SBCOG
Council of
San Benito
County Governments



OVERALL WORK PROGRAM

Planning Activities for the San Benito Region

Fiscal Year 2026/2027



Council of San Benito County Governments
650 San Benito St, Suite 120, Hollister, CA, 95023
Phone: 831-637-7665
SanBenitoCOG.org













SBCOG
Council of
San Benito
County Governments

Mission Statement

SBCOG improves the mobility of San Benito County travelers by planning for and investing in a multi-modal transportation system that is safe, economically viable, and environmentally friendly.

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Council of San Benito County Governments

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

SBCOG provides a forum for addressing regional concerns and fostering agreements on transportation matters. Its mission is to improve the mobility of San Benito travelers by planning for and investing in a multi-modal transportation system that is safe, economically viable and environmentally friendly. This mission is accomplished through planning and funding a variety of transportation projects and programs.

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

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

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

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

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

Chapter 5: Funding Activities show the use of projected revenues to complete the OWP during the 2026/27 Fiscal Year and how those resources are allocated.

Chapter 6: Planning Program for Fiscal Year 2026/2027 contains Work Elements of major course work for the upcoming fiscal year. Each Work Element includes the project title, tasks, products/deliverables, schedule, staffing, and revenues for implementation of the OWP.

Appendices A-E contains the State of California required certifications and adopting resolutions.

CHAPTER 1: INTRODUCTION/PROSPECTUS

A. Introduction to the San Benito Region

San Benito County, situated in California's Central Coast Region just south of Silicon Valley, is known for its rural character and agricultural community (Figure 1: Map of San Benito County). Covering an area of 1,389 square miles, San Benito County is bordered by Santa Clara, Santa Cruz, Monterey, Fresno, and Merced counties. From flat valley floors and rolling rangelands to peaks reaching 5,000 feet, the County features an array of geographic diversity. According to the 2020 U.S. Census, the total population of the County was 64,209. The County has two incorporated cities – Hollister, with a 2020 population of 41,678, and San Juan Bautista, with a 2020 population of 2,089 – as well as various unincorporated communities (Aromas, Tres Pinos, Panoche, Ridgemark, and Paicines), and is also home to culturally significant lands stewarded by the Amah Mutsun Tribal Band through the Amah Mutsun Land Trust. The majority of San Benito County's population is concentrated in and around the two incorporated cities in the northern region, while the southern part of the County remains sparsely populated. Significant portions of southern San Benito County are managed by the Federal Bureau of Land Management, with whom the SBCOG coordinates on transportation matters such as emergency access routes and environmental protection.



Figure 1: Map of San Benito County

In San Benito County, both the quality of life and economy rely on an efficient, effective, and well-coordinated multimodal transportation system that provides diverse mobility options for the movement of people and goods. The existing system features essential linkages between rural and urban areas, which must be maintained due to their critical role in supporting the local economy and community well-being. Effective rural transportation planning enhances multimodal and intermodal connectivity, ensuring the county's quality of life and economic vitality are sustained and improved. To achieve this, strategic long-term investment perspectives are leveraged, allowing for a broad range of investment options to be considered in meeting the needs of transportation system users. Most importantly, effective rural transportation planning provides the users and stakeholders of the transportation system with ample opportunity to participate in the planning process, thus ensuring maximum input into the desires, visions, and directions for transportation system investment.

B. Snapshot of San Benito Regional Transportation System & Current Issues

i. Policy Goals for San Benito's Regional Transportation Plan (RTP 2050)

Among it's key functions, the FY 2026/27 OWP supports the implementation of the region's long-range transportation plan, RTP 2050. The RTP establishes comprehensive policy framework that defines transportation goals, objectives, performance measures, and supporting policies for the San Benito region. Developed through regional collaboration and public input, the 2050 RTP policy goals are closely aligned with regional, state, and federal priorities. SBCOG's OWP activities are critical contributions towards the implementation of the RTP 2050. While the RTP 2050 provides an important policy foundation for the new OWP, the comprehensive work program includes many additional SBCOG/LTA activities that go beyond the RTP's focus on the regional transportation system.

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

CalSTA and Caltrans plans reviewed and incorporated into the 2050 RTP and FY 2026/2027 OWP activities:

The content of the 2050 RTP and the new FY 2026/2027 OWP are 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 and new OWP 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:

- California Transportation Plan 2050

- Interregional Transportation Improvement Program

- California Freight Mobility Plan

- Statewide Transit Strategic Plan

- 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

- California State Wildlife Action Plan

ii. Transportation - Highways, Roads

The San Benito region includes several highways that connect people between several counties, including Monterey, Santa Cruz, Santa Clara, Merced, and beyond. The Federal U.S. Bureau of Land Management and the National Park Service maintain a combined

34.5 centerline miles within the County. The State of California's highway system includes nearly 90 maintained miles within San Benito County.[1]

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

- U.S. 101 passes through the northwestern portion of San Benito County for 7.5 miles and serves primarily interregional traffic.

- State Route 25 traverses the entire length of San Benito County from the south at the junction of SR 198 in Monterey County, north through Paicines, Tres Pinos, and Hollister to the northern county boundary near Gilroy, where it connects to U.S. 101. This primarily rural route functions as a two-lane conventional highway, apart from a short section in Hollister where there are three miles consisting of four and six lanes with access control (Figure 2: SR 25 in San Benito County).


Figure 2: SR 25 in San Benito County

- State Route 129 operates as a two-lane conventional highway; SR 129 extends from Santa Cruz County into the northwestern portion of San Benito County connecting to U.S 101 approximately 2.6 miles from the Santa Cruz/San Benito County line.

- State Route 156 traverses northern San Benito County, from U.S. 101 through San Juan Bautista and Hollister to the San Benito/Santa Clara County line where it connects with SR 152. SR 156 is a four-lane expressway from U.S. 101 through San Juan Bautista and eastward as a bypass around Hollister and continues as an expressway to the San Benito/Santa Clara County line (Figure 3: SR 156 between Hollister and San Juan Bautista).

Except for U.S. 101, the highways in San Benito County are primarily two-lane facilities with at-grade intersections. These highways serve automobilist and public transportation services, while limited sections accommodate other modes of transportation, such as cycling.

Current Highway and Road Issues include the following needs:

[1] California Public Road Data 2015

- Existing highway facilities in San Benito face significant safety and congestion challenges, particularly along the segments of SR 25, 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. Recent safety investments include improvements along the segment of SR 25 north of Hollister aimed at reducing collisions, as well as completion of the SR 156 Improvement Project, which has reduced conflict points and enhanced safety and traffic operations within the corridor.

- Related to the need for improving highways in San Benito County, congestion on rural roads in northern sections of the county have 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 multimodal transportation that improves safety, accessibility, and mobility for all users, including pedestrians, bicyclists, transit users, freight, and motorists.

iii. Public Transit System

The San Benito County Local Transportation Authority (LTA) was formed by a Joint Powers Agreement between the City of Hollister, City of San Juan Bautista, and the County of San Benito in 1990. The LTA is responsible for the administration and operation of the County Express and Specialized Transportation public transportation services in the San Benito region (Figure 4: County Express Riders). A new transit contractor, TRANSDEV, began operating the LTA transit services in FY 2025-26. The public transit system in San Benito offers a reliable modal alternative in a region that traditionally prioritized the usage of personal automobiles.



Figure 4: County Express Riders

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.

Public transit services provided by San Benito's Local Transportation Authority (LTA) faces a challenge of significant funding constraints to meet growing demand. In particular, operating (non-capital) funding is the greatest need. Furthermore, funding sources for operating the LTA bus services are primarily sales tax sources that are highly volatile to economic conditions.

County Express Transit System

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

- **Dial-A-Ride** - Dial-a-Ride service is provided to parts of northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, Monday through Friday from 6:00 a.m. to 6:00 p.m. and on Saturdays from 9:00 a.m. to 3:00 p.m. Same-day service is available but is subject to availability and a convenience fee.

- **Paratransit** - Complementary Americans with Disabilities Act Paratransit service is available for residents and visitors who are eligible because of a physical or cognitive disability as determined by LTA. Reservations for the Paratransit

service may be made up to 14 days in advance. Same-day service is available but is subject to availability and a convenience fee.

- **Intercounty** - Routes provide connections from the Cities of Hollister and San Juan Bautista to the City of Gilroy. There is daily weekday service to Gavilan College and the Caltrain station and weekend service to the Greyhound station in Gilroy. The weekday shuttle service is from 4:45 a.m. to 10:23 p.m. with a limited schedule when Gavilan College is not in session. There are three early morning and evening runs to the Gilroy Caltrain station for connections to Caltrain and VTA bus services. Service to the Greyhound station operates four runs on Saturday and Sunday from 7:30 a.m. to 6:45 p.m.

- **Tripper Service**- County Express' Tripper is a fixed route service that provides safe and reliable service to all users within the County of San Benito and City of Hollister, including San Benito High School, Rancho San Justo, Marguerite Maze, and other Hollister schools. The Tripper service is available to the general public and provides important connectivity within the City of Hollister.

Specialized Transportation Services

The Specialized Transportation fleet includes 9 vehicles, all of which are ADA-compliant and equipped with wheelchair lifts/ramps and bicycle racks. The LTA contracts with a private operator for management, dispatch, and driver hiring of the Specialized Transportation transit service. Specialized Transportation services include Out-of-County Non-Emergency Medical Transportation (i.e., Dialysis Treatment), Medical Shopping Assistance Transportation, and the Senior Lunch Transportation Program. These services exceed the requirements of Americans with Disabilities Act, as they provide escort services, door-through-door, and minor translation services to the passengers.

According to the 2020 U.S. Census, 12 percent of the total County population is aged 65 or older.[2] Many of these elderly individuals and persons with disabilities require specialized transportation services to travel to medical appointments, shop, and visit recreational centers.

[2] 2020 U.S. Census, San Benito County

iv. Active Transportation

Limited active transportation opportunities are a reflection of the county's historically predominate rural character. The existing network includes over ten miles of dedicated bike lanes and paths, consisting of mostly class II and III facilities, providing important but still limited opportunities for cycling. A majority of the existing bicycle facilities are located in the City of Hollister, while the City of San Juan Bautista and unincorporated areas feature only a limited number bike of facilities. Pedestrian facilities, such as sidewalks, are generally continuous in the urban cores of Hollister and San Juan Bautista, supporting pedestrian mobility. However, in rural areas, these facilities 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.

To expand active transportation options in the county, local jurisdictions are continuing to implement complete street concepts into their planning documents and capital improvement programs. Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities.



Figure 5: Walk to School Day

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

- Serving on the State of California Walk and Bike Technical Advisory Committee made up of external partners to provide regular strategic input and technical guidance on Caltrans' complete streets and active transportation efforts.
- Serving as a member agency of the Safe Kids Coalition of San Benito County. In this capacity, SBCOG staff participate in assisting in the annual Kids at the Park event, helmet fittings at several local schools, pop-up events promoting bicycle safety, and Walk to School Day (Figure 5: Walk to School Day Calaveras Elementary School).



- SBCOG serves on the City of Hollister and County of San Benito's Development Review Committees to provide project specific comments to improve bicycle and pedestrian access and circulation.
- SBCOG sponsors the annual Bike-to-School Day festivities by encouraging students to safely ride to and from school. The event aims to reduce childhood obesity and injury, traffic at school sites, and vehicle emissions (Figure 6: Bike to School Day R.O. Hardin Elementary School).

Figure 6: Bike to School Day R.O. Hardin Elementary School

At a planning level, SBCOG prepared the SR 156 Multimodal Enhancement Study. The purpose of the study was to address traffic circulation issues at the only two access points into the City of San Juan Bautista from SR 156. Moreover, SBCOG partnered with Caltrans on its development of the District 5 Active Transportation Plan. The Caltrans Active Transportation Plan identifies active transportation improvements on, across or parallel to the State Highway System. District level plans will emphasize social equity – strengthening and reconnecting local networks and improving safety and access for people who walk, bicycle, and use transit.

v. Aviation

Aviation is an essential component of the regional transportation system. Aviation supports the region's agricultural industry, firefighting efforts, medical services, and commercial activities related to goods movement, all of which rely on aircraft for enhanced safety and efficiency.

Nearby urban airports are facing development pressures that could lead to closures, potentially increasing demand for other regional airport facilities. Additionally, the rise of Unmanned Aerial Systems and Advanced Air Mobility is expected to reshape the transportation dynamics of aviation. San Benito's aviation facilities are not immune to these trends, and proactive planning will be essential to maintaining their safety and efficiency.

Aviation facilities also meet the needs of private aircraft users for commercial and recreational uses. Aviation facilities in San Benito include:

a. Hollister Municipal Airport

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

b. Frazier Lake Airpark

Frazier Lake Airpark is located approximately 4.5 nautical miles northwest of Hollister Municipal Airport and is privately owned and operated by the Frazier Lake Airpark Corporation. Two runways are available for use at the airport, one waterway which is 3,000 feet long and a turf runway that is 2,500 feet long.

vi. Goods Movement

Most of the commodities moving through the San Benito region are transported in and out of the county by truck, with a small portion transported by rail. The region experiences high truck traffic in and around San Juan Bautista and Hollister as SR 156 is a state designated Interregional route. Recent major investments by Caltrans along the SR 156 corridor have enhanced safety and increased capacity for increased truck traffic volumes. Commodity exports from the County primarily consist of agricultural products and quarry materials; the transport of these products generates truck traffic in and out of the region. While this traffic is largely confined to state highways, it also impacts local streets and rural roads not designed to handle large heavy trucks, creating conflicts with local traffic, accelerating pavement deterioration and adding to congestion at some intersections along corridors, such as SR 156 and SR 25. An additional goods movement challenge in the county is balancing safety improvements with maintaining driveway and local road access to farms and agricultural-related businesses.

vii. Railroad

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

The high-speed rail (HSR) project alignment crosses Santa Clara, San Benito, and Merced Counties. There are no proposed HSR stops in San Benito County residents, but the proposed station at Gilroy is a promising opportunity that will also improve regional Caltrain connections. The potential regional impacts of the HSR are being assessed, and any proposed connections will be serviced by San Benito County Express Intercounty services. County Express currently provides connections to the Gilroy Caltrain Station that will eventually include HSR service connections.

