2-lane collector with 2-lane local; 4 approaches, retain current lane configuration. TIF	$400
SB-COH-A65-2026	Hollister	LSR-OMR	Memorial Drive & Hillcrest Road	New signalization of 4-lane arterial with 4-lane	$700

			Intersection	arterial, 4 approaches. Existing lane configuration to remain with bicycle lanes. TIF	
SB-COH-A78-2026	Hollister	LSR-OMR	Rancho Drive & East Nash (Tres Pinos Road) Intersection	New roundabout. TIF	$700
SB-COH-A80-2026	Hollister	LSR-OMR	2024 City Roadway Improvement Plan	This project includes pavement grind and overlays, slurry seals, re-striping, driveway replacement, safety improvements, and ADA ramp upgrades in various areas.	$8,278
SB-COH-A81-2026	Hollister	LSR-OMR	Section 1 Road Rehabilitation Project-Cape Seal	Cape Seal project for approximately 157,333 square yards of roadway in the western section of the city scoring 3 or 4 in the pavement evaluation report.	$6,800
SB-COH-A82-2026	Hollister	LSR-OMR	Section 2 Road Rehabilitation Project	Grind and overlay project for approximately 4.6 miles of roadway in this section of the city scoring 3 or 4 in the pavement evaluation report prepared.	$5,175
SB-COH-A83-2026	Hollister	LSR-OMR	Section 1 Grind and Overlay Rehabilitation Project	Grind and overlay project for approximately 70,720 square feet of roadway in the western section of the city with a pavement index of 5 from the pavement evaluation report.	$942
SB-COH-A84-2026	Hollister	LSR-OMR	Section 2 Grind and Overlay Road Rehabilitation Project	Grind and overlay project for approximately 0.5 miles of roadways in this section of the City with a pavement index of 5 from the pavement evaluation from 2021.	$1,038
SB-COH-A85-2026	Hollister	LSR-OMR	2027 Citywide Roadway Improvement	The work to be performed includes, cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$2,000
SB-COH-A86-2026	Hollister	LSR-OMR	North Gateway Beautification Project (San Felipe Road)	The work to be performed includes, cold plane and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	$8,000
SB-COH-A87-2026	Hollister	LSR-OMR	Section 3 Road Rehabilitation Project- Cape Seal	Cape seal project fo approximately 6.4 miles of roadways in this section of the City scoring 3 or 4 in the pavement evaluation report prepared in 2021.	$10,000
SB-COH-A88-2026	Hollister	LSR-OMR	2029 Citywide Road Improvement Project	The work to be performed includes, but is not necessarily limited to base failure repair, cold plane	$2,000

				and HMA overlay, slurry seal, signing and striping improvements, concrete curb, curb ramps, sidewalk, drainage improvements.	
SB-COH-A40-2026	Hollister	Other	Hollister Airport Operations and Maintenance 2020-2045	Continued operations and maintenance of the airport.	$22,500
SB-COH-A41-2026	Hollister	Other	Hollister Airport Capital Improvement Program	Capital improvements grouped project list from the Airport Capital Improvement Program.	$1,762
SB-COH-A90-2026	Hollister	Other	Lump Sum for Unidentified Future Hollister Airport Capital Improvements (2030-2050)	Lump Sum of future unidentified airport capital improvements (2030-2050).	$10,000
				Total	**$197,608**

Regional Transportation Plan Project List

County of San Benito

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-SBC-A127-2026	County of San Benito	AT	Pedestrian Improvements	Maintenance and rehab work.	$40
SB-SBC-A22-2026	County of San Benito	AT	Airline Highway Bike Path	Class I bike path from Sunset Drive to existing Class I on Airline Hwy (Tres Pinos Town).	$42
SB-SBC-A34-2026	County of San Benito	AT	Santa Ana Road/Buena Vista Road/North Street Bike Lane	Construct Class II bike lane, 3.97 miles, partially located in the City of Hollister.	$118
SB-SBC-A60-2026	County of San Benito	AT	Highway 156 Bike Lane	Class II, 6.88 miles, The Alameda (San Juan Bautista) to Buena Vista Road (Hollister).	$205
SB-SBC-A61-2026	County of San Benito	AT	Valley View Drive Bike Lane	Class II, 0.52 miles, Sunset Drive to Union Road.	$9
SB-SBC-A62-2026	County of San Benito	AT	The Alameda - Salinas Road Bike Route	Class III, 0.65 miles, 4th Street to Old Stagecoach Road.	$9
SB-SBC-A63-2026	County of San Benito	AT	Union Road Bike Route	Class III, 3.83 miles, Highway 156 to Cienega Road.	$51
SB-SBC-A64-2026	County of San Benito	AT	Buena Vista Road Bike Route	Class III, 0.74 miles, Proposed Class II on Buena Vista to Highway 156.	$10
SB-SBC-A65-2026	County of San Benito	AT	San Benito River Recreational Trail Phase 1	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	$5,627
SB-SBC-A66-2026	County of San Benito	AT	San Benito River Recreational Trail Phase II	Construct a portion of recreational bicycle/pedestrian/equestrian trail along the San Benito River.	8,538
SB-SBC-A68-2026	County of San Benito	AT	Union Pacific Railroad Multi-Use Path	Class I, 8.81 miles. Construct a multi-use path adjacent to the Union Pacific Railroad right of way.	$7,800
SB-SBC-A80-2026	County of San Benito	AT	Fallon Road Bike Route	Class III, 2.29 miles, Fairview Road to Frontage Road, Tier 3. Located in the City and County.	$30
SB-SBC-A85-2026	County of San Benito	AT	San Juan Hollister Road Bike Lane	Stripping a bike lane on San Juan - Hollister Road.	$10

SB-SBC-A89-2026	County of San Benito	AT	Buena Vista Traffic Calming Project	Physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists.	$1
SB-SBC-A04-2026	County of San Benito	LSR-New	Union Road Widening (East): San Benito Street to Highway 25	Widen to 4-lane arterial with bicycle lanes. TIF	$5,463
SB-SBC-A05-2026	County of San Benito	LSR-NEW	Union Road Widening (West) San Benito Street to Highway 156	Widen to 4-lane arterial with bicycle lanes. TIF	$15,448
SB-SBC-A09-2026	County of San Benito	LSR-New	Fairview Road Widening: McCloskey to SR 25	Widen to 4-lane arterial; construct new bridge south of Santa Ana Valley Road with bicycle lanes. TIF	$20,790
SB-SBC-A57-2026	County of San Benito	LSR-New	Limekiln Road Bridge	Limekiln Road over Pescadero Creek, 0.1 Mi S Cienega Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0054	$2,800
SB-SBC-A58-2026	County of San Benito	LSR-New	Rocks Road Bridge	Rocks Road over Pinacate Rock Creek, East Little Merril Road. Replace 1-lane bridge with 2-lane bridge. Bridge No. 43C0053. HBP	$3,500
SB-SBC-A67-2026	County of San Benito	LSR-New	Shore Road Extension	4-Lane Arterial with Class II bike lanes.	$20,350
SB-SBC-A101-2026	County of San Benito	LSR-OMR	Cienega Rd - Mudstone Ranch to Bird Creek	Roadway Recovery	$3,000
SB-SBC-A103-2026	County of San Benito	LSR-OMR	Chappell Road Remodel	Maintenance and rehab work.	$569
SB-SBC-A104-2026	County of San Benito	LSR-OMR	Wright Rd - Buena Vista Rd to SR 25	Maintenance and rehab work	$2,900
SB-SBC-A105-2026	County of San Benito	LSR-OMR	Shore Rd Rehabilitation - Frazier Lake Road to San Felipe Road	Maintenance and rehab work	$4,000
SB-SBC-A106-2026	County of San Benito	LSR-OMR	Wright Rd - McCloskey Road (SR 25 to Fairview Road)	Maintenance and rehab work.	$250
SB-SBC-A107-2026	County of San Benito	LSR-OMR	Cienega Road from SR25 to Hollister Hills	Maintenance and rehab work.	$15,000
SB-SBC-A108-2026	County of San Benito	LSR-OMR	Cienega Rd from Hidden Valley to Mudstone Ranch	Maintenance and rehab work.	$3,000
SB-SBC-A109-2026	County of San Benito	LSR-OMR	Frazier lake Rd - Shore Rd to 1.8 Miles beyond Shore Rd	Maintenance and rehab work.	$1,500

