

Proposed

San Benito County

2010 Regional Transportation Improvement Program

(Fiscal Years 2010/11 through 2014/15)



Prepared by:

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In cooperation with:

California Department of Transportation

Association of Monterey Bay Area Governments

County of San Benito

City of Hollister

City of San Juan Bautista

Submitted to the California Transportation Commission for
consideration in the 2010 State Transportation Improvement Program

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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COUNCIL OF SAN BENITO COUNTY GOVERNMENTS

Board of Directors

Victor Gomez, Chairperson	Hollister City Council
Jaime De La Cruz, Vice-Chairperson	San Benito County Board of Supervisors
Anthony Botelho	San Benito County Board of Supervisors
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Margaret Bilich	San Juan Bautista City Council

Technical Advisory Committee

Lisa Rheinheimer, Chairperson	Executive Director, Council of Governments
Bill Avera	Director of Community Development, Hollister
Art Henriques	Planning Director, San Benito County
Steve Wittry	Public Works Director, San Benito County
Steve Julian	City Manager, San Juan Bautista
Mark McCumsey	Caltrans, Regional Transportation Planner
Tim Saxon	Commander, California Highway Patrol
Clint Quilter	City Manager, City of Hollister

COG Staff

Lisa Rheinheimer	Executive Director
Mary Dinkuhn	Transportation Planning Manager
Veronica Lezama	Transportation Planner
Betty LiOwen	Transportation Planner
Kathy Postigo	Administrative Services Specialist
Monica Gomez	Secretary
Frances Kelly	Office Assistant
Regina Valentine	Student Intern

REGIONAL SETTING

San Benito County has experienced tremendous growth over the past 15 years. In 1990, the population was 36,697. By 2000, the population rose to 53,234 people and 58,016 in 2009. Over the 9 year period from 2000 to 2009 the population grew by 9%. According to the population projections developed by the Association of Monterey Bay Area Governments (AMBAG), the population is estimated increase to 68,471 persons by 2015. The County will continue to attract Silicon Valley workers seeking lower cost housing. In 1995 approximately 35% of the workforce commuted out of the County. In 2000, according to the US Census, 48.5% of the workforce commuted out of the County. The total number of commuters working out of San Benito County is expected to increase.



The recent downturn in the economy has decreased demand on the transportation system. However, demand is expected to increase as the population grows and the economy turns around.

INTRODUCTION

The Council of San Benito County Governments is designated as the Regional Transportation Planning Agency for San Benito County. The Council of San Benito County Governments has the responsibility to develop a Regional Transportation Improvement Program that meets State requirements. The Council of San Benito County Governments has also signed a Memorandum of Understanding with the Association of Monterey Bay Area Governments, the Metropolitan Planning Organization, to develop a Metropolitan Transportation Improvement Program. The Metropolitan Transportation Improvement Program includes the Council of San Benito County Governments boundaries, to meet federal air quality and transportation planning requirements.

The Regional Transportation Improvement Program is a State mandated biennial document describing the priority transportation projects for the San Benito County region. The State Transportation Improvement Program will be adopted by the California Transportation Commission in May 2010. The San Benito County Regional Transportation Improvement Program includes a list of priority projects for inclusion in the State Transportation Improvement Program. The Council of San Benito County Governments is making no changes to previously programmed projects except to move projects out to later years to match State Transportation Improvement Program capacity. The only new programming capacity lies with Transportation Enhancement funds. The Council of San Benito County Governments is proposing to program the entire amount of Transportation Enhancement funds to the San Juan Highway Bike Lanes project.

Regional Transportation Improvement Program

The Regional Transportation Improvement Program is the program under which local and regional projects receive funding. Reforms under Senate Bill 45 (1997) changed the formula by which the State and regions receive transportation funding. The bill changed the State Transportation Improvement Program from a seven-year program to a five-year program. It also consolidated the number of sources for project funding.

Under Senate Bill 45, the regional share of program funds makes up 75% of the State Transportation Improvement Program while 25% encompasses the State's share of interregional funds.

Transportation Enhancements

Transportation Enhancement projects are projects that go above and beyond what is normally expended for transportation and fall into one of 12 categories established by the United States Department of Transportation. Projects or activities that add community or environmental value to surface transportation projects and which fall into one of the established 12 categories are considered enhancements and may be eligible for funding.