CHAPTER 2: OVERALL WORK PROGRAM

The Overall Work Program (OWP) details the transportation planning activities that the Council of San Benito County Governments (SBCOG) will undertake during the Fiscal Year spanning from July 1, 2026, to June 30, 2027. The OWP defines the continuing, comprehensive, and coordinated planning process for the region, inclusive of the City of Hollister, City of San Juan Bautista, and the County of San Benito. The document also includes planning work undertaken directly by other agencies for the San Benito region, such as by the Association of Monterey Bay Area Governments (AMBAG), the Santa Clara County Valley Transportation Authority (VTA), and Caltrans, in collaboration with SBCOG.

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

The document serves as a reference to be used by the public, planners, and elected officials to understand how SBCOG will meet its regional transportation planning objectives. The following section identifies the planning accomplishments completed by SBCOG during the previous OWP, Fiscal Year 2025/2026.

Previous Year 2025/2026 Overall Work Program Planning Accomplishments

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

SBCOG Transportation Planning

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

a. At a regional level, SBCOG continued coordination with Caltrans and VTA on the San Benito/Santa Clara Mobility Partnership,[3] which met quarterly. The Partnership receives updates on the following VTA lead projects:

[3] Meeting information http://santaclaravta.iqm2.com/Citizens/Board/1107-Mobility-Partnership

- US 101/SR 25 Interchange Improvement Project (Phase 1 Project) is in the final design phase and is anticipated to open to the public in early 2027. Phase 1 project sets the stage for future implementation of the overall interchange reconfiguration slightly north of the current interchange. Phase 1 will accommodate future improvements to US 101, SR 25, SR 152, and provide a connection point at the interchange for a future Santa Teresa Boulevard extension to Castro Valley Road. The proposed Phase 1 project is funded by 2016 Measure B and SB1.

- SR 152 Trade Corridor from US 101 to I-5 proposes to construct a new highway between U.S. 101 and SR 156 and provide eastbound truck climbing lanes over Pacheco Pass. The improvements would accommodate the long-term travel needs of commercial, commuter, and recreational traffic and result in an economically viable, safe, and efficient highway system that would enhance the quality of life for the local communities and the economic vitality of the region.

b. Participated in public outreach activities with Caltrans during the development and environmental impact reporting phase of the SR 25 Corridor Improvement Project. Work included participation in SR 25 workshops and the EIR Notice of Preparation public meetings.

c. Continued participation in the Central Coast Coalition, which is comprised of the five regional transportation planning agencies and metropolitan planning organizations for the counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz who are committed to making multi-modal investments and improving infrastructure along the Central Coast. Work included participation at the annual legislative Session in Sacramento, which consisted of meetings with CalSTA, Caltrans Director, California Transportation Commission, as well as state legislators.

d. Continue implementation of the 2045 San Benito Regional Transportation Plan (2045 RTP). The RTP is the region's comprehensive transportation planning document, which serves as a guide for achieving public policy decisions that will result in balanced investments for a wide range of multimodal transportation improvements http://sanbenitocog.org/2022-regional-transportation-plan/

e. Continued work on preparing the draft 2050 San Benito Regional Transportation Plan (2050 RTP) for anticipated final board actions in the summer of 2026.

f. Continued to provide transportation updates to SBCOG's advisory committees, which include the Technical Advisory Committee, Social Services Transportation Advisory Council, and Measure G Citizens Oversight Committee.

g. Measure G: San Benito County Roads and Transportation Safety Investment Plan:

- Facilitated Measure G Transportation Safety and Investment Plan Oversight Committee meetings with the established Measure G Citizens' Oversight Committee, which meets at least once per year, but no more than four times per year.
- Completed the Fiscal Year Measure G Annual Report in accordance with the Measure G Transportation Safety and Investment Plan. The Report is available on the Measure G website http://sanbenitocog.org/measureg/.
- Monitored Measure G funds through the California Department of Tax and Fee Administration (CDTFA) and prepared quarterly reports.
- Processed Measure G payments to local agencies for local street and road projects.
- Continued coordination with the City of Hollister, City of San Juan Bautista, and County of San Benito on the implementation and delivery of the voter approved Measure G.
- Updated the Measure G website which provides an interactive map of completed measure funded projects and other relevant information to inform the public on the expenditure of the voter approved measure http://sanbenitocog.org/measureg/.

h. Continued to serve on the local jurisdictional Development Review Committees for transportation circulation input on proposed development.

i. Continued implementation of the San Benito County Bikeway and Pedestrian Master Plan, Complete Streets Guidebook, and the Caltrans District 5 ATP .

j. Continued coordination as a member of the Safe Kids Coalition of San Benito County to promote bicycle and pedestrian safety on a regional basis.

k. Continued efforts to reduce congestion by administering the Rideshare Program, that includes both carpool and vanpool activities.

l. Continued coordination and outreach with various community organizations such as the Farm Bureau and Business Council to provide updates on regional transportation projects.

m. Continued maintenance of the SBCOG website (SanBenitoCOG.org) and social media pages.

n. Continued public engagement activities and hosting board workshops in support of the SR 25 Corridor Improvement Project.

SBCOG Transportation Funding

a. Provided local jurisdictions with grant support and information on various federal, state, regional, and local funding sources.
b. Completed a comprehensive update to San Benito's long-range regional transportation plan (RTP), the 2050 RTP
c. Assisted local jurisdictions with amendments to the Metropolitan and Federal Transportation Improvement Program (FTIP/MTIP) listing of federal and/or regionally significant projects.
d. . Submitted a grant application to the Rural Planning Assistance grant program funded by the U.S. Department of Transportation (USDOT)
e. Assisted local jurisdictions with the project reporting and delivery requirements of Senate Bill 1 funding, the Road Repair and Accountability Act of 2017.
f. Continued distribution of federal Surface Transportation Block Grant Program (STBG) funds, based on board adopted policies, to local jurisdictions for various transportation projects, including bridge, road, bicycle, and pedestrian improvements.

Transportation Development Act (TDA) Funds

a. Conducted the annual Unmet Transit Needs process and addressed unmet transit needs that were found *Reasonable to Meet,* in accordance with TDA. The Unmet Transit Needs process met all state-mandated processes and was certified by Caltrans. Continued administration and apportionment of TDA monies from the Local Transportation Fund and State Transit Assistance fund.
b. Completed the Triennial Performance Audit, an independent, three-year evaluation of agency performance and compliance, conducted with the assistance of external auditors.
c. Completed the annual Financial Audit, with the assistance of an independent auditor. The audit was prepared in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Local Transportation Authority (LTA)

a. The LTA continued to oversee the existing local public transportation contractors and conducted a procurement process for the operation of both local transit service contracts. Transdev Services was awarded the County Express and Specialized Transportation contracts and began operations in April 2025 and July 2025, respectively.

b. Hosted and attended various public engagement activities to promote Specialized Transportation, especially for the aging community in San Benito County.

c. Submitted a grant application to the Caltrans Sustainable Transportation Planning Grant Program with the intention of funding a Zero Emission Bus (ZEB) Clean Fuel Path Strategy.

d. Submitted grant applications under the Federal Transit Administration Section 5310 Program to increase transit services for the aging and disabled community and invest in new service vehicles.

e. Submitted grant application to the Build America Bureau Rural and Tribal Assistance Pilot Program with the intention of funding a Rural Connected and Autonomous Vehicle (CAV) Shuttle Feasibility Analysis and Implementation Strategy for San Benito County.

Service Authority for Freeways and Expressways (SAFE)

a. Maintained the existing call box program, with 36 call boxes in total along Highways, 25, 101, 156, and along Panoche Road in San Benito County.

Airport Land Use Commission (ALUC)

a. Continued to attend City of Hollister and County of San Benito Development Review Committee meetings to coordinate Site and Architectural reviews for proposed development within the Hollister Municipal Airport and Frazier Lake Airpark's Airport Influence Areas. Provide project proponents with preliminary project comments to ensure consistency with the Airport Land Use Compatibility Plan.

b. Reviewed local government general plan land amendments that may have land use implications on the land within the Airport Influence Area.

c. Collaborated with the City of Hollister to identify funding in the California Airport Capital Improvement Plan to update the Hollister Airport Land Use Compatibility Plan.

CHAPTER 3: TRANSPORTATION PLANNING PRIORITIES AND GOALS

The agency's strategic vision encompasses both short-term and long-term goals that change on an annual basis. Supporting this strategic vision are OWP priorities which are updated annually to highlight specific areas of focus for the coming fiscal year. The adoption of the strategic vision and priorities will fulfill SBCOG's commitment to our funding partners, Caltrans, the Federal Highway Administration, and the Federal Transit Administration, to develop the FY 2026-27 OWP and budget based on Board priorities.

A. Federal Planning Factors (FPF)

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of personal auto and freight vehicles.
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, housing, and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water and reduce or mitigate storm water impacts of surface transportation.

10. Enhance travel and tourism

Figure 7a shows how SBCOGs Fiscal Year 2026/2027 Work Elements respond to the Federal Planning Factors (FPF):

	Element Categories	Element 1000: Program Administration & Fund Management Activities					Element 2000: Transportation Planning, Programming, and Engagement											Element 3000: Planning Activities Funded with Grants or External Agency Contributions		
	Task Categories	1010	1020	1030	1040	1050	2010	2020	2030	2040	2050	2060	2070	2080	2090	2100	2110	403	3040	3050
	Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.																			
	Increase the safety of the transportation system for motorized and non-motorized users.																			
	Increase the security of the transportation system for motorized & non-motorized users.																			
	Increase the accessibility and mobility of people and for freight.																			
	Protects 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.																			
	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.																			
	Promote efficient system management and operation.																			
	Emphasize the preservation of the existing transportation system.																			
	Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water and reduce or mitigate storm water impacts of surface transportation.																			
	Enhance travel and tourism.																			

Figure 7b shows how SBCOGs Fiscal Year 2026/2027 Work Elements relate to the California Transportation Plan (CTP 2050)

	Element Categories	Element 1000: Program Administration & Fund Management Activities					Element 2000: Transportation Planning, Programming, and Engagement											Element 3000: Planning Activities Funded with Grants or External Agency Contributions		
	Task Categories	1010	1020	1030	1040	1050	2010	2020	2030	2040	2050	2060	2070	2080	2090	2100	2110	403	3040	3050
1. Environmental Stewardship & Climate Action																				
	Decarbonize the Transportation Sector	■				■	■													
	Reduce Vehicle Miles Traveled (VMT)	■				■	■												■	
	Improve Air Quality & Health	■				■	■													
2. Mobility & Accessibility																				
	Improve Transit Choices	■				■	■		■	■		■							■	
	Promote Active Transportation	■			■	■	■	■	■	■		■								
	Increase System Efficiency				■	■	■	■	■	■		■							■	
3. Safety & Infrastructure																				
	Fix-It-First	■				■	■		■	■										
	Improve Safety	■				■	■		■	■									■	

	Adapt to Climate Change																			
4. Equity & Transportation																				
	Advance Transportation Equity																			
	Collaborative Planning																			
	Sustainable Funding																			
	Support Land Use Integration																			
	Data-Driven Decision Making																			

CHAPTER 4: AGENCY ORGANIZATIONAL STRUCTURE

A. Jurisdictional Boundaries

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

i. **Regional Transportation Planning Agency:** SBCOG is designated as the Regional Transportation Planning Agency for San Benito County region and is charged by state law in meeting certain transportation planning requirements. In this capacity, SBCOG is responsible for the development of the Overall Work Program and Regional Transportation Plan – a long-term blueprint of a region's transportation system. In addition, this entity is responsible for the annual allocation of State funds from the Transportation Development Act to local jurisdictions and transit operators. SBCOG is also responsible for the facilitation and administration of the Measure G Transportation Sales Tax Measure, which aims to improve road safety and transportation infrastructure using funds generated by a one percent sales tax implemented through the measure. This tax spans a 30-year period and supports a range of local transportation safety initiatives including improvements to Highway 25.

ii. **Consolidated Transportation Service Agency:** In September 1986, LTA entered into a Joint Powers Agreement to act as the Consolidated Transportation Service Agency for San Benito County. SBCOG acts as a lead agency in providing, consolidating, and coordinating social service transportation activities and is eligible for TDA and Local Transportation Funds for such services.

iii. **Area-wide Planning Organization:** SBCOG is designated by the United States Department of Housing and Urban Development as the Area-wide Planning Organization for San Benito County. This designation carries with it the responsibility to comply with the comprehensive planning responsibilities of Section 701 of the Housing Act of 1954 and subsequent related legislation.

iv. **Local Transportation Authority (LTA):** The LTA was formed by a Joint Powers Agreement between the Cities of Hollister and San Juan Bautista and the County of San Benito to administer the regional transit program. This agreement, effective since July 1, 1990, transferred responsibility of the regional transit system from the City of Hollister to the LTA. The LTA Board is composed of the same members as the SBCOG Board.

v. **Airport Land Use Commission (ALUC):** The purpose of ALUC is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports. ALUC reviews projects within the Airport Influence Area of the two local airports, which include the Hollister Municipal Airport and Frazier Lake Airpark. The ALUC Board is composed of the same members as the SBCOG Board.

vi. **Service Authority for Freeways and Expressways (SAFE):** SAFE was established in September 1998 by the City Councils of Hollister and San Juan Bautista and the San Benito County Board of Supervisors. This agency is responsible for the area's emergency motorist aid call boxes. There are currently 36 call boxes in San Benito County along highways 25, 101, 129, 156, and along Panoche Road. The SAFE Board is composed of the same members as the SBCOG Board.