SB-SBC-A110-2026	County of San Benito	LSR-OMR	San Juan Hwy Improvements	Maintenance and rehab work	$1,200
SB-SBC-A111-2026	County of San Benito	LSR-OMR	San Juan Bautista SS Force Main (County partnering to pave adjacent vehicular lane)	Maintenance and rehab work	$4,000
SB-SBC-A112-2026	County of San Benito	LSR-OMR	Cole Road, from S Ricardo to N Ricardo to Anzar Road	Maintenance and rehab work.	$1,290
SB-SBC-A113-2026	County of San Benito	LSR-OMR	Fairview Rd - Los Viboras Rd toAcquistapace Rd	Maintenance and rehab work.	$364
SB-SBC-A114-2026	County of San Benito	LSR-OMR	Fairview Rd - Acquistapace Rd to 1000' N of Fallon RD	Maintenance and Rehab	$800
SB-SBC-A115-2026	County of San Benito	LSR-OMR	Fairview Road - San Felipe Rd to Ludis Ln	Maintenance and rehab work.	$415
SB-SBC-A116-2026	County of San Benito	LSR-OMR	Salinas Road (Alameda) SJ Hollister to Mission Vinyard	Maintenance and rehab work.	$310
SB-SBC-A117-2026	County of San Benito	LSR-OMR	F Street - Tres Pinos	Maintenance and rehab work.	$290
SB-SBC-A118-2026	County of San Benito	LSR-OMR	Fairview Rd CIR Santa Ranch to 100 south of Santa Ana Creek Bridge	Maintenance and rehab work.	$1,015
SB-SBC-A119-2026	County of San Benito	LSR-OMR	Fairview Rd CIR 100' S Santa Ana Creek Bridge to McCloskey	Maintenance and rehab work.	$790
SB-SBC-A120-2026	County of San Benito	LSR-OMR	Union Rd CIR 417' W Ladd Lane to Union Bridge Project Limit	Maintenance and rehab work.	$410
SB-SBC-A121-2026	County of San Benito	LSR-OMR	Panoche Road	Maintenance and rehab work.	$1,100
SB-SBC-A122-2026	County of San Benito	LSR-OMR	Coalinga Road	Maintenance and rehab work.	$500
SB-SBC-A123-2026	County of San Benito	LSR-OMR	King City Rd / Bitterwater Road	Maintenance and rehab work.	$700
SB-SBC-A124-2026	County of San Benito	LSR-OMR	Fairview Rd - MBGR Repair	Maintenance and rehab work.	$90
SB-SBC-A125-2026	County of San Benito	LSR-OMR	Speed Attenuation Projects – Various Locations	Maintenance and rehab work	$310
SB-SBC-A126-2026	County of San Benito	LSR-OMR	Guard Rail on Buena Vista (2), Quien Sabe Road, and Anzar Road	Maintenance and rehab work.	$90
SB-SBC-A128-2026	County of San Benito	LSR-OMR	CSA / CFD Capital Projects – Multiple Locations	Maintenance and rehab work.	$1,200

SB-SBC-A129-2026	County of San Benito	LSR-OMR	Storm Drain - Fairview Rd – Santana Ranch - Santa Ana Creek	Maintenance and rehab work.	$80
SB-SBC-A130-2026	County of San Benito	LSR-OMR	Lovers Lane Culvert Extension	Maintenance and rehab work.	$150
SB-SBC-A131-2026	County of San Benito	LSR-OMR	San Juan Canyon Rd - Salinas to 6.4 miles beyond Salinas Rd	Maintenance and rehab work.	$6,800
SB-SBC-A132-2026	County of San Benito	LSR-OMR	Seely Avenue - Carpenteria Rd to .5 miles beyond Carpenteria Rd.	Maintenance and rehab work.	$720
SB-SBC-A133-2026	County of San Benito	LSR-OMR	Union Rd - SR 156 to 3 miles beyond SR 156	Maintenance and rehab work.	$4,100
SB-SBC-A134-2026	County of San Benito	LSR-OMR	Tres Pinos Improvements	Maintenance and rehab work.	$1,075
SB-SBC-A135-2026	County of San Benito	LSR-OMR	Salinas Rd - the Alameda to County Limit	Maintenance and rehab work.	$2,870
SB-SBC-A136-2026	County of San Benito	LSR-OMR	Fairview Road - Orchard Rd to Los Viboras Rd	Maintenance and rehab work	$600
SB-SBC-A53-2026	County of San Benito	LSR-OMR	Panoche Road Bridge (Bridge No. 43C0016)	Panoche Road over Tres Pinos Creek, 6 Mi. E of SH 25. Scour Countermeasure. Bridge No. 43C0016. HBP	$3,700
SB-SBC-A54-2026	County of San Benito	LSR-OMR	Panoche Road Bridge (Bridge No. 43C0027)	Panoche Road, over Tres Pinos Creek, 12 miles west Little Panoche Road. Replace 1-lane bridge with 2- lane bridge. Bridge No. 43C0027. HBP	$4,825
SB-SBC-A56-2026	County of San Benito	LSR-OMR	Rosa Morada Bridge	Rosa Morada Rd over Arroyo Dos Picachos, 0.6 Mi E Fairview Road. Replace bridge (no added lane capacity) Bridge No. 43C0041. HBP	$3,300
SB-SBC-A59-2026	County of San Benito	LSR-OMR	Anzar Road Bridge	Anzar Road over San Juan Creek, 0.35 Miles with San Juan Hwy Road. Replace 2-lane with 2-lane bridge (no added capacity) Bridge No. 43C0039. HBP	$2,870
SB-SBC-A69-2026	County of San Benito	LSR-OMR	Fairview Road and Hillcrest Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with future non-TIMF widening to 4-lane arterial (west leg only); 3 approaches. Turning lanes existing on all approaches, SB & NB through lanes will be constructed with Fairview Road widening. TIF	$600
SB-SBC-A70-2026	County of San Benito	LSR-OMR	Union Road & Fairview Road	New signalization of future widening to 4-lane arterial (north&south; legs) with future new 4-lane	$655

			Intersection	arterial (west leg only); 3 approaches. Turning lanes on Fairview Rd.; turning lanes on Union Rd. Included as regional component of developer-constructed improvements. TIF	
SB-SBC-A71-2026	County of San Benito	LSR-OMR	Enterprise Road & Airline Highway (SR 25) Intersection	New signalization of future widening to 4-lane arterial (north & south legs) with 2-lane arterial; 4 approaches, EB & WB through lanes will be constructed with Airline Hwy Project with bicycle lanes. TIF	$700
SB-SBC-A73-2026	County of San Benito	LSR-OMR	McCloskey Road & Fairview Road Intersection	New signalization of 4-lane arterial with 2-lane local, 3 approaches. LTO on lanes 3 approaches, RTO on 2 approaches. TIF	$734
SB-SBC-A74-2026	County of San Benito	LSR-OMR	Meridian Street & Fairview Road Meridian Street Extension (Intersection)	New signalization of 4-lane arterial with 4-lane arterial: 3 approaches, turning lanes exist, through lane on Fairview will be constructed. TIF	$600
SB-SBC-A75-2026	County of San Benito	LSR-OMR	Fairview Road & Fallon Road Intersection	New signalization of 4 lane arterial with 2-lane collector, 4 approaches. LTO & RTO on all approaches. TIF	$3,400
SB-SBC-A77-2026	County of San Benito	LSR-OMR	San Benito County Local Street &Roadway Maintenance: 2035-2050	System preservation and maintenance - Lump Sum (includes multiple projects)	$27,300
SB-SBC-A83-2026	County of San Benito	LSR-OMR	Fairview Road & Airline Highway/SR 25 Intersection	New signalization of 4-lane arterial (east & west legs) with 4-lane arterial (north leg) & 2-lane (south leg). LTO & RTO existing on all approaches, EB & WB through lanes constructed. County and Caltrans. TIF	$4,400
SB-SBC-A84-2026	County of San Benito	LSR-OMR	SR 156 & Buena Vista Road Intersection	New signalization of new 2-lane collector with 4-lane arterial, LTO on 4 approaches. County and Caltrans. TIF	$4,000
SB-SBC-A98-2026	County of San Benito	LSR-OMR	New Idria Rd - Emergency CrossingRepair - Bridge Construction	Emergency Crossing Repair	$2,890
SB-SBC-A99-2026	County of San Benito	LSR-OMR	Cienega Rd Bridge at Bird Creek Replacement	Creek Replacement	$3,100
				Total	**$215,403**