In the 2010 Regional Transportation Improvement Program, the Council of San Benito County Governments is proposing to program \$413,000 to the San Juan Highway Bike Lanes project. This amount is \$76,000 over the target share due to a Memorandum of Understanding (MOU) between the Council of San Benito County Governments and the Transportation Agency for Monterey County. The MOU exchanges San Benito County's share of \$75,721 in American Recovery and Reinvestment Act funding for the same amount in Monterey County's State Transportation Improvement Program Transportation Enhancement funding.

Regional Transportation Plan

The Regional Transportation Plan is the countywide document that sets forth goals, policies, programs, and projects for transportation improvements in San Benito County. The 2005 Regional Transportation Plan is complete with a list of projects for the next 20 years. The 2010 Regional Transportation Improvement Program (RTIP) project selection was derived from the previous Regional Transportation Improvement Program and the need for increased highway and bicycle facilities capacity. The 2010 Regional Transportation Improvement Program is consistent with the Regional Transportation Plan. The Council of San Benito County Governments approved the final Regional Transportation Plan in March of 2005. An update of the Regional Transportation Plan is scheduled for June 2010.

PROJECT ELIGIBILITY

Projects proposed in the Regional Transportation Improvement Program meet the California Transportation Commission's adopted State Transportation Improvement Program guidelines and provisions of State law.

SAN BENITO COUNTY REGIONAL PRIORITIES

The Council of San Benito County Governments lists the following projects for inclusion in the 2010 State Transportation Improvement Program (STIP):

(Note: No new projects are proposed for programming in the 2010 STIP. Projects listed below were previously programmed in the 2008 State Transportation Improvement Program.)

1. San Benito Route 156 Improvement Project	\$9,639,000
2. San Juan Highway Bike Lanes Project (TE)	\$416,000
3. Local Transportation Authority Transit Vehicle Replacements (PTA)	\$500,000
4. Planning, Programming, and Monitoring	\$450,000

San Benito County has placed a high priority on Highway 156 and as such is proposing to keep this project on the list. The Project will convert the two-lane highway to a four-lane expressway. The project schedule matches 2008 State Transportation Improvement Program funding for construction in fiscal year 2012/2013. This programming matches \$9,639,000 in San Benito County Traffic Impact Fees, \$27,900,000 in Interregional Transportation Improvement Program funds, and advances future county shares for construction of this priority project.

San Benito County in partnership with the Council of San Benito County Governments is proposing to construct Class II bike lanes on San Juan Highway from Monterey Street in San Juan Bautista to Anzar High School. The proposed bike lanes project will serve students and faculty of Anzar High School as well as the workforce. The City of San Juan Bautista's only high school is located along San Juan Highway. Two of San Benito County's largest agricultural employers are also located along San Juan Highway. Both companies employ a combined total of approximately 1,700 workers. It is anticipated that employees at these companies will use the bike lanes because of the cost savings of traveling by bicycle. As a result, it is anticipated that many of the employees will prefer bicycling as an alternative to driving to work. The project is funded with a combination of local, state, and federal funds. At this time, the Council of San Benito County Governments is proposing to program \$416,000 in Transportation Enhancement funds for construction in fiscal year 2010/11.

The Council of San Benito County Governments proposes to program a portion of available Public Transportation Account funding to purchase transit vehicles for use in public transit operations. The proposed programming levels allow for the purchase of three small vehicles plus one large vehicle in 2011/2012. The total programming for this project is \$500,000.

The Council of San Benito County Governments proposes to program funds for Planning, Programming and Monitoring, which will fund staff time to monitor all projects included in the Regional Transportation Improvement Program. The total proposed programming for the Program is \$450,000.

SAN BENITO COUNTY 2010 RTIP PROJECTS

The transportation projects described in this section are carried over from the previous State Transportation Improvement Program and are proposed for funding in the 2010 Regional Transportation Improvement Program:

San Benito Route 156 Improvement Project

Project Summary

Roadway Name	State Route 156
Segment Location	Route 156 from The Alameda to 0.2 Miles East of 4th Street
Improvement Description	Widen to 4-lane Expressway
Responsible Agency	Caltrans
Estimated Total Cost	\$69,611,000

This proposed project will widen State Route 156 to four lanes between The Alameda and 0.2 miles east of Fourth Street/Business Route 156. The objective of this project is to provide a safer route with more roadway capacity for travel between the Hollister area and U.S. 101. Connecting to Route 156 is Union Road which is a major arterial route connecting the developing residential neighborhoods in south Hollister to State Route 156. State Route 156 is a designated inter-regional highway route, and Caltrans has completed several major improvements to the portion of the route within San Benito County. These improvements include construction of a bypass route west of Hollister that allows through traffic to travel between State Route 152 and U.S. 101 without going through the City of Hollister. The proposed widening project will further improve the quality of service along approximately 5.2 miles of State Route 156 by improving both inter-regional connectivity and an important regional commuter route.