B. Agency Personnel

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

Executive Director

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

Administrative Services Specialist

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

Administrative Support Staff

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

Planning Staff

The Council of San Benito County Governments' planning staff consists of three full-time planners.

- The planners are primarily responsible for transportation planning activities, including the development of the Regional Transportation Plan, Regional Housing Needs Allocation (RHNA), Overall Work Program, oversight of Measure G project implementation, etc.
- The planners are responsible for staffing the Local Transportation Authority (LTA), which includes transit system management, funding applications, performance reporting and operations for overseeing the two public transportation system operations contracts.
- The planners are responsible for staffing the Airport Land Use Commission, the Service Authority for Freeways and Expressways, Transportation Demand Management program, etc.

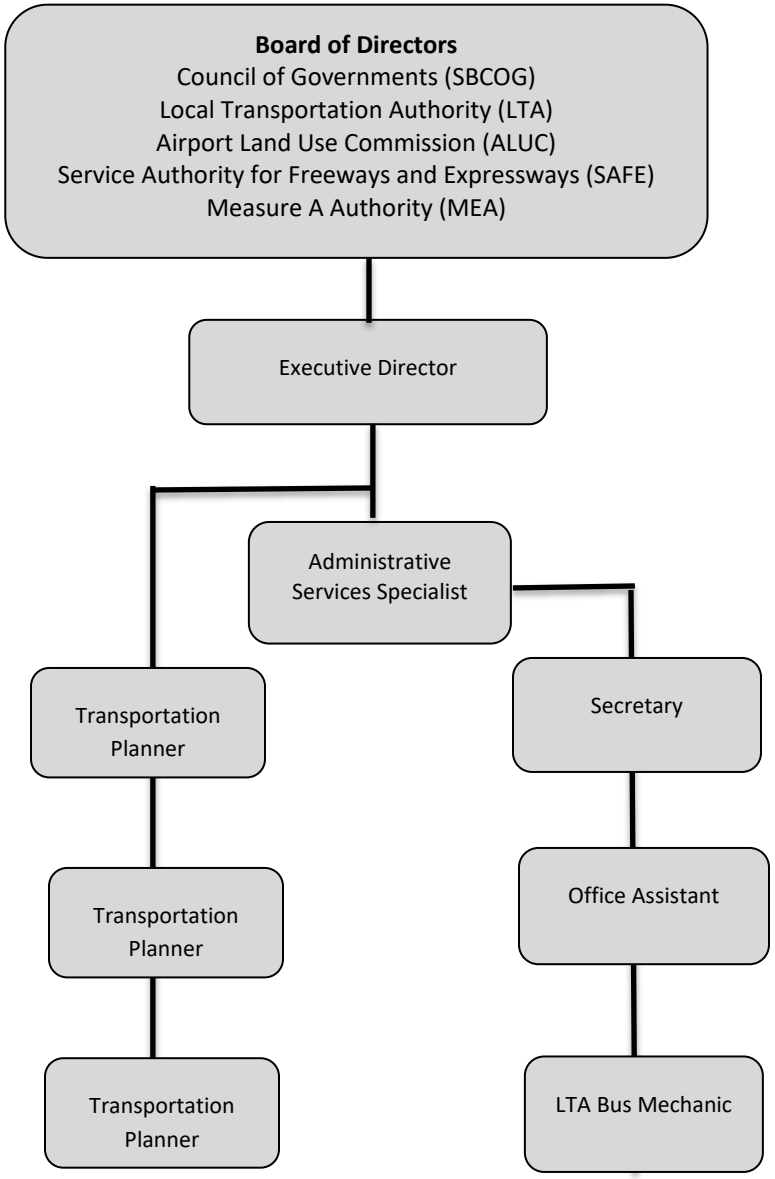
The Local Transportation Authority (LTA) Maintenance Staff

SBCOG's administrative services team and planners provide ongoing oversight and data management support to the private contractor responsible for LTA public transit services. Additionally, the LTA employs one full-time mechanic to maintain the transit fleet and Vanpool Program vehicles. After the transition to the new transit services contractor is completed, any LTA-related staffing and resource support changes will be reflected in the agency's budget & OWP.

C. Organizational Chart

The Board of Directors and agency personnel organizational structure are shown below (Figure 8: SBCOG Organizational Chart).

Figure 8: SBCOG Organizational Chart



D. Interagency and Community Decision Making Process

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

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

E. Advisory Committees

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

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

ii. **Measure G Citizens Oversight Committee -** Measure G calls for a Transportation Safety and Investment Plan Oversight Committee to be composed of members of the San Benito County public to oversee compliance with the Ordinance. This committee consists of the following members:

- Vacant – Education
- Neils Ash – Trade/Labor (Vice-Chair)
- Vacant – Latinx Community
- John Espinosa – Industry
- Vacant – Agriculture
- Raymond Martinez – SBC District 1
- Vacant – SBC District 2
- Jason Hopkins – SBC District 3
- Vacant – SBC District 4
- Jacob Lomanto – SBC District 5
- Vacant – Senior/Disabled Community

iii. Vacant positions are currently being recruited via social media and posted on the SBCOG website. We have also reached out to the SBCOG Board and its committees to assist with recruitment efforts **Social Services Transportation Advisory Council (SSTAC):** Members on the advisory committee are appointed by SBCOG. They are recruited from social service agencies and transit providers representing the elderly, persons with disabilities and persons of limited means, in accordance with the Public Utilities Code (Article 3, Section 99238).

- Shawna Freels – Representative of potential transit users who are 60 years of age or older (Chair)
- Dr. Paulette Cobb – Representative of potential transit users who are disabled
- Clay Kempf – Representative of a local social service provider for seniors
- Wayne Norton – Representative of a local social service provider for seniors
- Zuleima Gonzales – Representative of local social service transportation provider for persons with disabilities (Vice-Chair)
- Sandy Castro – Representative of local social service provider for persons with disabilities
- Joshua Mercier – Representative of a local social service provider for persons of limited means
- Samuel Borick – Representative of the Consolidated Transportation Services Agency
- Greshawn Miles – Representative of the Consolidated Transportation Services Agency
- Tami Aviles – Representative of concerned citizen who has expressed interest in social service transportation

F. Regional & State Coordination

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

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

In 1993, a Memorandum of Understanding between SBCOG, Caltrans, and the Association of Monterey Bay Area Governments (AMBAG) was adopted for meeting Intermodal Surface Transportation Efficiency Act (ISTEA)[4] requirements related to Metropolitan Planning Organization boundaries, planning, and programming for air quality non-attainment areas. This memorandum was revised and readopted in 1997. SBCOG will coordinate with the AMBAG to perform specific studies relating to such items as traffic modeling, growth forecast, air quality conformity, and metropolitan transportation planning.

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

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

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

G. Public Participation

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

SBCOG encourages public participation by holding meetings and gathering public input on a continuous basis. Reaching and engaging all traditional and non-traditional stakeholders in the community is important to the agency, including under-represented and under-served populations. To further ensure participation, every three years, SBCOG prepares a Title VI Program and Language Assistance Plan (LAP) for Limited English Proficiency (LEP) individuals.[5] The Title VI component of the Plan ensures that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The Language Assistance Plan for Limited English Proficiency portion of the Plan is aimed at ensuring meaningful access to programs and activities by persons with limited English proficiency. For example, to accommodate Spanish-speaking individuals; interpreters and/or bilingual staff are available at several public meetings conducted by SBCOG.

Another resource consists of AMBAG's Monterey Bay Region Public Participation Plan. The Plan was prepared collaboratively with SBCOG, Santa Cruz County Regional Transportation Commission (SCCRTC), Transportation Agency for Monterey County (TAMC), and the regional transit agencies. The purpose of the Plan is to offer clear guidance for involving the public effectively in transportation planning projects and studies conducted by these agencies.

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

[5] Title VI Program and Language Assistance Plan (LAP) for Limited English Proficiency (LEP): http://sanbenitocog.org/resources/

CHAPTER 5: FUNDING ACTIVITIES

A. Overall Work Program Funding

The transportation planning work done by the Council of San Benito County Governments (SBCOG) is largely funded with State Rural Planning Assistance (RPA) funds. The RPA fund estimated for the Fiscal Year 2026/2027 Overall Work Program is $404,500. It is anticipated that SBCOG will use the full apportionment of funding during the fiscal year in question. Other major funding contained in this OWP includes federal, state, regional, and local sources. New planning grant funds awarded to SBCOG, after the adoption of the OWP, will be amended into the OWP.

B. Overall Work Program Budget Distribution

The budget for this Overall Work Program is estimated at $14.1 million for Fiscal Year 2026/2027. The financial table below documents the planning funding sources identified for each of the Work Elements & Task Categories

CHAPTER 6: PLANNING PROGRAM FOR FISCAL YEAR 2026/2027

Work Element Summary

This section of the Overall Work Program describes the specific planning tasks (Work Elements), which will be conducted by the Council of Governments (SBCOG), Local Transportation Authority (LTA), Measure G Authority, Airport Land Use Commission (ALUC), and the Service Authority for Freeways and Expressways (SAFE) during the 2026/2027 Fiscal Year. The work elements and the sub-element categories (task categories) describe specific tasks, products, budget, and staffing related to each project.

Work Element & Task Categories	Description	Page No.
Element 1000: Program Administration & Fund Management Activities		
1010	Transportation Development Act Administration	37
1020	Program Administration and Management	39
1030	Overall Work Program	40
1040	Emergency Motorist Aid System – SAFE	42
1050	Measure G Administration & Implementation	43
Element 2000: Regional Transportation Planning, Programming, and Engagement Activities		
2010	Regional Transportation Plan & AMBAG Metropolitan Transportation Plan/Sustainable Comm. Strategy	48
2020	Active Transportation System Planning	49
2030	Road System Planning	51
2040	Transit System Planning & Administration	53
2050	Transportation System Modeling	56
2060	Travel Demand Management	57
2070	State Programming: Regional Transportation Improvement Program (RTIP)	59
2080	Federal Programming: Metropolitan Transportation Improvement Program (MTIP)	60
2090	Public Participation	62
2100	Regional Coordination	64
2110	Airport Land Use Commission	69
Element 3000: Planning Activities Funded with Grants or External Agency Contributions		
		74
3040	SR 25 Traffic Study & Vehicle Miles Traveled (VMT) Study	75
3050	San Benito Traffic Impact Fee Program – Nexus Study Update	

Element 1000: Program Administration & Fund Management Activities

Work Element 1000 Funding Sources	Staff	Consultant	Other
Transportation Development Act (TDA)	$196,023	$32,000	$62,880
Measure G	$79,920	$8,150,000	$21,492
Department of Motor Vehicles	$9,419	$-	$36,502
Other	$-	$-	$118,619
Total	$285,362	$8,182,000	$239,493
			$8,706,855

Task Category 1010: Transportation Development Act Administration

Lead Agency: SBCOG

Project Manager: Norma Aceves - Administrative Services Specialist

Objective

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

Previous and Ongoing Work

SBCOG has been responsible for TDA administration since 1974. These funds support SBCOG program administration, public transit operations, bicycle and pedestrian projects, and maintenance of local streets and roads. Under the TDA, SBCOG is also responsible for carrying out the annual Unmet Transit Needs hearings, annual financial audit, and the triennial performance audit.

Task Category 1010 Funding Sources	Staff	Consultant	Other
Transportation Development Act (TDA)	$127,313	$22,003	$62,880
Total	$127,313	$22,003	$62,880
			$212,196

	Task	Deliverable	Deadline	Responsible Party
1.	Allocate TDA funds consistent with state and SBCOG requirements while also monitoring potential state policy changes to TDA statutes.	• Resolutions allocating funds. • Assist local agencies with funding requests. • Track funding expenditures and balances • Staff reports and memos • Advise the SBCOG board, local jurisdictions, transit operators, of any significant TDA policy changes made by the legislature.	Ongoing through June 2027	SBCOG
2.	Conduct the annual TDA Financial Audit and Triennial Performance Audit.	• Hire an independent auditor. – Request for Proposals – Contract • Annual Financial Audit Report and Triennial Performance Audit Report • Prepare for implementation of audit recommendations	June 30, 2027	SBCOG

3.	Conduct the annual Unmet Transit Needs process.	• Newspaper notices, including those posted in both English and Spanish. • Public hearing/meetings provided, including at least one facilitated in Spanish. Flyers and website promotion of input opportunities • Onboard bus interviews with bus riders • Draft Report to Caltrans • Unmet Transit Needs draft report presented to the SSTAC and SBCOG Board • Final Report to SBCOG Board and report submitted to Caltrans by deadline • LTA starts planning the implementation of transit service changes that result from the identification of unmet needs that are reasonable to meet from previous fiscal year.	June 30, 2027	SBCOG/LTA

Task Category 1020: Program Administration and Management

Lead Agency: SBCOG
Project Manager: Binu Abraham; Executive Director

Objective

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

Previous and Ongoing Work

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

Task Category 1020 Funding Sources	Staff	Consultant	Other
Transportation Development Act (TDA)	$45,689	$7,334	$-
Other/ Local Funds	$-	$-	$17,710
Total	$45,689	$7,334	$17,710
			$70,733

	Task	Deliverable	Deadline	Responsible Party
1.	Conduct monthly SBCOG Board meetings in hybrid format, in-person and on the Zoom platform.	• Agenda, Staff reports • Meeting minutes • Presentations • Board stipends • Website updates • Legal coordination	Monthly	SBCOG
2.	Conduct Technical Advisory Committee, Social Service Transportation Advisory Council, and Bicycle and Pedestrian Advisory Committee meetings.	• Agendas, minutes • Staff reports, presentations • Meeting minutes • Website updates	Monthly	SBCOG
3.	Prepare budget reports for Board review and approval.	• Budget hearings • Technical reports	March-June 2027	SBCOG

		• Quarterly budget reports • Final budget		
4.	Update SBCOG Bylaws, Rules, and Regulations.	• Bylaws/rules and regulations	June 30, 2027 (as needed)	SBCOG
5.	Update SBCOG Website.	• Updated Website	June 30, 2027	SBCOG

Task Category 1030: Overall Work Program

Lead Agency: SBCOG

Project Manager: Norma Aceves - Administrative Services Specialist

Objective

To prepare SBCOG's annual OWP in accordance with Caltrans' Regional Planning Handbook, a reference manual for administering OWP activities and specific transportation planning funds.