Regional Transportation Plan Project List

Various Agencies

Project ID	Agency	Project Type	Project Title	Project Description	Total Cost [$ in Thousands]
SB-VAR-A04-2026	Various	TSM	Unidentified Future Transportation System Management Improvements	Lump-sum of Future Unidentified Transportation System Improvements (2030-2050) in Hollister, San Juan Bautista, and San Benito County	$18,640
SB-VAR-A02-2026	Various	LSR-New	Lump Sum for Unidentified Furture LS&R Capital Improvements (2030-2050)	Lump Sum of Future Unidentified LS&R Capital Improvements (2030-2050) in Hollister, San Benito County, and San Juan Bauptista	$130,335
SB-VAR-A03-2026	Various	LSR-OMR	Lump Sum for Unidentified Future LSR Operations, Maintenance & Rehabilitation (2030-2050)	Lump Sum of Future Unidentified Local Street, Road, & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bauptista	$247,014
SB-VAR-A01-2026	Various	H-OMR	Lump Sum for Unidentified Future State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050)	Lump Sum of Future Unidentified State Highway & Bridge Operations, Maintenance & Rehabilitation (2030-2050) in Hollister, San Benito County, and San Juan Bauptista	$259,000
				Total	**$654,989**

Appendix B: Financially Unconstrained Project

Regional Transportation Plan Unconstrained Project List

Various Agencies

Project ID	Agency	Project Type	Project Title	Project Description	Total Unconstrained Cost [$ in Thousands]
SB-LTA-A70-2026	LTA	TR-OPS	Route 21: Human Services Shuttle	Provides service between Hollister Exchange Mobility Hub (Target Shopping Center) and Community Service Facilities	$795
SB-LTA-A71-2026	LTA	TR-OPS	San Juan Bautista Shuttle	Provides service along 156 to and from San Juan Bautista and Hollister (Hollister Exchange)	$2,065
SB-LTA-A46-2026	LTA	TR-OPS	Regional Transit Connection to Salinas	Transit connection from the City of Hollister to City o of Salinas	$3,393
SB-LTA-A47-2026	LTA	TR-OPS	Regional Transit Connection to Watsonville	Transit connection from the City of Hollister to the City of Watsonville	$3,405
SB-CT-A17-2026	Caltrans	H-New	SR 25 (Airline Hwy) widening: Fairview Rd to Sunset Dr	Convert to 4 lane expressway from Fairview Rd to Sunset Dr with bicycle lanes. TIF	$33,025
SB-CT-A57-2026	Caltrans	H-OMR	US 101/SR 156 Ramp Meter and Acceleration Lane	Extend SR 156 southbound on-ramp to US 101 and construct a ramp meter	$3,500
SB-CT-A58-2026	Caltrans	H-OMR	101 Rocks Road Wildlife Connectivity Project	The project will identify wildlife crossing opportunities along US 101 in San Benito County in the Aromas Hills between postmile 0.0 and 2.8 to connect important habitat on both sides of the highway and to improve safety for drivers and wildlife.	$12,000
SB-SBC-A67	County of San Benito	LSR-NEW	Shore Road Extension	4-Lane Arterial with Class II Bike Lanes.	$20,350
SB-SBC-A79-	County of San Benito	LSR-NEW	Enterprise Road Extension	Extend Enterprise Road westerly from Southside Road toward Union Road.	$3,185
SB-SBC-A81-	County of San Benito	LSR-NEW	Meridian Street Extension: 185 feet east of Clearview Rd. to Fairview Rd.	Construct 4-lane road. Located in the City of Hollister and County with bicycle lanes. TIF	$9,445

SB-SBC-A82-	County of San Benito	LSR-NEW	Flynn Road Extension	San Felipe Rd. to Memorial Dr. north Extension. New roadway construction south of McCloskey Road with bicycle lanes. Located within the City of Hollister and County. TIF	$7,709
SB-SBC-A100-2026	County of San Benito	LSR-OMR	San Benito St - Nash to Union with Intersection Control	Intersection Control - Roundabout	$8,500
SB-SBC-A86-2026	County of San Benito	LSR-OMR	Smith Realignment at Fairview Intersection	This project will realign John Smith Road to intersect Fairview Road at St. Benedict Way and add left and right turn lanes into John Smith Road.	$2,200
SB-SBC-A88-2026	County of San Benito	LSR-OMR	Carr Avenue Bridge Project	Potential bridge replacement. The bridge is located on Carr Avenue. 0.23 miles east from Carpenteria Road intersection.	$3,000
SB-SBC-A97-2026	County of San Benito	LSR-OMR	Shore Rd Bridge over Tequisquito	Fndn Repair	$2,300
SB-SBC-A96-2026	County of San Benito	LSR-OMR	Shore Road/Frazier Lake Intersection	Intersection Improvements	$3,185
SB-SBC-A95-2026	County of San Benito	LSR-OMR	Fairview/Acquistace/ Comstock Intersection	Intersection Improvements	$2,755
SB-SBC-A102-2026	County of San Benito	H-OMR	Barrier Rail Replacement - HSIP	Barrier Rail Replacement	$1,104
SB-COH-A89-2026	Hollister	LSR-OMR	4th Street/San Juan Bridge	Rehabilitate bridge and construct pedestrian pathway	$25,000
				Total	**$146,916**

SBCOG
Council of
San Benito
County Governments

Appendix C: 2050 RTP Revenue

2025-2050

Regional Transportation Plan Revenues

Federal Revenues

Index No.	Revenue Source	Project Revnue [$ in Thousands]	Projected Escalated Revenue [$ in Thousands]
4.02	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	$775	$1,013
4.03	Transit Planning Grants (5304) Competitive	$5,500	$6,826
4.05	Rural Area Formula Program (5311)	$8,258	$10,907
4.06	Urbanized Area Formula Program (5307)	$15,817	$19,775
4.09	Bus and Bus Facilities Program (5339a)	$6,250	$9,252
4.11	Rural Intercity Bus Program (5311f)	$14,063	$14,063
4.12	Low and No Emission Vehicle Program (5339c	$14,000	$14,000
5.01	RAISE	$40,000	$52,273
5.02	Highway Bridge Program (HBP)	$27,650	$36,134
5.03	Highway Safety Improvement Program (HSIP)	$6,250	$8,168
5.04	Surface Transp. Block Grant (STBG) /Regional Surface Transportation Program (RSTP)	$21,075	$27,542
5.05	FEMA/CalOES/ER - Emergency Road Repair Funding	$6,293	$8,224
6.02	Federal Railroad Administration (FRA)	$10,000	$10,000
	Total	**$175,931**	**$218,177**

Regional Transportation Revenues

State Revenues

Index No.	Revenue Source	Project Revnue [$ in Thousands]	Projected Escalated Revenue [$ in Thousands]
3.01	Airport Improvement Program Match and A&D Grant	$21,975	$21,975
3.02	California Aid to Airports	$250	$250
3.04	Service Authority for Freeways and Expressways (SAFE)	$1,700	$2,222
3.05	State Highway Operations and Protection Program (SHOPP)	$257,500	$336,510
3.06	State Transit Assistance (STA)	$57,950	$75,731
3.08	SB1 Competitive Program: Solutions for Congested Corridors (SCCP)	$100,000	$130,684
3.09	SB1 Competitive Program: Local Partnership Program	$50,000	$65,342
3.1	SB1 State of Good Repair	$2,350	$3,071
3.11	State Transportation Improvement Program (STIP) – Interregional Share	$87,278	$114,058
3.12	State Transportation Improvement Program (STIP) – Regional Share	$125,000	$163,355
3.13	Active Transportation Program (ATP)	$12,500	$16,335
3.14	Low Carbon Transit Operations (LCTOP)	$3,525	$4,607
3.15	SB1 Local Partnership Program (SB1 LPP) Formula	$5,000	$5,000
3.17	Transit and Intercity Rail Capital Program (TIRCP)	$32,500	$42,472
3.20	SB125 TIRCP	$3,613	$3,613
3.21	Zero-Emission Transit Capital Program (ZETCP)	$233	$233
	Total	**$761,374**	**$985,458**

2025-2050

Regional Transportation Plan Revenues

Local Revenues

Index No.	Revenue Source	Project Revnue [$ in Thousands]	Projected Escalated Revenue [$ in Thousands]
1.04	Gas Tax (HUTA) and Gas Tax Replacement	$177,500	$255,687
1.05	SB1 LSRP/RMRA Local Gas Tax	$74,225	$74,225
1.06	Airport Revenue	$30,666	$46,064
1.09	Transit Fares	$3,250	$4,247
1.11	Transit Non-Fare Revenue	$550	$719
1.12	LTF/TDA	$57,950	$75,731
1.14	Transportation Sales Tax (Measure G)	$424,000	$577,527
1.01-1.15	Other Local Revenue Sources	$197,948	$258,686
	Total	**$966,089**	**$1,292,886**

Appendix D: 2050 MPO Performance Measures

This appendix highlights the performance of the MTP/SCS that rolls up the transportation investments in the three RTPAS that comprise the AMBAG region (Monterey, San Benito, and Santa Cruz counties).

