



The Honorable Lori D. Wilson  
California State Assembly  
1021 O Street, Suite 8110  
Sacramento, CA 95814

**RE: AB 2059 (Wilson): CEQA: Transportation Impacts: Vehicle Miles Traveled Mitigation  
As amended on March 16, 2026 – SUPPORT**

Dear Assemblymember Wilson:

On behalf of the Council of San Benito County Governments (SBCOG), I am writing to express our strong support for AB 2059, which would establish a 5 percent cap on Vehicle Miles Traveled (VMT) mitigation costs for transportation projects in rural counties.

In rural communities like San Benito County, transportation projects are often undertaken first and foremost to improve safety and ensure reliable emergency evacuation routes. In San Benito County, State Route 25 (SR 25) serves as the primary north-south corridor and is critical to the safety and daily mobility of our residents. The corridor carries a complex mix of slow-moving agricultural equipment, freight traffic, and long-distance commuters traveling to and from neighboring counties for work, education, and medical services. This combination creates significant safety concerns, including increased collision risk. Improvements to SR 25 are urgently needed to address these conditions and protect all roadway users.

Additionally, SR 25 plays a vital role in emergency response and evacuation. During flooding and other emergencies, it serves as a critical route for residents and first responders. Projects to improve safety, capacity, and reliability along this corridor are essential to ensuring safe evacuation and emergency access.

However, under current implementation of VMT analysis pursuant to California Environmental Quality Act (CEQA), following reforms enacted by Senate Bill 743, even projects designed to address safety and evacuation needs can trigger costly VMT mitigation requirements. For rural transportation agencies with limited resources, these mitigation obligations can add significant costs and cause delays to urgently needed safety improvements.

AB 2059 provides a practical and balanced solution by capping mitigation costs at 5 percent for transportation projects in rural counties. This targeted approach maintains the intent of the state's environmental goals while recognizing the unique realities of rural communities, ensuring that



limited transportation dollars are focused on delivering critical safety, evacuation, and resilience projects for rural communities.

For these reasons, the Council of San Benito County Governments respectfully supports AB 2059 and appreciates your leadership on this important issue.

Sincerely,

*Binu Abraham*

Binu Abraham  
Executive Director

cc: The Honorable Heather Hadwick, California State Assembly