Previous and Ongoing Work

This work task category is a continuing activity of SBCOG. Each fiscal year, SBCOG prepares an OWP which describes the planning activities that the agency will perform in the upcoming year, in accordance with established policies.

Task Category 1030 Funding Sources	Staff	Consultant	Other
Transportation Development Act (TDA)	$23,021	$2,663	$-
Total	$23,021	$2,663	$-
			$25,684

	Task	Deliverable	Deadline	Responsible Party
1.	Closing out of the OWP for the prior fiscal year of FY 25-26.	• Completes and signs the Grant Program Close-Out Report form • Reviews the final Request for Reimbursement • Sends copies to Caltrans Office of Regional Planning	August 2026 (for FY 25/26 OWP)	SBCOG
2.	Provide FY 27/28 Draft OWP to SBCOG Board for comment and submittal to Caltrans for comment.	• Staff reports • Draft OWP	February 2027	SBCOG
3.	Provide FY 27/28 Draft OWP to Caltrans for comment.	• Draft OWP	March 1, 2027	SBCOG

	Task	Deliverable	Deadline	Responsible Party
4.	OWP coordination and consultation with AMBAG, Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and Caltrans.	• Annual Meeting	April 2027	SBCOG
5.	Prepare FY 27/28 Draft OWP for public review.	• Draft OWP	April 2027	SBCOG
6.	Update the FY 27/28 Draft OWP per Caltrans and public comments.	• Draft OWP update	May 2027	SBCOG
7.	FY 27/28 Final OWP to Board for adoption.	• Final OWP	June 2027	SBCOG
8.	Submit FY 27/28 final OWP to Caltrans.	• Final OWP & agreement • Certificates & Assurances • FHWA RTPA Certification • State Certification	June 2027	SBCOG
9.	FY 27/28 Quarterly Progress Reports.	• Track expenses • Track employee time studies • Prepare and submit Progress Reports to Caltrans	Quarterly	SBCOG
10.	Process OWP invoices to Caltrans.	• Submittal of funding and grant invoices to Caltrans • Time studies	Quarterly	SBCOG
11.	Prepare OWP amendments.	• Amendments • OWP Agreements	Quarterly, or as needed	SBCOG

Task Category 1040: Emergency Motorist Aid System - SAFE

Lead Agency: Service Authority for Freeways and Expressways
Project Manager: Transportation Planning Staff

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

Previous and Ongoing Work
In 1998, the Council of San Benito County Governments established the San Benito County Service Authority for Freeways and Expressways (SAFE) to administer the $1 vehicle registration fee collected by the Department of Motor Vehicles for operating a Motorist Aid Program in San Benito County. Specifically, it consists of an Emergency Call Box service that includes 36 call boxes, which help motorists in distress by providing a direct connection to the Monterey County California Highway Patrol communications center. The motorist aid system operates along major roadways throughout the State.

Task Category 1040 Funding Sources	Staff	Consultant	Other
Department of Motor Vehicles	$9,419	$-	$36,502
Total	$9,419	$-	$36,502
			$45,921

	Task	Deliverable	Deadline	Responsible Party
1.	Work with Caltrans and CHP on call box operations.	• Encroachment permits. • CHP, Verizon Wireless and AT&T administration	Monthly	SAFE
2.	Work with call box maintenance service provider to maintain the call boxes.	• Maintenance • Reports • Contracts & amendments	Quarterly or as needed	SAFE/ Contractor
3.	CHP Agreement for emergency call box answering services.	• Agreement & Resolution	Triennially	SAFE

4.	Participate in statewide CalSAFE meetings.	• Meetings & presentations	June 30, 2027	SAFE
5.	Track DMV collection of funds for budget.	• Budget reports	Quarterly	SAFE
6.	Analyze call box usage and determine overall utilization and demand to inform future planning.	• Analysis report that identifies usage and gaps of service. • Report with suggestions for next steps.	June 30, 2027	SAFE

Task Category 1050: Measure G Administration & Implementation

Lead Agency: SBCOG

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

Objective

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

Previous and Ongoing Works

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

Task Category 1050 Funding Sources	Staff	Consultant	Other
Other Local Funds	$-	$50,000	$50,909
Measure G	$79,920	$8,150,000	$21,492
Total	$79,920	$8,200,000	$72,401
			$8,352,321

	Task	Deliverable	Deadline	Responsible Party
1.	**Program Administration**			
a.	Measure G Administrative Tasks Provide for cost-effective administration of the program through the Council of San Benito County Governments.	• Board agendas, minutes, special meetings, presentations, staff reports	Monthly	SBCOG
b.	Monitor SBCOG policies and guidelines and update them as necessary to ensure sound implementation of Measure G.	• Guidelines updates • Policies updates • Produce, maintain, and update agreements with local agencies for funding allocations. • Amendments	Monthly review	SBCOG
2.	**Financial Management**			
a.	Receive funds from the State Board of Equalization.	• Payments received	Quarterly	SBCOG
b.	Produce reports on funding availability. Reports to include formula distributions for each category of projects and implementing agency.	• Revenue reports • Presentations • Local agency meetings	Ongoing	SBCOG
c.	Distribute the funds to local agencies and projects in accordance with Measure G (SBCOG Ordinance 2018-01).	• Funding requests • Process payments	Ongoing	SBCOG

d.	Produce and publish annual reports and audit reports per Measure G ordinance. This work will include analyzing funds receipts, producing reports, and auditing the use of the funds.	• Secure Independent Audit Contractor – Request for Proposals – Contract • Project funding and data collection • Board meeting updates • Website updates	June 30, 2027	SBCOG
3.	**Measure G Project Management**			
a.	**Tier I: Highway 25 expressway Conversion Project Administration** The project development process will span from planning to construction and will include the following multi-year processes.	• Funding agreements with Caltrans • Project Management • Process project expenditures • Board reports • Financial allocations and invoices • Procure and Manage Consultant contracts	Ongoing	SBCOG/ Caltrans
b.	**Tier II: Local Project Administration** Administer funds through the approved process to apportion and allocate local controlled funds to the City of Hollister, City of San Juan Bautista, and County of San Benito according to Measure G Ordinance and the Expenditure Plan.	• Process and monitor local agency funding allocations and balances	Ongoing	SBCOG

	Review reports submitted by all agencies to track projects, costs, timelines, and completion dates. Local projects funded include local street and roads maintenance and improvements.			
c.	**Tier III: Other Categories** • Public Transit • Bicycle and Pedestrian Projects	• Process and monitor local agency funding allocations and balances • Project Performance Management	Ongoing	SBCOG/LTA
4.	Complete public engagement plan activities to inform voters on the use of Measure G funds. Important information communicated in both English and Spanish. Update the public with news regarding projects, programs, and actions taken as part of the implementation of Measure G.	• Press releases • Fact sheets • Website and social media updates • Public meetings, hearings, presentations	Ongoing	SBCOG
5.	Hold meetings with the Citizens Oversight Committee in accordance with Measure G ordinance.	• Member recruitment (i.e., applications, bylaws, appointments) • Meeting agendas, reports, presentations, minutes • Project updates • Annual financial audit report	Quarterly	SBCOG

Work Element 2000 Funding Sources	Staff	Consultant	Other
Rural Planning Assistance	$334,139	$50,000	$20,361
Rural Planning Assistance Carryover	$23,308	$65,477	$10,113
Planning, Programming, and Monitoring	$58,000	$-	$-
TDA Transit Funds	$369,843	$-	$1,183,316
FTA Section 5310 and 5311	$-	$-	$850,000
LCTOP	$-	$-	$329,659
STA and SGR	$-	$-	$888,701
TIRCP & ZETCP	$5,331	$-	$500,000
TDM Funds	$2,803	$-	$9,790
LPP			$400,000
Other	$2,000	$-	$134,600
Total	$795,424	$115,477	$4,326,540
			$5,237,441

Task Category 2010: Regional Transportation Plan & AMBAG Metropolitan Transportation Plan/ Sustainable Comm. Strategy

Lead Agency: SBCOG
Project Manager: Samuel Borick; Transportation Planner

Objective

To update and maintain a Regional Transportation Plan (RTP), and support and participate in the update of the Association of Monterey Bay Area Governments' (AMBAG) Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS), including both short-range and long-range elements, which is responsive to regional goals and policies and consistent with state and federal planning guidelines and requirements (i.e., California Transportation Commission Regional Transportation Plan Guidelines).

Previous and Ongoing Work

Previous work includes the development and adoption of the RTP and MTP every four years. The draft2050RTP was adopted by the SBCOG Board at its December 2025 meeting the draft 2050 MTP/SCS was adopted by the AMBAG Board in November 2025.

Task Category 2010 Funding Sources	Staff	Consultant	Other
Rural Planning Assistance	$76,284	$11,415	$4,648
Rural Planning Assistance Carryover	$12,430	$14,949	$2,309
Planning, Programming, and Monitoring	$5,220	$-	$-
Total	$93,934	$26,363	$6,957
			$127,254

Task		Deliverable	Deadline	Responsible Party
1.	Implementation of the 2050 San Benito Regional Transportation Plan (RTP).	• Monitoring performance of RTP implementation activities	Ongoing, with specific project deadlines amended into	SBCOG

		• Prepare Amendments as specific activities are initiated. • Advance priority Road System & Goods Movement strategies Advance priority Transit System strategies • Advance priority Active Transportation strategies • Advance SR 25 Corridor Improvement Planning	the OWP as they are prepared.	
2.	Kick off activities for the next MTP/RTP activities.	• Attend meetings as necessary • Comments	Ongoing	SBCOG
3.	Monitor updates and amendments to the RTP Guidelines.	• Review any changes to the RTP guidelines regularly as a part of the effort to implement the new 2050 RTP and prepare for future RTP updates	Quarterly	SBCOG

Task Category 2020: Active Transportation System Planning

Lead Agency: SBCOG
Project Manager: Transportation Planning Staff

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

Previous Work and Ongoing Work
The Council of San Benito County Governments (SBCOG) provided technical assistance to the Cities and County's Active Transportation Program grant applications. SBCOG also successfully nominated the Hollister SR 25 /Pinnacles National Park Highway Beautification Project to the California Department of Transportation (Caltrans) for inclusion in the Clean California Program. RPA funding eligibility limits SBCOG technical assistance billed to this task category once formal project development activities (i.e. PA&ED) commence.

Task Category 2020 Funding Sources	Staff	Consultant	Other
Rural Planning Assistance	$24,563	$3,676	$1,497
Rural Planning Assistance Carryover	$3,220	$4,813	$743
Total	$27,783	$8,489	$2,240
			$38,511

	Task	Deliverable	Deadline	Responsible Party
1.	SBCOG serves on the State of California Walk and Bike Technical Advisory Committee made up of external partners to provide regular strategic input and technical guidance on Caltrans' complete streets and active transportation efforts.	• Participate in meetings and discussions • Review and comment on Caltrans developed technical reports	June 2027	SBCOG

2.	San Benito County Bikeway and Pedestrian Master Plan Implementation. Conduct planning activities to improve bikeway and pedestrian facilities.	• Amendments • Local agency coordination • Funding applications support to local agencies	June 2027	SBCOG
3.	Assist in the planning of Safe Routes to School concepts.	• Public outreach with schools and community partners	Ongoing	SBCOG
4.	Provide planning assistance to local jurisdictions for implementation of Complete Streets concepts.	• Planning and stakeholder meetings • Attend County and City of Hollister Development Review Committees and provide development reviews.	Monthly	SBCOG
5.	Provide grant application assistance to local jurisdictions. Funded with Rural Planning Assistance (RPA). Ensure that all transportation projects funded or overseen by Caltrans provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.	• Grant applications. • Traffic Data, technical reports. • Grant application review assistance. • Letters of support. • Public outreach.	Ongoing	SBCOG
6.	Continue participating in local Safe Kids California San Benito Partner activities	• Outreach activities. • Attend meetings. • Lead event planning. • Kids at the Park event planning and helmet fittings. • Walk to School Day. • Bicycle and pedestrian safety campaigns.	Ongoing	SBCOG
	Professional Development	Attend trainings and conferences, as appropriate, to enhance knowledge and skills.	Ongoing	SBCOG

Task Category 2030: Road System Planning

Lead Agency: SBCOG
Project Manager: Binu Abraham, Executive Director

Objective

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

Previous and Ongoing Work

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

SBCOG distributes Surface Transportation Block Grant Program (STBG) funds, which provides flexible funding that may be used by localities for projects to preserve and improve the conditions on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. SBCOG also works with local jurisdictions to plan for local roadway improvements. RPA funding eligibility limits SBCOG technical assistance billed to this task category once formal project development activities (i.e. PA&ED) commence.