The performance of the 2050 MTP/SCS also is compared to other network scenarios, such as 2022 Existing and 2050 No Build. The performance of the 2050 MTP/SCS compared to existing conditions (2022), 2035 MTP/SCS, and the 2050 No Build is shown in Table. In addition, this Appendix includes the methodology to estimate the performance measures.

Methodology to Estimate Performance Measures

The methodology used to calculate the regional performance measures is detailed below. A variety of tools such as the Regional Travel Demand Model (RTDM), geographic information system (GIS), and California Air Resource Board's Emission Factors (EMFAC) model were used to estimate the performance measures.

Daily Vehicle Delay Per Capita This performance measure is an output of the RTDM. To calculate the daily vehicle delay per capita, vehicle hours of delay were totaled for all classes and divided by the total population for each year/ scenario.

Commute Travel Time This performance measure is calculated by using outputs from the RTDM. It is the work trip person hours of travel divided by total work trips (peak period). Peak Period Congested Vehicle Miles of Travel This performance measure uses the RTDM. It is the total vehicle miles traveled at level of service, E and F (volume/capacity ≥ 0.86 for functional class 2 and where volume/capacity ≥ 0.90 for functional classes 3-7) divided by total vehicle miles traveled in the peak periods.

Maintain the Transportation System This performance measure was calculated by taking the sum of maintenance and rehabilitation transportation investments divided by all transportation investments.

Fatalities and Injuries per 1,000 VMT This performance measure evaluates the safety of the transportation system by using data on injuries and fatalities to calculate a per capita rate of injury or fatality. This is a particularly difficult measure to project because it assumes that fatalities and injuries are held constant for every vehicle mile traveled. However, by establishing it as a performance measure in the 2050 MTP/SCS, this is the third Plan that monitors past injuries and fatalities, which allows AMBAG to monitor the effects of the Plan as it is implemented over the course of time. Data for accidents and fatalities obtained from the Statewide Integrated Traffic Records System (SWITRS) for the most recent years available, 2024.

Annual Projected Bike/Pedestrian Fatalities and Injuries per 1,000 VMT This performance measure evaluates the safety of the transportation system by using data on bicycle and pedestrian injuries and fatalities to calculate a per capita rate of injury or fatality.

Greenhouse Gas Reductions This performance measure reports the CO2 emissions for SB 375 vehicle types per capita based on outputs from the RTDM and the CARB's EMFAC model. It is the daily pounds of CO2 divided by total population as a percent reduction from the 2005 baseline.

Alternative Transportation Trips This performance measure is an output from the RTDM. It is the total number of bike, walk, and transit trips.

Open Space Conservation This performance measure shows the total acreage of open space consumed by development. In that regard, it considers impacts to sensitive habitat only as it pertains to destruction of that potential habitat for development. The performance measures do not include a separate analysis for sensitive habitat, however a detailed discussion of the impacts to sensitive habitat can be found in the Environmental Impact Report. Calculation of the acreage of open space consumed by each scenario was performed at the parcel level using GIS by examining the changes between 2022 Existing and land use types for each scenario using Place Types data. To estimate the amount of open space consumed under any given scenario, the sum was derived of all parcel areas which changed from open space (undeveloped land) to developed land.

Farmland Preservation Calculation of the acreage of agricultural land consumed by each scenario was performed using GIS at the parcel level by examining the changes between existing and alternative land use types for each scenario. To estimate the amount of farmland consumed under any given scenario, the sum was derived of all parcel areas which changed from "Important Farmland" categorized as Prime, Unique, or Significant (as defined by California Department of Conservation DOC. 2020A) to developed land.

Climate Risk Areas This performance measure shows the percentage of region's population that lives in a climate risk area. A climate risk area is defined as those that are within a high fire zone, at risk for sea level rise or flooding, and extreme heat areas.

Growth in Opportunity Areas This performance measure was calculated using GIS. It shows the percent change in population within Opportunity Areas for each model scenario, compared to the 2022 Existing. Population Appendix G: Performance Measures Connect Monterey Bay 2050 G-6 was calculated by using population data at the traffic analysis zone (TAZ) spatial level. Spatially referenced population data for each scenario year was provided by AMBAG's 2026 Regional Growth Forecast and aggregated to the respective TAZs. The percentage of the population within the Opportunity Area for each model year was estimated as an equivalent proportion of TAZ area within the Opportunity Area. Each model scenario's populations were then summed by county individually and then summed regionally. The percent change for each model year was then calculated by subtracting model scenario data from the 2022 Existing data and dividing by base year data.

Population Near High Quality Transit This performance measure was calculated using GIS. It is the populations within a ½ mile of all high-quality transit services divided by the total population in the region. Populations are calculated by using population data at the TAZ spatial level. Spatially referenced population data for the years 2022, 2035, and 2050 was provided by AMBAG's 2026 Regional Growth Forecast and aggregated to the respective TAZs. The percentage of populations within a ½ mile of a high-quality transit service (HQTS) was estimated as an equivalent proportion of TAZ area within a

½ mile of an HQTS. In other words, the percent area of an individual TAZ within a ½ mile of an HQTS was applied to the total number of people within that TAZ. Those populations were then summed with all the rest of populations near an HQTS within the AMBAG region, using a ½ mile buffer in GIS. This process was conducted for each model year and scenario.

Population Near 30 Minutes Transit Service This performance measure tracks the percentage of the region's population living within ½ mile of 30-minute transit service. This performance measure was calculated using GIS. It is the population that lives within a ½ mile buffer of transit stops for routes with 30 minutes headways. Populations are calculated by using population data at the TAZ spatial level. The selected routes and respective stops intersected to the TAZ that has spatially referenced population data per AMBAG's 2026 Regional Growth Forecast at the jurisdictional level for the years 2022, 2035, and 2050. Those populations were then summed with all the rest of populations near these facilities in the AMBAG region and conducted for all scenarios.

Population Near Bike Facilities This performance measure was calculated using GIS and compiled bike facility data provided by the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission. Population data was an output of the 2050 RTDM. Total population was summed for the TAZs and then used to calculate the percent of TAZ's population within a ½ mile of all classes of bike I, II, III, and IV.

Population Within 30 Minutes of Healthcare This performance measure was calculated using spatially referenced population data provided by AMBAG's 2026 Regional Growth Forecast and a point data set of all hospitals and community clinics in the AMBAG region, validated from employment data and Office of Statewide Health Planning and Development (OSHPD) data. Thirty (30) minutes travel time by mode (Drive Alone, Transit, Bike, and Walk) were calculated by using average speed calculations for each mode. TAZ files from each scenario from the 2050 RTDM were clipped by buffers to calculate the percent of population within the 30 minutes of healthcare buffer for each mode. Appendix G: Performance Measures Connect Monterey Bay 2050 G-7

Population Within 30 Minutes of Parks This performance measure was calculated using spatially referenced population data provided by AMBAG's 2026 Regional Growth Forecast and a point data set of federal, state, county, and local parks validated from the California Protected Areas Database. Thirty (30) minutes travel time by mode (Drive Alone, Transit, Bike, and Walk) were calculated by using average speed calculations for each mode. TAZ files from each scenario from the 2050 RTDM were clipped by buffers to calculate the percent of population within the 30 minutes of parks buffer for each mode.