Task Category 2030 Funding Sources	Staff	Consultant	Other
Rural Planning Assistance	$68,887	$10,308	$4,198
Rural Planning Assistance Carryover	$9,142	$13,499	$2,085
Planning, Programming, and Monitoring	$7,618	$-	$-
Total	$85,647	$23,807	$6,283
			$115,737

Task		Deliverable	Deadline	Responsible Party
1.	Assist local agencies with technical data and planning support on future street and road realignments and traffic circulation improvements.	• Technical data • Meetings, comment letters, and related coordination activities as needed	Ongoing	SBCOG
2.	Distribute state Local Partnership Planning (LPP) and Surface Transportation Block Grant Program (STBG) funds to the cities of Hollister and San Juan Bautista, San Benito County, and to special projects based on SBCOG Board approved policies.	• Track STBG funding allocations and expenditure including regularly invoicing. • Local agency funding requests and special projects assessments.	Monthly	SBCOG
3.	Continue planning and monitoring of projects on the State Highway System.	• SR 25 Corridor Improvement planning activities • Contribute to SHS system and corridor planning and team meetings for new initiatives launched by Caltrans	Ongoing	SBCOG
4.	Coordination and working group facilitation for the Regional Transportation Impact Mitigation Fee Nexus Study update.	• Ongoing	February, 2027	SBCOG
5.	Coordinate with Caltrans on Statewide planning efforts.	• Coordinate and meet with California Transportation Commission staff and Board • Review and comment on Caltrans reports, including the California Transportation Plan, freight plans, and active transportation plans • Collaborate with Caltrans on the SR 25 Comprehensive	Ongoing	SBCOG

		Multimodal Corridor Plan (CMCP)		
6.	Coordinate with San Benito County on development to enhance GIS capabilities for Road System Planning.	• Coordination activities, including meetings, comments, and data development reviews	Ongoing	SBCOG
7.	Professional Development	• Attend trainings and conferences, as appropriate, to enhance knowledge and skills.	Ongoing	SBCOG

Task Category 2040: Transit System Planning and Administration

Lead Agency: Local Transportation Authority
Project Manager: Transportation Planning Staff

Objective

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

Previous and On-going Work

LTA staff continue to collaborate with SBCOG in preparing funding and grant applications for FTA and Caltrans funds. Funds include operational, capital and planning activities for County Express and Specialized Transportation services. Funding for the monitoring and preparation of such applications is funded through the TDA Local Transportation Fund (LTF).

Staff will continue various activities that would improve current bus service levels and the size of its vehicle fleet, service efficiency, increase accessibility of services, and develop a flexible plan for the future of its public transportation services. RPA funding eligibility limits technical assistance billed to this task category once formal project development activities (i.e. PA&ED) commence.

Task Category 2040 Funding Sources	Staff	Consultant	Other
TDA Transit Funds	$369,843	$-	$1,189,247
FTA Section 5310 and 5311	$-	$-	$850,000
LCTOP	$-	$-	$329,659
STA and SGR	$-	$-	$888,701
TIRCP & ZETCP	$5,331	$-	$494,669
LPP	$-	$-	$400,000
Other	$-	$-	$134,000
Total	$375,174	$-	$4,286,276
			$4,661,450

	Task	Deliverables	Deadline	Responsible Party
1.	Communicate with AMBAG, Caltrans, VTA, local agencies in the county, and other stakeholders to help ensure regional transit planning coordination.	• Meetings • Comments • Plans	Quarterly	SBCOG
2.	Coordinate with SBCOG during the Unmet Transit Needs process.[6]	• Attend public meetings. • Comment on draft reports. • Assist in the distribution of flyers on social media, buses, and throughout the community. • Assist with response to comments received. • Work on the implementation of Board approved recommendations	June 2027	SBCOG in coordination with the LTA
3.	Ensure project consistency with Regional Transportation Plan (RTP) policies for improved access to elderly and disabled individuals.	• Consult with SSTAC on policy matters at regular meetings • Provide comments to relevant studies	Ongoing	SBCOG in coordination with the LTA
4.	Work with the Social Services Transportation Advisory Council (SSTAC) to ensure that transportation planning and programming considers and incorporate the needs of the elderly, disabled, and low-income communities.	• Staff reports • Planning & Programming documents • Presentations • Grant Applications & Budgets	Quarterly	SBCOG in coordination with the LTA
5.	Prepare planning grant applications for feasibility studies and implementation plans for various types of transit services; work done with grants from successful applications may be performed under separate work elements.	• Grant Applications • Capital, Operational, and Planning Grants.	Ongoing	SBCOG in coordination with the LTA

[6] See Work Element 1010

6.	Conduct Transit Needs Assessments and prepare Transit Development Plans and Marketing Plans as appropriate.	• Needs Assessments • Development & Marketing Plans	Ongoing	SBCOG in coordination with the LTA
7.	Identify funding sources for and implementing the Accessible Connections Promoting Active Transportation: A Bus Stop Improvement Plan.	• Grant Applications • Implementation of bus stop amenities (i.e., benches, signs, etc.	Ongoing	SBCOG in coordination with the LTA
8.	Implement 2022 Short-Range Transit Plan recommendations.	• Project and service implementation activities, per funding availability	Ongoing	SBCOG in coordination with the LTA
9.	Identify funding sources to implement Intelligent Transportation Systems (ITS) for LTA transit services.	• Grant Applications • ITS improvements, per funding availability • Monitor Electronic fare media (i.e., Token Transit) • Monitor RouteMatch software dispatch activities	Ongoing	SBCOG in coordination with the LTA
10.	Implement and update FTA-mandated Transit Asset Management Plan.	• Transit Project List of existing and projected needs (i.e., vehicles, equipment, etc.) • Transit project needs shall be evaluated, and project will be implemented, per funding availability. • Monitor and process Plan Updates	Ongoing	SBCOG in coordination with the LTA

Task Category 2050: Transportation System Modeling

Lead Agency: SBCOG
Contact: Binu Abraham; Executive Director and Planning Staff

Objective
Continue to coordinate with AMBAG to develop and refine the latest regional travel demand model, ABM, to enhance transportation planning activities.

Previous and Ongoing Work
Staff aided AMBAG in the development of its latest travel demand model, the Activity Based Model (ABM) that is executed on TransCAD version 9.0, used for the 2050 MTP/SCS and the 2050 RTP for San Benito. SBCOG will continue to aid with AMBAG's ongoing model update process and for transit and goods movement studies. SBCOG requests AMBAG perform periodic project reviews for processing data from the regional travel demand model. The latest model, ABM, is designed to support long range transportation planning and programming decisions. RPA funding eligibility limits technical assistance billed to this task category once formal project development activities (i.e. PA&ED) commence.

Task Category 2050 Funding Sources	Staff	Consultant	Other
Rural Planning Assistance	$36,453	$5,455	$2,221
Rural Planning Assistance Carryover	$2,261	$7,143	$1,103
Planning, Programming, and Monitoring	$6,380	$-	$-
Total	$45,094	$12,598	$3,325
			$61,016

	Task	Deliverable	Deadline	Responsible Party
1.	Review RTDM model updates, including the framework changes.	• Participate in any TACs established for travel model updates • Comments to AMBAG	Ongoing	SBCOG
2.	Coordinate with local jurisdictions, AMBAG, Caltrans, and consultants to facilitate travel model impacts of development activities while conducting an update to the Regional Traffic Impact Mitigation Fee (TIMF) Program.	• Travel model analysis reports	Ongoing	SBCOG

Task Category 2060: Travel Demand Management

Lead Agency: SBCOG
Project Manager: Transportation Planning Staff

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

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

Task Category 2060 Funding Sources	Staff	Consultant	Other
TDM Funds	$2,803	$-	$9,790
Total	$2,803	$-	$9,790
			$12,593

	Task	Deliverable	Deadline	Responsible Party
1.	Administer inter-county Rideshare Program marketing activities and match lists for carpool and vanpool activities	• Updated match lists of interested travelers • Ridesharing campaigns (RPA) • Ridesharing materials and website updates. (RPA)	Ongoing	SBCOG
2.	Administer Vanpool Program.	• Process lease fees • Administer driver applications	Ongoing	SBCOG

		• Track maintenance records • Process payments		
3.	Serve as a member of the Safe Kids Coalition of San Benito County.	• Partner agency coordination • Bicycle & Ped. event planning	Ongoing	SBCOG
4.	Promote annual Bike Week and Walk to School/Workday events.	• Promotional materials • Helmets fittings	Spring 2027	SBCOG
5.	Promote public transit.	• Marketing & promo campaigns, • On-bus rider surveys & online surveys and English and Spanish • Ensure material prepared are accessible (e.g. for vision-impaired seniors, etc.)	Ongoing	SBCOG/LTA

Task Category 2070: State Programming: Regional Transportation Improvement Program (RTIP)

Lead Agency: SBCOG
Project Manager: Transportation Planning Staff

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

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

Previous and Ongoing Work
This work element is a continuing activity. The primary objective of this work element is to:

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

Task Category 2070 Funding Sources	Staff	Consultant	Other
Rural Planning Assistance	$27,972	$4,186	$1,704
Rural Planning Assistance Carryover	$1,628	$5,482	$847
Planning, Programming, and Monitoring	$18,560	$-	$-
Total	$48,160	$9,667	$2,551
			$60,378

Task		Deliverable	Deadline	Responsible Party
1.	Coordinate with statewide, regional, and local planning agencies for future projects.	• Staff reports to committees/board. • Coordination with Caltrans.	June 2027	SBCOG
2.	Amend existing RTIPs if projects have a change in scope, cost and/or delivery.	• Amendments, staff reports, resolutions, draft RTIP.	June 2027	SBCOG
3.	Quarterly STIP meetings with Caltrans.	• Provide project updates.	Quarterly	SBCOG
4.	Attend planning meetings for STIP Guidelines updates.	• Meeting notes & staff reports	Ongoing	SBCOG

Task Category 2080: Federal Programming: Metropolitan Transportation Improvement Program (MTIP)

Lead Agency: SBCOG
Project Manager: Transportation Planning Staff

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

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

Previous and Ongoing Work
The Association of Monterey Bay Area Governments (AMBAG) updates the MTIP every two years and is currently preparing the MTIP for FFY 2026 to FFY 2029. AMBAG works closely with the San Benito SBCOG in the development of the MTIP. SBCOG, on behalf of the San Benito region, submits project updates for inclusion into the MTIP.

Task Category 2080 Funding Sources	Staff	Consultant	Other
Rural Planning Assistance	$6,819	$1,020	$416
Rural Planning Assistance Carryover	$98	$1,336	$206
Planning, Programming, and Monitoring	$6,302	$-	$-
Total	$13,219	$2,356	$622
			$16,197

	Task	Deliverable	Deadline	Responsible Party
1.	Consult with the local jurisdictions to add or edit transportation projects in the AMBAG's Metropolitan Transportation Improvement Program (MTIP). Projects that are regionally significant or have been approved by SBCOG, Caltrans, and/or other agencies for Federal transportation funds are included in the Federal Transportation Improvement Program (FTIP) that is managed by AMBAG and called the MTIP. The SBCOG Obligation Plan is developed in partnership with local member agencies to recommend the timing of projects in the five-year MTIP for fund obligations each fiscal year.	• Continue to monitor and edit scope/schedule/budget for *regionally significant* projects and those funded with federal funds. • Assist local jurisdictions with project applications (i.e., meetings and coordination) • MTIP Amendments • SBCOG Obligation Plan	Ongoing through June 2027	SBCOG/ AMBAG
2.	Federal Obligation Authority Plan. Federal legislation requires AMBAG to publish an annual listing of obligated transportation projects for which federal funds have been given in the prior year. SBCOG coordinates this effort with local agencies that receive federal funds for their projects.	• List federally funded projects obligated within the requested time frame	June 30, 2027	SBCOG/ AMBAG
3.	Performance-based Planning & Programming	• Participate in any AMBAG-led effort to analyze performance-based planning and programming that demonstrates the anticipated effect of the MTIP toward achieving linking investment priorities to the MPO's performance targets.	Ongoing	AMBAG/ SBCOG

Task Category 2090: Public Participation

Lead Agency: SBCOG
Project Manager: Binu Abraham; Executive Director

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

Previous and Ongoing Work
SBCOG holds public hearings and meetings throughout the year to receive information and gather input on projects and planning activities. SBCOG provides technical data and assistance regarding federal and state programs, traffic volumes, and finances to interested members of the public and organizations, including traditional and nontraditional stakeholders. SBCOG also collaborates with AMBAG on its update to the Monterey Bay Area Public Participation Plan, which outlines public participation best practices for the Monterey Bay Area region. RPA funding eligibility limits technical assistance billed to this task category once formal project development activities (i.e. PA&ED) commence.

Task Category 2090 Funding Sources	Staff	Consultant	Other
Rural Planning Assistance	$43,883	$6,567	$2,674
Rural Planning Assistance Carryover	$757		
Total	$44,640	$6,567	$2,674
			$53,881

	Task	Deliverable	Deadline	Responsible Party
1.	Hold public hearings and meetings to provide information and gather input and comments on SBCOG's various projects and work elements	• Online meetings • Public meetings • Public hearings • Flyers, newsletters • Social media updates	Monthly	SBCOG
2.	Provide information, reports, and presentations to stakeholder groups to increase public awareness of regional issues and activities.	• Consultant Contract • Outreach Materials • Website Update	Monthly	SBCOG
3.	Provide technical data to interested members of the public and organizations on regional issues, as it relates to federal and state programs, traffic volumes, and financial data.	• Technical data • Reports	Upon request	SBCOG
4.	Maintain up-to-date SBCOG's website to inform the public about current and upcoming projects and activities.	• SBCOG website	Monthly	SBCOG
5.	Prepare news releases, newsletters, social media posts, and public service announcements on key transportation issues and accomplishments. Funded with RPA	• Press releases • Public service announcements via the SBCOG website, and local media outlets (as needed)	Quarterly	SBCOG
6.	Publicize SBCOG Board meetings, including agendas, and staff reports.	• Agendas	Monthly	SBCOG
7.	Meet with community groups, including the Amah Mutsun Land Trust, regarding key transportation issues.	• Meetings	Quarterly	SBCOG
8.	Support Caltrans efforts to hold equitable, meaningful, and collaborative partner agency and community engagement meetings associated with highway projects and planning studies within the San Benito Region. This includes facilitating effective collaboration between local jurisdictions (i.e., City of Hollister, City of San Juan Bautista, and the County of San Benito).	• Meeting updates • STIP Quarterly meetings • Phone calls • Emails • Reports • Technical data	Ongoing	SBCOG

Task Category 2100: Regional Coordination

Lead Agency: SBCOG
Project Manager: Binu Abraham; Executive Director

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

Previous and Ongoing Work
This task category consists of coordination with various local, regional, state, federal agencies, and other stakeholders as needed. In 1993, a Memorandum of Understanding between the SBCOG, Caltrans, and AMBAG was adopted for meeting the federal transportation bill requirements related to Metropolitan Planning Organization (MPO) boundaries, planning and programming for non-attainment[7] areas.

Other ongoing work includes collaborating with Caltrans on SHOPP projects, and with Caltrans and VTA on the San Benito/Santa Clara Mobility Partnership, which is tasked with reviewing the operational continuity of the highway transportation system between Santa Clara and San Benito Counties.

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

SBCOG also coordinates at the state level with other Regional Transportation Planning Agencies (RTPAs), MPOs, and COGs through participation at various statewide groups, including the California Regional Transportation Planning Agencies (CalRTPA) working group and the Rural Counties Task Force. RPA funding eligibility limits technical assistance billed to this task category once formal project development activities (i.e. PA&ED) commence.

Recent Achievements from Regional Coordination Efforts:

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

Preparing & implementing the latest 2050 Regional Transportation Plan (RTP) In coordination with member and partner agencies, SBCOG has completed an update to the long-range regional transportation plan, RTP 2050, that responds to the region's evolving needs. 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: Through regional planning and coordination efforts led by SBCOG, 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. Between 2022 and 2026, 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.

Improving State Route 25 Safety with the Turbo Roundabout: The multi-lane roundabout at the intersection of SR 25 and SR 156 is a recent Caltrans achievement from regional planning coordination efforts with SBCOG. The roundabout represents a significant safety investment on SR 25 Corridor and helps reduce the number of severe collisions at the intersection.

Enhancing State Route 156 for Goods Movement: This safety-focused project, led by Caltrans in collaboration SBCOG and regional partners, resulted 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. Funded through state highway funds, and developer fees, the project enhances mobility, safety, and regional connectivity. Regional coordination efforts were instrumental in the project's successful completion.

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 that will be completed in the FY 2025/26 OWP time period.

Task Category 2100 Funding Sources	Staff	Consultant	Other
Rural Planning Assistance	$49,278	$7,374	$3,003
Rural Planning Assistance Carryover	$3,701	$9,656	$1,491
Planning, Programming, and Monitoring	$13,920	$-	$-
Total	$66,899	$17,030	$4,494
			$88,423

	Task	Deliverables	Deadline	Responsible Party
1.	Participate in Statewide Policy & Planning Coordination Activities, SBCOG staff involved in groups, including Self-Help Counties, the Rural County Task Force (RCTF) and California Council of Governments (CALCOG)	• Meeting notes • Staff updates • Attend meetings • Distribute relevant updates to the SBCOG Technical Advisory Committee (TAC)	Ongoing	SBCOG
2.	Participate in Central Coast and South Bay regional coordination groups, including the Central Coast Coalition, the San Benito/Santa Clara Mobility Partnership.	• Meetings & updates to the SBCOG CCC Legislative Day • Comment letters & general communications	Ongoing efforts, including monthly meetings and annual CCC legislative day.	SBCOG

3.	SBCOG Technical Advisory Committee (TAC) meeting agenda items coordination with AMBAG and Caltrans.	• Meetings
		• Staff reports
		• Presentations
		• Technical documents
		  • Participate in meetings with AMBAG and local agency public works and planning staff to maximize collaboration opportunities.
		  • Updates to the SBCOG TAC and Board of Directors, as needed
			Monthly	SBCOG

4.	Regional Growth Forecast monitoring and information dissemination.	• Review technical documents and provide comments to AMBAG for consistency with local land use policies, plans, and growth forecasts	Ongoing	SBCOG
5.	Review and participate in the development of technical studies and programs of regional significance.	• Collaborate with AMBAG on various planning grant opportunities. • Provide technical assistance and policy recommendations on	Ongoing	SBCOG

		planning studies that benefit SBCOG and local member agency partners. • Utilize planning studies to improve planning efforts, such as the Public Participation Plan updates, Monterey Bay Area Coordinated Public Transit Human Services Transportation Plan, Rural Transit Plan, etc. • Collaborating with Caltrans on SR 25 Comprehensive Multimodal Corridor Plan (CMCP)		
6.	Coordinate with local jurisdictions to mitigate transportation impacts resulting from land-use decisions. Review and comment on the transportation and land use element of proposed developments to ensure maximum efficiency in the regional transportation network.	• Support local development review committee work, planning commission meetings, and provide comments on relevant local policy actions. • Provide technical assistance and data.	Ongoing	SBCOG
7.	Review transportation related governmental planning, policy, legislation, ordinances, etc.	• Comment on local General Plan Circulation Element	Ongoing	SBCOG

		recommendations that are relevant to SBCOG • Ensure local plans are consistent with the adopted San Benito RTP • Provide technical assistance and comments on proposed local agency plans and policies that relate to SBCOG responsibilities.		
8.	Coordinate with Caltrans, AMBAG, VTA, and local jurisdictions on grant opportunities to improve transportation access, safety, and mobility in the county.	• Prepare grant applications that SBCOG will lead • Provide technical data and support to grant applicants. This may include collaborating with Caltrans and CHP on an Office of Traffic Safety (OTS) grant application for funding safety-related community programming and education.	Ongoing	SBCOG
9.	Coordinate with stakeholders, local jurisdictions, the California Highway Patrol (CHP), and Caltrans to support improved goods movement throughout the county.	• Lead or Support planning efforts and meetings with agency partners and engaged stakeholders	Ongoing	SBCOG

		• Provide comments on policies and proposed investments		
10.	Research methods to reduce vehicle miles traveled (VMT) and promote mobility alternatives to driving alone.	• Ridesharing campaigns • Ridesharing matchlist, marketing materials and website updates. • Technical documentation and staff reports (as needed)	Ongoing	SBCOG
11	Consultation & Coordination with Federal Land Management Agencies (FLMAs)	• Notify the relevant FLMA agency on land use and environmental planning efforts led by SBCOG. Seek their input and approval, as needed.	Ongoing	SBCOG

Task Category 2110: Airport Land Use Commission

Lead Agency: San Benito County Airport Land Use Commission
Project Manager: Samuel Borick, Transportation Planner

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

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

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

Task Category 2110 Funding Sources	Staff	Consultant	Other
Other Local Funds	$2,000.00	$-	$-
Total	$2,000.00	$-	$-
			$2,000

	Task	Deliverable	Deadline	Responsible Party
1.	Conduct Site and Architectural Reviews in accordance with the 2012 Hollister Municipal Airport Land Use Compatibility Plan.	• Staff report, maps, comment letters, presentations	Monthly	ALUC
2.	Conduct Site and Architectural Reviews in accordance with the Frazier Lake Airpark's Comprehensive Land Use Plan.	• Staff report, maps, letters, and presentations	Monthly	ALUC
3.	Coordinate with the GIS analyst for precise project reviews and mapping.	• GIS mapping	Monthly	ALUC
4.	Review environmental documents (i.e., Initial Studies, Environmental Impact Reports, etc.).	• Comment letter	Monthly	ALUC
5.	Refer projects to the FAA for review.	• Correspondence	Monthly	ALUC/FAA
6.	Coordinate with Caltrans Division of Aeronautics for topics related to engineering, land use, noise, environment, and compatible land use planning.	• Attend Caltrans sponsored training. • Submit draft and final Compatibility plan amendments or updates to Caltrans Department of Aeronautics for review	Monthly	ALUC in coordination with Caltrans
7.	Administer ALUC Fee Structure.	• Invoices	Monthly	ALUC
8.	Attend the California Airport Land Use Consortium (Cal-ALUC).	• Attend workshops	Ongoing	ALUC
9.	Process amendments and updates to the Airport Land Use Compatibility Plans for the Hollister Municipal Airport and Frazier Lake Airpark.	• Amendments • Resolutions • Staff reports	Ongoing	ALUC in coordination with Caltrans

Element 3000: Planning Activities Funded with Grants or External Agency Contributions

Work Element 3000 Funding Sources	Staff	Consultant	Other
Other Funds (Not RPA Funded)	$-	$100,000	
Transportation Development Act (TDA)	$4,038	$-	$-
External Agency Contributions	$-	$80,700	$-
Total	$4,038	$180,700	$-
			$184,738

Task Category 3040: State Route 25 Traffic Study & Vehicle Miles Traveled (VMT) Study (Placeholder, not RPA)

Lead Agency: SBCOG
Project Manager: Transportation Planning Staff

Project Objective: The State Route (SR) 25 Traffic Study is needed to evaluate base and future year travel volumes and modal splits for the SR 25 highway. Additional data on VMT generation will be completed as well. The data and analysis will be helpful for active planning efforts, including the environmental analysis for alternatives included in the SR 25 Corridor Improvement Project. The VMT and traffic data will also be used to comply with state requirements from Senate Bill 743.

Previous and Ongoing Work: This Plan is consistent with the adopted San Benito Regional Transportation Plan and AMBAG Metropolitan Transportation Plan/Sustainable Communities Strategy. Prior SR 25 studies and data will provide background and methodologies to use in the analysis.

Task Category 3040 Funding Sources	Staff	Consultant	Other
Other Funds (Not RPA Funded)	$-	$100,000	$-
Total	$-	$100,000	$-
			$100,000

	Task	Deliverable	Deadline	Responsible Party
1	Project Administration	SBCOG leads the procurement and management of a consultant team hired to complete the work.	August 2026	

2	Consultant Procurement	Proposals are solicited from eligible consultants pre-qualified by SBCOG. SBCOG hires the most qualified consultant team, in coordination with Caltrans involvement.	August 2026	
3	Project Initiation	Kick-off Meeting with Caltrans and consultant team hired	September 2026	SBCOG
4	Data Collection & Analysis	After completing an assessment of existing SR 25 planning & data, the consultant team completes the tasks in coordination with SBCOG and Caltrans	FY 27-28	SBCOG
5	Advisory Committee Meetings	Meeting Agendas and Notes	June 2027	SBCOG
6	Final Report and Board Approval	Draft State Route 25 Traffic Study & VMT Analysis Final State Route 25 Traffic Study & VMT Analysis	FY 27-28	SBCOG

Task Category 3050: San Benito Traffic Impact Mitigation Fee Program (TIMF) - Nexus Study Update

Lead Agency: SBCOG
Project Manager: Transportation Planning Staff

Project Objective: The selected consultant will prepare a TIMF Nexus Study Update that will serve as the basis for continuing to require impact fees under state AB 1600 legislation. The established procedures under AB 1600 require that a nexus exists between the traffic infrastructure improvements required to mitigate the traffic impacts and the proposed development project. The last comprehensive TIMF Nexus Study was completed in 2016, with an amendment completed in 2019 to add the City of San Juan Bautista to the TIMF program. SBCOG will be responsible for leading the procurement process to hire a technical consultant and managing the study update work, in cooperation with local agency staff from the cities of Hollister and San Juan Bautista, along with the County of San Benito, participating in a study update working group. The working group will be involved in the procurement process and will provide feedback to the consultant team on all deliverables produced as part of the study update.

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

Task Category 3050 Funding Sources	Staff	Consultant	Other
Transportation Development Act (TDA)	$4,038	$-	$-
External Agency Contributions	$-	$80,700	$-
Total	$4,038	$80,700	$-
			$84,738

	Task	Deliverable	Deadline	Responsible Party
1	Project Administration	SBCOG leads the procurement and management of a consultant team hired to complete the work.	Completed	SBCOG
2	Consultant Procurement	Proposals are solicited from eligible consultants pre-qualified by SBCOG. SBCOG hires the most qualified consultant team, in coordination with the TIMF study update working group.	Completed	SBCOG
4	Data Collection & Analysis	After completing an assessment of existing TIMF program transportation projects & data, the consultant team completes the tasks in coordination with the TIMF study update working group.	December 2026	SBCOG
5	TIMF Working Group Meetings	Meeting Agendas and Notes	Ongoing until project completes	SBCOG
6	Final Report and TIMF fee program update approvals from the SBCOG board and the involved local agencies.	Draft TIMF Nexus Study Update Final TIMF Nexus Study Update SBCOG Board Approval City of Hollister City Council Approval City of San Juan Bautista City Council Approval County of San Benito Board of Supervisors Approval	February 2027 for draft study, Spring 2027 (month tbd) for final study	SBCOG

Task Category 3060: Zero-Emission Bus (ZEB) Clean Fuel Path Strategy

Lead Agency: SBCOG
Project Manager: Transportation Planning Staff

Project Objective: The Council of San Benito County Governments (SBCOG) and San Benito County Local Transportation Authority (LTA) are seeking funding to investigate clean fuel type options (e.g. electric, hydrogen) for the LTA's zero-emission bus (ZEB) fleet transition that leads to a cost-effective implementation strategy. The strategy will also consider recent changes in transit demand, vehicle costs, facility needs, and LTA financial constraints. Operational issues that will be analyzed include refueling options and timing, fleet sizing for each alternative, and supportive infrastructure requirements (e.g. power grid capacity, hydrogen production) for each clean fuel path option. The clean fuel path strategy aims to engage Caltrans, regional stakeholders (Association of Monterey Bay Area Governments and Valley Transportation Authority); community stakeholders (City of Hollister, City of Gilroy, City of San Juan Bautista, and County of San Benito) in addition to nearby transit agency who are ZEB implementation leaders (e.g. Santa Cruz Metro, Monterey-Salinas Transit, etc.) and potential partners for implementation efforts. Through a collaborative and thorough planning process, the LTA can meet the future transit needs of San Benito County residents while advancing the State's broader goal of reducing greenhouse gas emissions through a successful zero-emission fleet implementation.