Jobs Near High Quality Transit This performance measure was calculated using GIS. It is the jobs within a ½ mile of all high-quality transit stops divided by the total jobs in the region. Jobs are calculated by using employment data at the TAZ spatial level. Spatially referenced employment data for the

year 2022 was provided by InfoUSA and Employment Development Department (EDD) and aggregated to the respective TAZs. The percentage of employees within a ½ mile of a HQTS was estimated as an equivalent proportion of TAZ area within a ½ mile of an HQTS. In other words, the percent area of an individual TAZ within a ½ mile of an HQTS was applied to the total number of employees within that TAZ. Those employees were then summed with all the rest of employees near an HQTS within the AMBAG region. This method assumes that employees are equally distributed throughout the TAZ. However, given that individual TAZs within urbanized areas (and therefore HQTS) are not spatially broad, the possibility of underestimating employment numbers near HQTS is low.

Jobs Near Bike Facilities This performance measure was calculated using GIS and compiled bike facility data provided the Council of San Benito County Governments, Transportation Agency for Monterey County, and Santa Cruz County Regional Transportation Commission. Employment data was an output of the 2050 RTDM. Total employment was summed for the TAZs and then used to calculate the percent of TAZ's employment total within a ½ mile of all classes of bike I, II, III, and IV.

Work Trips Within 30 Minutes This performance measure is calculated by using the RTDM. It is the work trips that are 30 minutes or less and divided by total work trips by mode: drive alone, carpool, and transit.

Jobs in Opportunity Areas This performance measure was calculated using GIS. It shows the percent change in jobs within Opportunity Areas for each model scenario compared to the 2022 Existing. Spatially referenced jobs data for each scenario year was provided by AMBAG's 2026 Regional Growth Forecast and aggregated to the respective TAZs. The percentage of the jobs within the Opportunity Area for each model year was estimated leveraging TAZ employment data within the Opportunity Area. Each model scenario's jobs were then summed by county individually and then summed regionally. The percent change for each model year was then calculated by subtracting model scenario data from the 2022 Existing data and dividing by base year data.

Daily Truck Delay This performance measure is an output of the RTDM and is calculated by multiplying the daily total vehicle hour delay by total number of trucks as reported by the RTDM. (Please refer to AMBAG's Connect Monterey Bay 2050 G-8 Appendix G: Performance Measures)

Distribution of MTP/SCS Investments This performance measure is calculated using GIS. It is the dollar value of modelable MTP expenditures serving low income, minority, low mobility, and low community engagement communities divided by total MTP expenditures. Note: this indicator provides a snapshot of MTP expenditures by geographic area. Other factors such as proximity to impacts of transportation projects and services are not reflected in this indicator.

Defining Disadvantaged Communities (Low Income and Minority) The definition of minority individual was considered any non-white or mixed-race person according to the 2022 5-Year American Community Survey (ACS) data. Conversely, a non-minority individual was considered any white or non-

Hispanic person. For the purposes of this analysis, a tract was considered to be predominantly minority if greater than 65% of the total population was nonwhite. This is the same definition used in the adopted 2045 MTP/SCS. AMBAG chose to use 200% of the federal poverty level for 2022 as the definition for low income. This reflects the higher cost of living in the AMBAG region. For the purpose of this analysis, a tract was considered predominantly low income if greater than 28% of residing families earned less than 200% of the federal poverty level annually.

Defining Low Mobility (Low Income Aged Population and Zero Car Households) Population aged 65 and over that had income below the poverty level are considered low mobility. For this analysis, a tract was considered low mobility if 15% of the population aged 65 and over had income below the poverty level. Households that have zero vehicle ownership fall into the low mobility category. For this analysis, a tract was considered low mobility if 5% of the households in the tract had zero car ownership.

Defining Low Community Engagement (Limited English Proficiency and Educational Attainment) The definition of Limited English Proficiency (LEP) was considered households where English is not the primary language and English is not spoken "very well." A tract was considered to have low community engagement if 15% of the tract were households where English is not spoken "very well." The definition of educational attainment was considered population over age 25 who have not earned a high school diploma. A tract was considered to have low community engagement if 30% of the tract is over the age of 25 without a high school diploma.

Transit Access Within 1/2 Mile This performance measure was calculated using GIS. Existing and proposed transit were located based on information from the project lists and transit operators. The percentage of the regionwide population of each subgroup who reside within a ½ mile of a current or proposed transit was calculated using available demographic data from the ACS. Income and minority data were available at the census tract spatial resolution. Race populations were quantified by the number of minority/non-minority individuals residing within a tract. Income information was quantified by the number of individuals with an income below predefined thresholds residing within a tract. Low-income aged populations were quantified by the number of residents aged 65 and over living below the poverty level within each tract. Households without vehicle access were counted as those reporting no available vehicles. LEP households were identified as those in which English is not spoken "very well." Low educational attainment was defined as individuals aged 25 and older without a high school diploma. Since census tracts can span broad spatial distances relative to a ½ mile buffer, a method was needed to parse the subpopulations within large tracts. The percentage of families and individuals residing within a ½ mile radius of transit was estimated using the ratio within the buffered ½ mile to the total number within each respective census tract. This method was found to be adequate for estimating the percentage of people within a ½ mile radius of transit given the lack of detailed and consistent parcel level data available for the region.

DESCRIPTION	2022 Existing/Baseline	2035 MTP/SCS	2050 No Build	2050 MTP/SCS
MOBILITY				
Daily vehicle delay per capita (hours)	0.03	0.04	0.05	0.05
Commute travel time (in minutes)	14.9	15.0	14.9	15.0
Peak period congested vehicle miles of travel (miles) (LOS E & F)**	538,951	582,103	684,645	614,814
Maintain the the Transportation System (percentage)	N/A	N/A	N/A	62.1%
Annual projected number of injury and fatal collisions per 1,000 VMT	1.03	0.96	0.90	0.90
Annual projected number of bike/pedestrian injury and fatal collisions per thousand VMT	0.27	0.25	0.23	0.23
ENVIRONMENT				
GHG Reductions for SB 375 (Percent reduction from 2005 baseline)	n/a	-7.70%	n/a	n/a
Total bike, walk, and transit trips (without/ Post Processing)	350,340	377,265	394,630	395,547
Impacts to open space (acres)***	n/a	29.7	29.7	29.7
Consumed farmland resources (acres)	n/a	3,685	3,685	3,685

COMMUNITIES				
Growth in Opportunity Areas (percentage of population change from 2022 base) Regional	n/a	6.1%	8.6%	8.6%
Monterey County	n/a	5.7%	6.9%	6.9%
San Benito County	n/a	3.2%	3.6%	3.6%
Santa Cruz County	n/a	7.1%	11.7%	11.7%
Population near high quality transit (percentage)*	19.2%	25.1%	25.0%	42.9%
Population near 30 minutes transit service (percentage)	41.5%	43.0%	43.2%	50.1%
Population near bike facilities (percentage)	69.6%	70.2%	70.4%	80.5%
Population within 30 minutes of healthcare				
Drive Alone	763,079	791,656	810,644	810,644
Transit	n/a	n/a	n/a	68,195
Bike	619,682	643,149	659,451	688,261
Walk	367,458	385,060	396,380	396,380
Population within 30 minutes of parks and open space				
Drive Alone	766,170	794,720	813,708	813,708
Transit	n/a	n/a	n/a	177,215

Bike	619,682	643,149	659,451	791,364
Walk	756,608	785,636	804,865	804,865
ECONOMIC				
Jobs near high quality transit (percentage)*	30.8%	39.0%	38.8%	46.1%
Jobs near bike facilities (percentage)	72.7%	72.5%	72.5%	82.5%
Work trips within 30 minutes (percentage)				
Drive Alone	84.3%	84.2%	84.4%	84.4%
Capool	85.0%	84.9%	85.3%	85.3%
Transit	36.6%	35.4%	34.2%	33.0%
Jobs in Opportunity Areas (percentage) (NEW)	79.6%	79.1%	79.7%	79.7%
Daily truck hours of delay (Truck Vehicle Hours)	2,538	4,732	6,139	5,917
EQUITABLE				
Distribution of MTP/SCS investments (Percentage)				
Low income populations	N/A	94.63%	N/A	76.78%
Non low income population	N/A	92.05%	N/A	83.22%
Minority population	N/A	78.77%	N/A	77.70%