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

Task Category 3060 Funding Sources	Staff	Consultant	Other
Sustainable Transportation Planning Grant		$199,079	
TDA Funds	$25,793		
Total	$25,793	$199,079	-
			$224,872

Task	Deliverable	Deadline	Responsible Party

A	Project Administration	The LTA will hold a kick-off meeting with Caltrans to review grant procedures, project expectations, invoicing, quarterly reporting, and all relevant project information and objectives.	June 30, 2029	SBCOG
B	Consultant Procurement	The LTA will procure a Consultant, consistent with state and federal requirements, the Local Assistance Procedures Manual for procuring non-architectural and engineering Consultants, the grant application guide, the Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.	December 31, 2026	SBCOG
1	Existing Conditions	The Consultant and agency staff will collect and review all existing plans, maps, GIS data, and other resources necessary for documenting baseline operations and understanding the future needs of LTA's public transportation system. This will be summarized and formalized in a memo.	July 31, 2027	SBCOG
2	Zero Emission Bus Needs Analysis (Vehicles, Infrastructure, Technical Support, etc.)	Develop a summary of needs and funding strategy into a Vehicle and Infrastructure Needs Analysis Report.	December 31, 2028	SBCOG
3	Stakeholder Engagement & Public Outreach	Deliverables include a bilingual (English/Spanish) community engagement plan on various platforms.	March 31, 2029	SBCOG
4	Advisory Committee Meetings	Committee meeting deliverables include agendas, invitations, presentations, notes and summaries, post-meeting surveys, and ongoing stakeholder feedback documentation. These inputs will be compiled into advisory committee progress updates, public engagement/outreach summaries, and a final advisory committee report, with all findings incorporated into the final draft.	December 31, 2028	SBCOG
5	Draft and Final ZEB Strategy &	Draft study, presentation to the LTA, address comments from LTA and public and the Final Study.	March 31, 2029	SBCOG

	Implementation Plan			
6	Board Review/ Approval	Board agenda and minutes, presentation to the LTA Board, and Final Study approved by the SBCOG Board of Directors.	May 17, 2029	SBCOG

Appendices



Appendix A

Certifications and Assurances

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision.

Text in italic is not part of a certification and is of no legal effect. Its purpose is to provide explanation and context for the certification.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

(a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.

(b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.

(c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.

(d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.

(e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

(f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:

(1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21, including any amendments thereto;
(2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
(3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
(4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
(5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
(6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
(7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
(8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
(9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
(10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
(11) the requirements of any other nondiscrimination statute(s) which may apply to the application.

(g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 ("Uniform Act") (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

(h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

(i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction sub-agreements.

(j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is $10,000 or more.

(k) Will comply with environmental standards which may be prescribed pursuant to the following:

(1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;

(2) Notification of violating facilities pursuant to EO 11738;

(3) Protection of wetlands pursuant to EO 11990;

(4) Evaluation of flood hazards in floodplains in accordance with EO 11988;

(5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);

(6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);

(7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and

(8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).

(l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

(m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).

(n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.

(o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.

(p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

(q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, "Audit Requirements", as adopted and implemented by U.S. DOT at 2 CFR Part 1201.

(r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.

(s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:

(1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;

(2) Procuring a commercial sex act during the period of time that the award is in effect; or

(3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget's standard form 424D "Assurances—Construction Programs" and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

(a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.

(b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.

(c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.325, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews. Additionally, 2 CFR § 200.216(e) states that by accepting a grant, the recipient is certifying its compliance with that section ("Prohibition on certain telecommunications and video surveillance equipment or services").

The applicant certifies that its procurement system complies with:

(a) U.S. DOT regulations, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.327 "Procurement Standards;
(b) Federal laws, regulations, and requirements applicable to FTA procurements; and
(c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.
(d) 2 CFR § 200.216, "Prohibition on certain telecommunications and video surveillance equipment or services."

1.4. Increased Micro-Purchase Threshold.

A recipient may establish a micro-purchase threshold that is higher than the Federal micro-purchase threshold. Pursuant to 2 CFR § 200.320(a)(1)(iv), the recipient may self-certify a micro-purchase threshold up to $50,000. Pursuant to 2 CFR § 200.320(a)(1)(v), the recipient may set a micro-purchase threshold higher than $50,000, but only with the approval of the recipient's Federal cognizant agency for indirect costs. To determine an applicant's cognizant agency for indirect costs, consult the definition of "cognizant agency for indirect costs" in 2 CFR § 200.1.

If the recipient uses a micro-purchase threshold that is higher than the Federal micro-purchase threshold, the recipient certifies:

(a) The recipient's micro-purchase threshold does not exceed $50,000, or the recipient has approval from its Federal cognizant agency for indirect costs to use a higher micro-purchase threshold;
(b) The recipient has a written justification for its micro-purchase threshold; and
(c) The recipient has supporting documentation of any of the following:
    (1) The recipient qualifies as a low-risk auditee, in accordance with the criteria in 2 CFR § 200.520 for the most recent audit;
    (2) The recipient has an annual internal institutional risk assessment to identify, mitigate, and manage financial risks; or

(3) For public institutions, a higher threshold is consistent with State law.

1.5. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant's exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant's principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

(a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;

(b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

(c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification; and

(d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.6. Lobbying.

If the applicant will apply for a grant or cooperative agreement exceeding $100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding $150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant's lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

1.6.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

(a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

1.6.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement

shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

1.7. Real Property Use

This certification responds to Recommendation #7 in the U.S. Department of Transportation's Office of Inspector General Report FS2024025 (May 20, 2024).

If the applicant will use assistance provided by the Federal Transit Administration to acquire or improve real property, the applicant certifies that it will comply with the requirements of 2 CFR § 200.311, including but not limited to, requirements to use the property for the purposes authorized in its award, and to seek disposition instructions from FTA when the property no longer is needed for any authorized purpose.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA's state safety oversight programs, and each State that is required to draft and certify a Public Transportation Agency Safety Plan on behalf of a Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) pursuant to 49 CFR § 673.11(d).

This certification is required by 49 U.S.C. § 5307(c)(1)(L), 49 U.S.C. § 5329(d)(1), and 49 CFR § 673.13. This certification is a condition of receipt of Urbanized Area Formula Grants Program (49 U.S.C. § 5307) funding.

This certification does not apply to any applicant that only receives financial assistance from FTA under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs, unless it operates a rail fixed guideway public transportation system.

If the applicant is an operator, the applicant certifies that it has established a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673; including, specifically, that the board of directors (or equivalent entity) of the applicant has approved, or, in the case of an applicant that will apply for assistance under 49 U.S.C. § 5307 that is serving an urbanized area with a population of 200,000 or more, the safety committee of the entity established under 49 U.S.C. § 5329(d)(5), followed by the board of directors (or equivalent entity) of the applicant has approved, the Public Transportation Agency Safety Plan or any updates thereto; and, for each recipient serving an urbanized area with a population of fewer than 200,000, that the Public Transportation Agency Safety Plan has been developed in cooperation with frontline employee representatives.

If the applicant is a State that drafts and certifies a Public Transportation Agency Safety Plan on behalf of a public transportation operator, the applicant certifies that:

(a) It has drafted and certified a Public Transportation Agency Safety Plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673 for each Small Public Transportation Provider (as that term is defined at 49 CFR § 673.5) in the State, unless the Small Public Transportation Provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own Public Transportation Agency Safety Plan; and

(b) Each Small Public Transportation Provider within the State that opts to use a State-drafted Public Transportation Agency Safety Plan has a plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5), Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5), and, if the Small Public Transportation Provider serves an urbanized area with a population of 200,000 or more, the safety committee of the Small Public Transportation Provider established under 49 U.S.C. § 5329(d)(5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax-exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2026, Pub. L. 119-75, div. E, tit. VII §§ 744-745. U.S. DOT Order 4200.6 defines a "corporation" as "any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association", and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

(a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and

(b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

4.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third-party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

4.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

(a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
   (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
   (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).

(b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
   (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
   (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.

(3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).

(4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 5. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 6. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

6.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

6.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility established in accordance with 49 U.S.C. § 5318 (currently the Larson Transportation Institute's Bus Research and Testing Center at Pennsylvania State University) and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 7. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); "flex funds" from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act ("TIFIA") (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

(a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;

(b) Has or will have satisfactory continuing control over the use of equipment and facilities;

(c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;

(d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—

  (1) Senior;

  (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and

  (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);

(e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);

(f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);

(g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);

(h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);

(i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;

(j) Either—

(1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or

(2) Has decided that the expenditure for security projects is not necessary;

(k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and

(l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 8. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5311(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

(a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—

(1) Provides a fair distribution of amounts in the State, including Indian reservations; and

(2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and

(b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected

intercity bus service providers, and the intercity bus service needs of the State are being met adequately.

(c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—

(1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and

(2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 9. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

(a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,

(b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.

(c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and

(d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 10. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 7 or Category 8.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in 49 U.S.C. § 5339(c)(1)) or related infrastructure under 49 U.S.C. § 5339(b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

CATEGORY 11. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 7 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 7, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 7 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 7, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

(a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;

(b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;

(c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and

(d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 12. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

CATEGORY 13. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 7 for the Urbanized Area Formula Grants Program, Category 9 for the Fixed Guideway Capital Investment Grants program, and Category 12 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 7, 9, and 12 by reference.

CATEGORY 14. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA's Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA's regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 15. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

(a) Compliant with the requirements of 49 CFR Part 672, "Public Transportation Safety Certification Training Program"; and
(b) Compliant with the requirements of 49 CFR Part 674, "Sate Safety Oversight".

CATEGORY 16. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

(a) Response time;
(b) Fares;
(c) Geographic area of service;
(d) Hours and days of service;

(e) Restrictions or priorities based on trip purpose;
(f) Availability of information and reservation capability; and
(g) Any constraints on capacity or service availability.

CATEGORY 17. INTEREST AND FINANCING COSTS.

*If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), "flex funds" from infrastructure programs administered by the Federal Highways Administration (*see *49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).*

The applicant certifies that:

(a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
(b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 18. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit https://www.nist.gov/cyberframework *and* https://www.cisa.gov/.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 19. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant

must select the Certifications in this Category, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

(a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.

(b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.

(c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, "Transit Asset Management," 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.

(d) With respect to its procurement system:
   (1) It will have a procurement system that complies with U.S. DOT regulations, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR Part 200, for Awards made on or after December 26, 2014,
   (2) It will have a procurement system that complies with U.S. DOT regulations, "Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments," 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
   (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.

(e) It will comply with the Certifications, Assurances, and Agreements in:
   (1) Category 4.1 and 4.2 (Charter Service Agreement and School Bus Agreement),
   (2) Category 5 (Transit Asset Management Plan),
   (3) Category 6.1 and 6.2 (Rolling Stock Buy America Reviews and Bus Testing),
   (4) Category 8 (Formula Grants for Rural Areas),
   (5) Category 14 (Alcohol and Controlled Substances Testing), and
   (6) Category 16 (Demand Responsive Service).

CATEGORY 20. EMERGENCY RELIEF PROGRAM.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

FEDERAL FISCAL YEAR 2025 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Council of San Benito County Governments

The Applicant certifies to the applicable provisions of all categories: (*check here*) X.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category		Certification
01	Certifications and Assurances Required of Every Applicant	
02	Public Transportation Agency Safety Plans	
03	Tax Liability and Felony Convictions	
04	Private Sector Protections	
05	Transit Asset Management Plan	
06	Rolling Stock Buy America Reviews and Bus Testing	
07	Urbanized Area Formula Grants Program	
08	Formula Grants for Rural Areas	
09	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	
10	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	
11	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	

12	State of Good Repair Grants	
13	Infrastructure Finance Programs	
14	Alcohol and Controlled Substances Testing	
15	Rail Safety Training and Oversight	
16	Demand Responsive Service	
17	Interest and Financing Costs	
18	Cybersecurity Certification for Rail Rolling Stock and Operations	
19	Tribal Transit Programs	
20	Emergency Relief Program	

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Council of San Benito County Governments

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may seek in the future, of federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq*., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature Binu Abraham Date: 5/27/2026

Name Binu Abraham Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Council of San Benito County Governments

As the undersigned Attorney for the above-named Applicant, I hereby affirm the Applicant has the authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature Osman I. Mufti Date: 5-26-2026

Name Osman I. Mufti Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Appendix **B**

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

FY 2026/2027 FHWA and FTA State and Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and Council of San Benito County Governments, Regional Transportation Planning Agency, hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

RTPA Authorizing Signature	Caltrans District Approval Signature
Executive Director	
Title	Title
5/27/2026	
Date	Date

Appendix **C**

Department of Transportation
Debarment and Suspension Certification

Fiscal Year 2026/2027 California Department of Transportation Debarment and Suspension Certification

As required by U.S. DOT regulations on governmentwide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
    a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
    b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
    c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
    d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

CALIFORNIA DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2026/2027

SIGNATURE PAGE

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature_____ Date 5/27/2026

Printed Name Binu Abraham

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For Council of San Benito County Governments (Name of Applicant)

Signature_____ Date_____

Printed Name of Applicant's Attorney Osman I. Mufti

Appendix D

Overall Work Program Agreement

MFTA#: 74A1644
AGENCY DUNS#: 831182550
AGENCY UEI#: DRHHHM9482N5

OVERALL WORK PROGRAM AGREEMENT (OWPA)
Council of San Benito County Governments

FY: 2026-2027 **OWP Board Approval Date:** 10/15/2026 **Amendment #:** 2

1. The undersigned signatory hereby commits to complete this Fiscal Year (FY) the Annual Overall Work Program (OWP), which has been approved by the Department of Transportation (Caltrans), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and is attached as part of this OWPA.

2. All of the obligations, duties, terms and conditions set forth in the Master Fund Transfer Agreements (MFTA)that was executed January 1, 2025 through December 31, 2034 with Caltrans are incorporated by reference as part of this OWPA for this FY.

3. Match amounts, sources, and eligibility for Regional Transportation Planning Funds listed below, must be in compliance with Federal, State, or contractually agreed upon requirements.

4. Subject to the availability of funds this FY OWPA funds encumbered by Caltrans include, but may not exceed, the following:

ALN #	Funding Source	MIN Required Match %	CURRENT FY Allocated Programmed Amount	CARRYOVER Programmed Amount	Toll Credit Match	Local/In-Kind Match	TOTAL Estimated Expenditures
20.275	FHWA PL (Toll Credit)	11.47%					$0.00
20.275	FHWA PL (Local/In-kind Match)	11.47%					$0.00
20.275	FHWA PL Complete Streets	0.00%					$0.00
20.505	FTA 5303 (Toll Credit Match)	11.47%					$0.00
20.505	FTA 5303 (Local/In-kind Match)	11.47%					$0.00
20.505	FTA 5304	11.47%					$0.00
20.258	FHWA SPR	20.00%					$0.00
	RPA	0.00%	$404,500.00	$98,897.60			$503,397.60
	RPA Grants	0.00%					$0.00
	SHA Grants	11.47%					$0.00
	SB1 Formula	11.47%					$0.00
	SB1 Competitive	11.47%					$0.00
	RMRA	11.47%	$199,079.00			$25,793.00	$224,872.00
	SHA-Climate Adaptation	11.47%					$0.00
	Total Programmed Amount		**$603,579.00**	**$98,897.60**	**$0.00**	**$0.00**	**$728,269.60**

Agency Certification of Programmed Funds

The Agency certifies that programmed amounts are representative of eligible and

Binu Abraham — 10/15/2026

Authorized Signature — Date

Binu Abraham, Executive Director

Printed Name and Title

District Approval of Programmed Funds

The District has reviewed and approves the OWPA as submitted. Programmed

Orchid Monroy-Ochoa — 11/12/2026

Authorized Signature — Date

Orchid Monroy-Ochoa

Printed Name and Title

(HQ Department of Transportation Use Only)

The total amount of **FEDERAL** funds encumbered by this document are: **$** _____

Fund Title: _____ Item: _____ Chapter Statute: _____ Fiscal Year: _____

The total amount of **STATE** funds encumbered by this document are: **$** _____

Fund Title: _____ Item: _____ Chapter Statute: _____ Fiscal Year: _____

Encumbrance Details:

Fed/State	CT	Acct Line #	Project ID	Phase/Fund	Amount $

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and expenditure purpose stated above.

Signature of Department of Transportation Resources/Accounting Officer — Date

ALN for Federal Funds *20.505 Metropolitan Transportation Planning and State Non-Metropolitan Planning Research/**20.275 Metropolitan Planning Program/***20.258 State, Planning and Research

SBCOG_FINAL FY 2026-27 OWPA-Amendment No.2

Final Audit Report 2026-11-12

Created:	2026-11-12
By:	Jillian Leal (s143580@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAzpWFQonNgl3h8pqKh7yB-chPYp2fhsw9

"SBCOG_FINAL FY 2026-27 OWPA-Amendment No.2" History

Document created by Jillian Leal (s143580@dot.ca.gov)
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Signature Date: 2026-11-12 - 5:26:01 PM GMT - Time Source: server- IP address: 149.136.25.248 - Signature Appearance Selected: IMAGE

Agreement completed.
2026-11-12 - 5:26:01 PM GMT

Powered by Adobe Acrobat Sign

Appendix **E**

Resolution

BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOLUTION OF THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS AMENDING THE FISCAL YEAR 2026/2027 OVERALL WORK PROGRAM	Resolution No. COG 2026-13

WHEREAS, the Council of San Benito County Governments (SBCOG) is the designated Regional Transportation Planning Agency (RTPA) for the San Benito County region; and

WHEREAS, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Caltrans, as a condition to the allocation of transportation planning funds, require each RTPA to annually develop a comprehensive Overall Work Program (OWP); and

WHEREAS, the OWP is a one-year scope of work and budget for transportation planning activities and funding sources to be accomplished between July 1 and June 30 of the state fiscal year, provides an overview of the region, with a focus on its transportation goals and objectives, and the actions to achieve those goals and objectives, and is a scope of work for transportation planning activities, including estimated costs, funding sources, and completion schedules; and

WHEREAS, Caltrans' Office of Regional and Community Planning's interactions with RTPAs are focused on their OWPs, with emphasis on monitoring activities funded with Office of Research and Planning (ORP)administered transportation planning funds, such as state Rural Planning Assistance (RPA); and

WHEREAS, SBCOG's fiscal year 2026/2027 OWP was adopted by the Board of Directors on May 21, 2026, which provides the scope of work and budget for transportation planning activities and funding sources to be accomplished in the San Benito County region between July 1, 2026 and June 30, 2027; and

WHEREAS, SBCOG's fiscal year 2026/2027 OWP requires a formal amendment to reflect program carry-over of Rural Planning Assistance (RPA) Discretionary grant funds totaling $98,897.60, from the previous fiscal year.

NOW, THEREFORE, BE IT RESOLVED by the SBCOG Board of Directors that it hereby approves amendment No. 2, a formal amendment to the fiscal year 2026/2027 SBCOG Overall Work Program and further authorizes the Executive Director to carry over and program Rural Planning Assistance Discretionary funds and increase budget of $98,897.60, for and on behalf of SBCOG.

BE IT FURTHER RESOLVED that the Board of Directors of the Council of San Benito County Governments hereby authorizes the Executive Director to sign the Overall Work Program Agreement for and on behalf of the Council of San Benito County Governments.

SBCOG
Council of
San Benito
County Governments

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO GOVERNMENTS THIS 15th DAY OF OCTOBER 2026 BY THE FOLLOWING VOTE:

AYES: Chair Stephens, Kosmicki, Morris-Lopez, Zanger, Alt. Picha
NOES: 0
ABSTAINING: 0
ABSENT: Resendiz

Roxanne Stephens (Oct 23, 2026 11:28:49 PDT)

Roxanne Stephens, Chair

APPROVED AS TO LEGAL FORM:

Dated: 10/5/2026

By: _____
Osman I. Mufti, SBCOG Counsel

ATTEST:
Binu Abraham, Executive Director

Dated: 10/23/2026

By: Binu Abraham

SBCOG
Council of San Benito County Governments

BEFORE THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

A RESOULTION OF THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS ADOPTING THE FISCAL YEAR 2026/2027 OVERALL WORK PROGRAM	Resolution No. 2026-03

WHEREAS, the Council of San Benito County Governments (SBCOG) is the designated Regional Transportation Planning Agency (RTPA) for the San Benito County region; and

WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), as a condition to the allocation of transportation planning funds, require each RTPA to annually develop a comprehensive Overall Work Program (OWP); and

WHEREAS, the OWP is a one-year scope of work and budget for transportation planning activities and funding sources to be accomplished between July 1 and June 30 of the state fiscal year, provides an overview of the region, with a focus on its transportation goals and objectives, and the actions to achieve those goals and objectives, and is a scope of work for transportation planning activities, including estimated costs, funding sources, and completion schedules; and

WHEREAS, the Department's interaction with SBCOG is focused on OWPs, with emphasis on monitoring activities funded with Office of Research and Planning (ORP)-administered transportation planning funds, state Rural Planning Assistance (RPA), federal Consolidated Planning Grant (CPG), and Transportation Planning Grants; and

WHEREAS, San Benito's COG fiscal year 2026/2027 OWP, attached hereto and incorporated herein by reference as Exhibit A, provides the scope of work and budget for transportation planning activities and funding sources to be accomplished between July 1, 2026 and June 30, 2027.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Council of San Benito County Governments that hereby approves and adopts the fiscal year 2026/2027 SBCOG Overall Work Program, Exhibit A attached hereto and budget of $14,131,261; and

BE IT FURTHER RESOLVED that the Board of Directors of the Council of San Benito County Governments hereby authorizes the SBCOG Executive Director or designee to sign, for and on behalf of the Council of San Benito County Governments, the Overall Work Program Agreement and annual certifications and assurances that all funding program requirements have been met.

PASSED AND ADOPTED BY THE COUNCIL OF SAN BENITO COUNTY GOVERNMENTS THIS 21st DAY OF MAY, 2026 BY THE FOLLOWING VOTE:

AYES: Chair Velazquez, Stephens, Morris-Lopez, Resendiz, Alt. Zanger
NOES:0
ABSTAINING: 0
ABSENT: Kosmicki

Ignacio Velazquez
Ignacio Velazquez (May 27, 2026 16:13:25 PDT)
Ignacio Velazquez, Chair

APPROVED AS TO FORM:

Dated: 5-14-2026

Osman I. Mufti, SBCOG Counsel

ATTEST:

Dated: 5/27/2026

Binu Abraham
Binu Abraham, Executive Director

Appendix **F**

OWP Budget Revenue Summary Breakdown

10/15/2026

Work Element	1000: Program Administration & Fund Management Activites					2000: Regional Transportation Planning, Programming, and Engagment Activities										3000: Planning Activities Funded with Grants or External Agency Contributions		
	1010: Transportation Development Act Administration	1020: Program Administration and Management	1030: Overall Work Program	1040: Emergency Motorist Aid System – SAFE	1050: Measure G Administration & Implementation	2010: Regional Transportation Plan & AMBAG Metropolitan Transportation Plan/ Sustainable Comm. Strategy	2020: Active Transportation System Planning	2030: Road System Planning	2040: Transit System Planning & Administration	2050: Transportation System Modeling	2060: Travel Demand Management	2070: State Programming: Regional Transportation Improvement Program (RTIP)	2080: Federal Programming: Metropolitan Transportation Improvement Program (MTIP)	2090: Public Participation	2100: Regional Coordination	2110: Airport Land Use Commission	3040: SR 25 Traffic Study & Vehicle Miles Traveled (VMT) Study (placeholder, not RPA funded)	3050: San Benito Traffic Impact Fee Program – Nexus Study Update	3060: Zero-Emission Bus (ZEB) Clean Fuel Path Strategy
Funding Source																			**Total**
RPA [1]						$ 92,347	$ 29,735	$ 83,393		$ 44,129		$ 33,862	$ 8,255	$ 53,124	$ 59,655				$ 404,500
RPA Carryover [2]						$ 29,687	$ 8,776	$ 24,726	$ -	$ 10,507	$ -	$ 7,956	$ 1,640	$ 757	$ 14,848				$ 98,898
PPM [3]						$ 5,220		$ 7,618		$ 6,380		$ 18,560	$ 6,302		$ 13,920				$ 58,000
Transportation Development Act Funds (TDA) [4]	$ 212,196	$ 53,023	$ 25,684														$ 4,038	$ 25,793	$ 320,734
TDA- LTA Transit [5]									$ 1,559,090										$ 1,559,090
SB125 TIRCP & ZETCP [6]									$ 500,000										$ 500,000
STA & SGR [7]									$ 888,701										$ 888,701
LCTOP [8]									$ 329,659										$ 329,659
FTA 5311 & 5310 [9]									$ 850,000										$ 850,000
Measure G [10]					$ 8,251,412														$ 8,251,412
DMV [11]				$ 45,921															$ 45,921
Other/ Local Funds [12]		$ 17,710			$ 100,909				$ 134,000							$ 2,000	$ 100,000		$ 354,619
TDM [13]											$ 12,593								$ 12,593
STPG [14]																		$ 199,079	$ 199,079
LPP [15]									$ 400,000										$ 400,000
External Agency Contributions [16]																	$ 80,700		$ 80,700
TOTAL	**$ 212,196**	**$ 70,733**	**$ 25,684**	**$ 45,921**	**$ 8,352,321**	**$ 127,254**	**$ 38,511**	**$ 115,737**	**$ 4,661,450**	**$ 61,016**	**$ 12,593**	**$ 60,378**	**$ 16,197**	**$ 53,881**	**$ 88,423**	**$ 2,000**	**$ 100,000**	**$ 84,738**	**$ 224,872**	**$ 14,353,906**

[1] Rural Planning Assistance, State Funds
[2] Rural Planning Assistance Carryover, State Funds
[3] Planning, Programming, and Monitoring, State Funds
[4] Transportation Development Act, State Funds
[5] Transportation Development Act Funds for LTA , State Funds
[6] Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program, State Funds
[7] State Transit Assistance and State of Good Repair, State Funds
[8] Low Carbon Transit Operations Program, State Funds
[9] FTA Section 5310 and 5311, Federal Funds
[10] Measure G Sale Tax Measure, Local Funds
[11] Department of Motor Vehicles, Local funds
[12] Other, ALUC Revenue, SBCOG OPEB, Interest Revenue, Transit Fares, and HWY 25 Safety Project, Local Funds
[13] Travel Demand Management, Rideshare Revenue and Vanpool Revenue
[14] Sustainable Transportation Planning Grant, State Funds RMRA and SHA, Placeholder
[15] Local Partnership Program
[16] External Agency Contributions