Non minority population	N/A	91.12%	N/A	84.65%
Low mobility (zero car households and aged populations)	N/A	87.18%	N/A	80.20%
Non Low mobility (zero car households and aged populations)	N/A	93.51%	N/A	92.19%
Low community engagement (linguistic isolation and education attainment	N/A	69.57%	N/A	63.12%
Non Low community engagement (linguistic isolation and education attainment	N/A	93.25%	N/A	91.64%
Access to transit within 1/2 mile (percentage)				
Low income population	6.1%	10.2%	10.2%	29.0%
Non low income population	5.7%	8.9%	8.9%	19.4%
Minority population	5.9%	9.2%	9.2%	27.5%
Non minority population	5.5%	11.9%	11.9%	15.2%
Low mobility (zero car households and aged populations)	9.5%	17.0%	17.0%	27.9%
Non low mobility	5.6%	8.8%	8.8%	21.8%
Low community engagement (linguistic isolation and education attainment	6.2%	7.1%	7.1%	31.0%

Non low community engagement	5.7%	9.9%	9.9%	19.7%
**FC 2 where VOC is >0.86, and FC 3-7 where VOC is >=0.90 for peak periods				

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Appendix E: RTP Checklist

Appendix E: RTP Checklist

Regional Transportation Plan Checklist for RTPAs
(Revised November 2023)

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

Name of RTPA: ***Council of San Benito County Governments***

Date Draft RTP Completed: ***December 10, 2025***

RTP Adoption Date: ***June 2026***

What is the Certification Date of the Environmental Document (ED)? ***N/A***

Is the ED located in the RTP or is it a separate document?
N/A

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

Regional Transportation Plan Contents

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

Consultation/Cooperation

		Yes/No/ N/A	Page #
1.	Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?	Yes	
2.	Does the documented public involvement process describe how the RTPA will seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.210(a)(1)(viii))	Yes	
3.	Was a periodic review conducted of the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process? (23 CFR 450.210(a)(1)(ix))		
4.	Did the RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b) "Should" for RTPAs)		
5.	Did the RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.216(j))		
6.	Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation, and historic preservation consulted? (23 CFR part 450.216(j))		
7.	Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.216(j))		
8.	Did the RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR part 450.216(i))		
9.	Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the public involvement process developed under 23 CFR part 450.210(a)? (23 CFR 450.210(a)(1)(iii))		

10.	Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.210(a))	Yes
11.	Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR part 450.208(h))	Yes
12.	Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.216(o))	
13.	If the RTPA made the election allowed by GC 65080(b)(2)(M) to change the RTP update schedule (from 5 to 4 years) and change the local government Housing Element update schedule (from 5 to 8 years), was the RTP adopted on the estimated date required to be provided in writing to State Department of Housing and Community Development pursuant to GC 65588(e)(5) to align the Regional Housing Need Allocation planning period established from the estimated RTP adoption date with the local government Housing Element planning period established from the actual RTP adoption date?	

Modal Discussion

	Yes/No/ N/A	Page #
1. Does The RTP discuss intermodal and connectivity issues?	Yes	
2. Does the RTP include a discussion of highways?	Yes	
3. Does the RTP include a discussion of mass transportation?		
4. Does the RTP include a discussion of the regional airport system?		
5. Does the RTP include a discussion of regional pedestrian needs?		
6. Does the RTP include a discussion of regional bicycle needs?		
7. Does the RTP address the California Coastal Trail? (GC 65080.1) (For RTPAs located along the coast)		
8. Does the RTP include a discussion of rail transportation?		
9. Does the RTP include a discussion of maritime transportation?		
10. Does the RTP include a discussion of goods movement?		

Programming

	Yes/No/ N/A	Page #
1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture	Yes	
2. Does the RTP identify the objective criteria used for measuring performance of the transportation system ?	Yes	
3. Does the RTP contain a list of un-constrained projects??	Yes	

Financial

	Yes/No/ N/A	Page #
1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f)(11) ("Should" for RTPAs)??	Yes	
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the first 4-year STIP estimate?	Yes	
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (GC 65080(b)(4)(A)		
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified? (GC 65080(4)(A))		
5. Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv)) ("Should" for RTPAs)		
6. After 12/11/07, Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (65080(b)(4)(A) (23 CFR 450.324(f)(11)(i))		
7. Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)		
8. Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)		

Environmental

	Yes/No/ N/A	Page #
1. Did the RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes	
2. Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	Yes	
3. Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))		
4. Where does the EIR address mitigation activities?		
5. Did the RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQ guidelines?		
6. Does the RTP specify the TCMs to be implemented in the regio? (federal nonattainment and maintenance areas only)		

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

_____ _____

(Must be signed RTPA Executive Director of designated representative)

Date

_____

Print Name

Title

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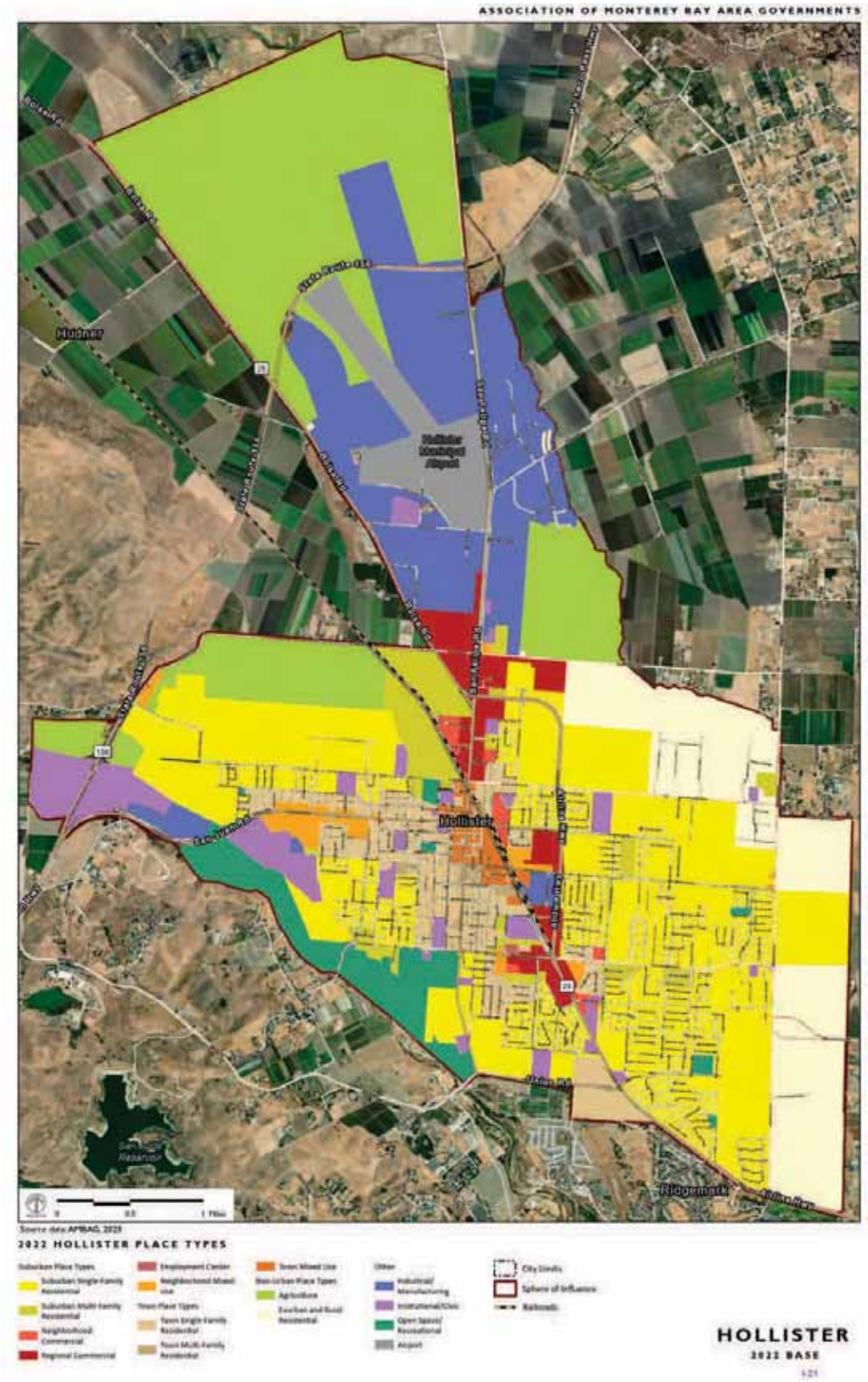
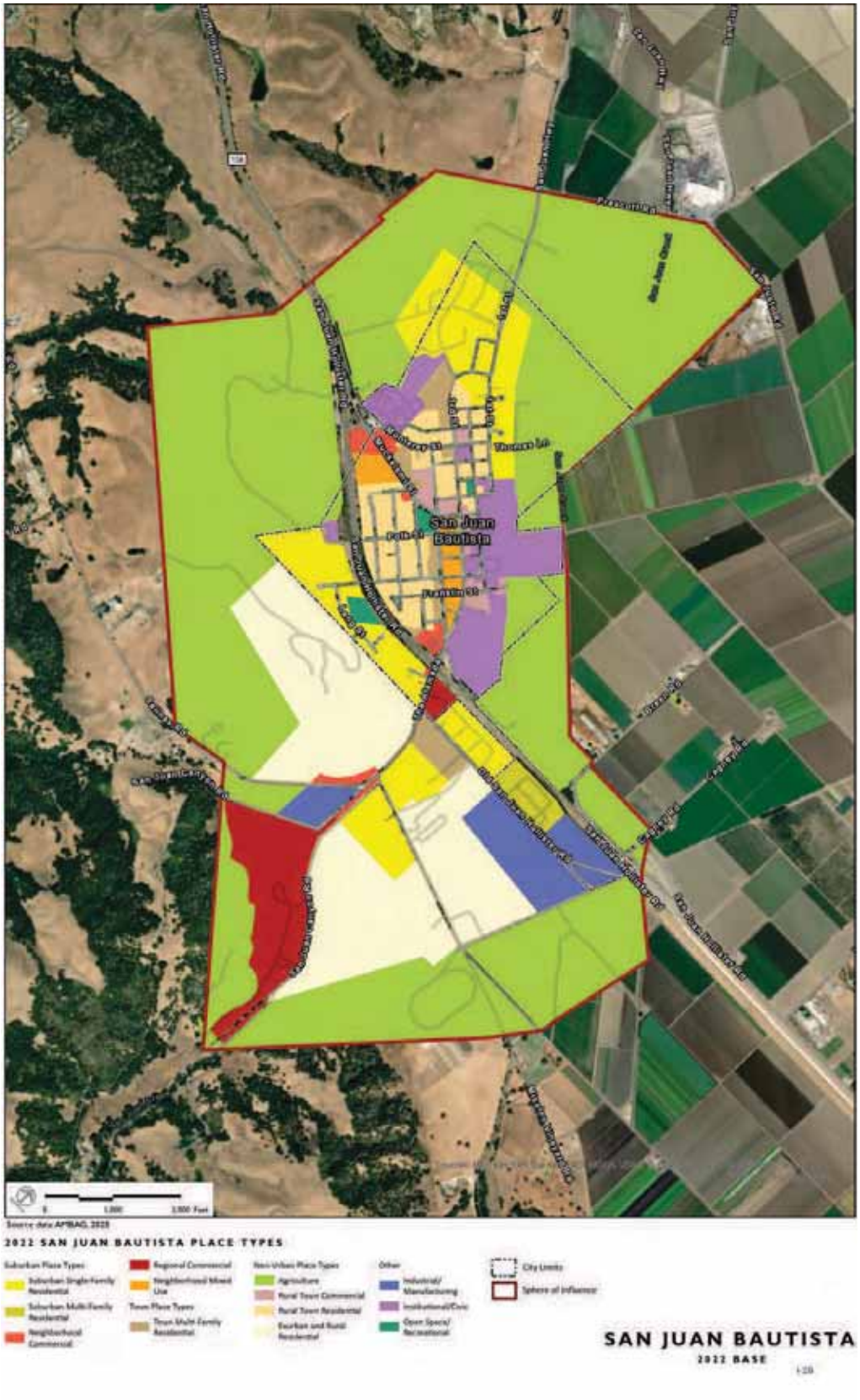
Appendix F: 2050 RTP Maps

Hollister Land-Use Map



San Juan Bautista Land-Use Map



Hollister Opportunity Area Map

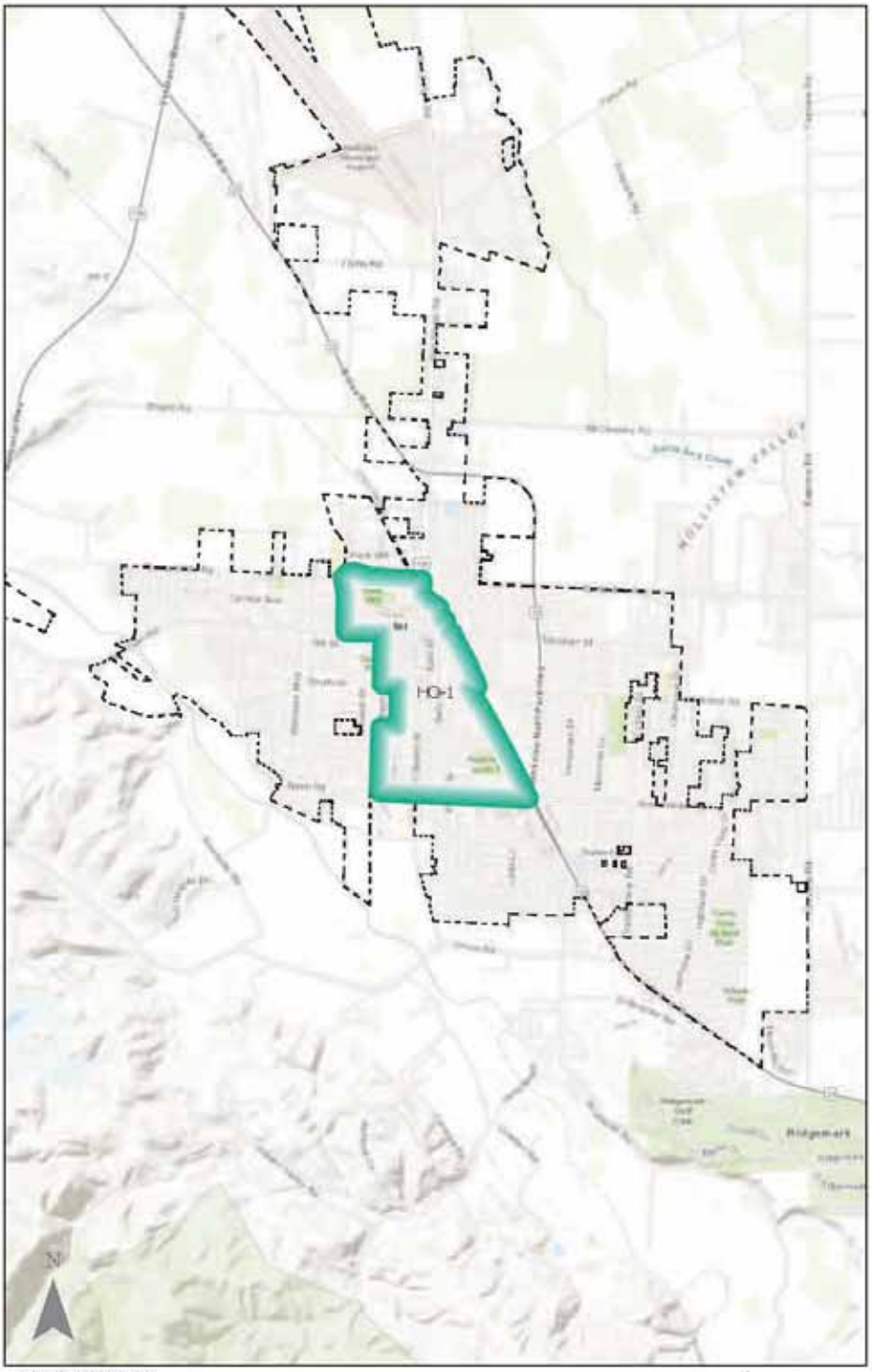


Figure 10
City of Hollister Opportunity Area Locations

San Juan Bautista Opportunity Area Map

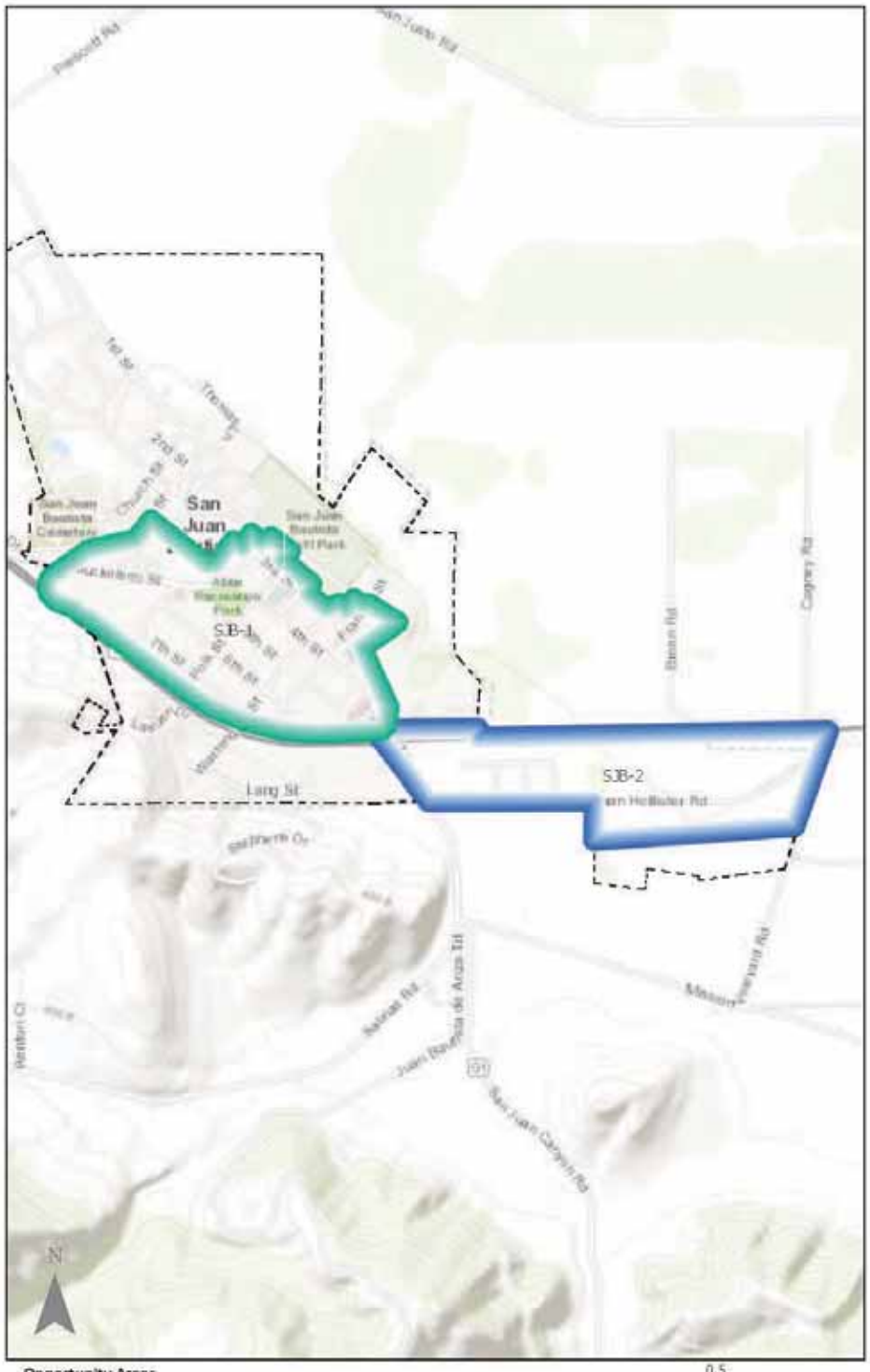


Figure 11
City of San Juan Bautista Opportunity Area Locations

San Benito County Opportunity Area Map

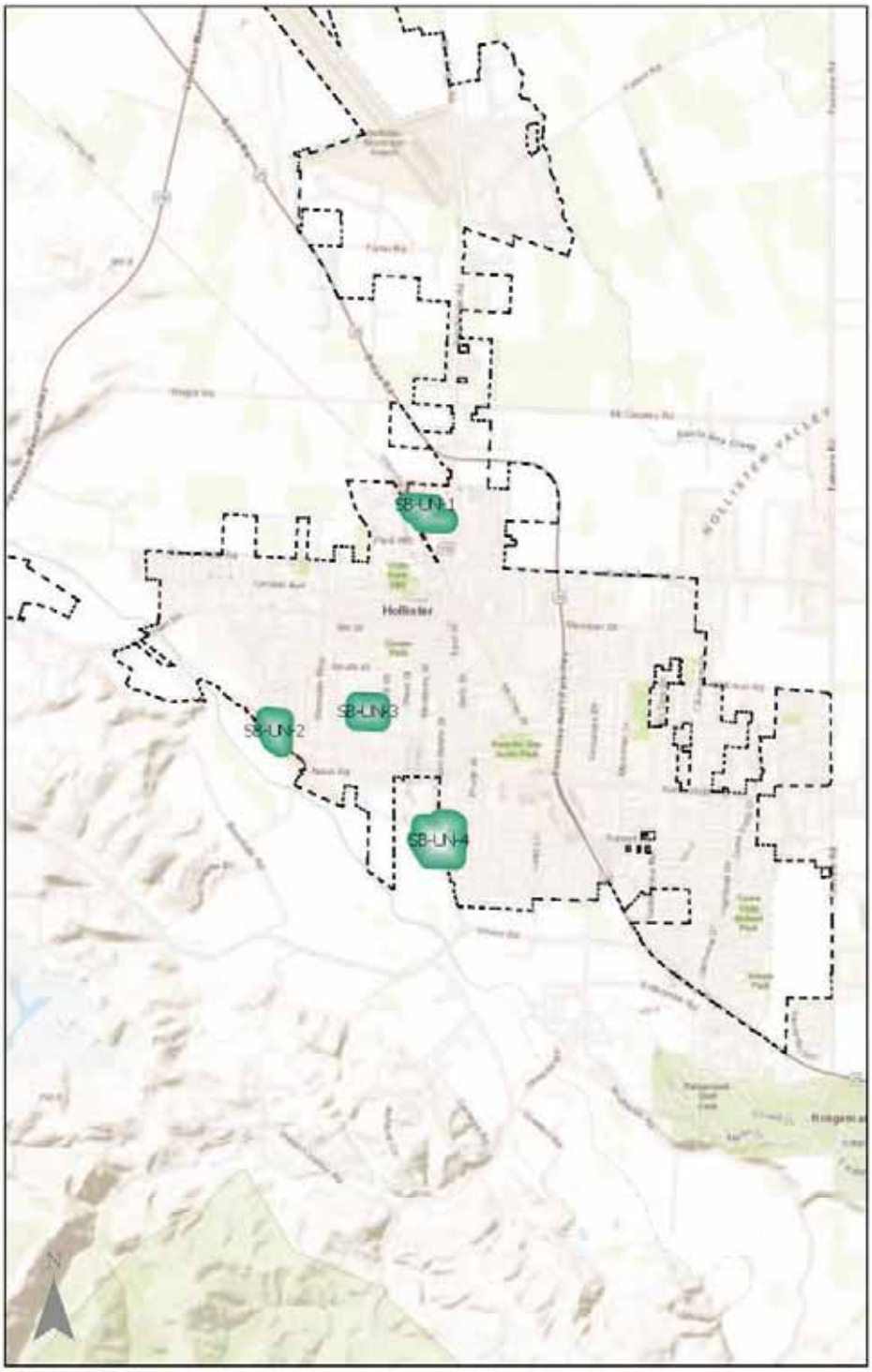


Figure 12
San Benito County Opportunity Area Locations
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SBCOG
Council of
San Benito
County Governments

Appendix G: Public Comment and Response (Placeholder)