San Benito Route 156

San Juan Highway Bike Lanes Project

Roadway Name	San Juan Highway
Segment Location	Monterey Street to Anzar High School
Improvement Description	Construct Class II bicycle lanes
Responsible Agency	Council of San Benito County Governments, San Benito County
Estimated Total Cost	\$2,041,072

The Council of San Benito County Governments and San Benito County is proposing to construct a 3.5 mile Class II bike lane (along both sides of the roadway) on San Juan Highway from Monterey Street in San Juan Bautista to Anzar High School. The project is funded with a combination of local, state, and federal funds. Transportation Enhancement funds are proposed to fund project construction.



San Juan Highway

Transit Vehicle Replacement

Roadway Name	N/A
Segment Location	County-wide
Improvement Description	Transit Vehicle Acquisition
Responsible Agency	San Benito County Local Transportation Authority
Estimated Cost	\$500,000

The proposed programming levels allow for the purchase transit vehicles in fiscal years 2011/2012 and 2012/2013. These vehicles will replace those that have reached their useful life.

Planning, Programming, and Monitoring

Roadway Name	N/A
Segment Location	County-wide
Improvement Description	Planning, Programming, and Monitoring Activities
Responsible Agency	Council of San Benito County Governments
Estimated Cost	\$450,000

The Council of Governments proposes to program funds to Planning, Programming and Monitoring in each fiscal year of the 2010 State Transportation Improvement Program (STIP), for a total of \$450,000.

APPENDIX A:

Performance and Cost-Effectiveness of RTIP

Section 19 of the 2010 STIP Guidelines requires that all regions submit a qualitative and/or quantitative review of the performance of the proposed Regional Transportation Improvement Program.

The California Transportation Commission encourages Regions and Caltrans to use the following criteria for measuring performance of Regional Transportation Improvement Programs and the Interregional Transportation Improvement Program:

1. Change in vehicle occupant, freight and goods travel time or delay.
2. Change in accidents and fatalities.
3. Change in vehicle and system operating costs.
4. Change in access to jobs, markets and commerce.
5. Change in frequency and reliability of rail/transit service.
6. Change in air pollution emissions including greenhouse gas emissions.
7. Change in passenger, freight and goods miles carried.

Regions and Caltrans should consider the following criteria for measuring cost-effectiveness of Regional Transportation Improvement Programs and the Interregional Transportation Improvement Program:

1. Decrease in vehicle occupant travel, freight and goods time per thousand dollar invested.
2. Decrease in accidents and fatalities per thousand dollar invested.
3. Decrease in vehicle and system operating cost per thousand dollar invested.
4. Improved access to jobs, markets and commerce per thousand dollar invested.
5. Increased frequency reliability of rail/transit service per thousand dollar invested.
6. Decrease in air pollution emissions per thousand dollar invested.
7. Increase in annual passenger, freight and goods miles carried per thousand dollar invested.

Any one project, that proposes to use 50% or more of a county's target or is over \$50 million in total project costs, must complete a project specific analysis. The San Benito Route 156 Improvement Project falls into both categories and is evaluated using a quantitative analysis on the following page.

Performance Indicators and Measures San Benito Route 156 Improvement Project						
Indicator	Relation to STIP Section 19 Performance Criteria	Performance Measures			Current System Performance (Baseline Year 2007)	Projected Impact of Projects (Year 2027)
		Mode	Level	Measures*		
Safety	2	Roadway	Region	Fatalities /Vehicle Miles Traveled(VMT)	n/a	
	2			Fatal Collisions / VMT	n/a	
	2			Injury Collisions / VMT	n/a	
	2	Transit	Mode	Fatalities / Passenger Miles	n/a	
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	n/a	
	1			Average Peak Period Travel Time	n/a	
	1			Average Non-Peak Period Travel Time	n/a	
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/4mile of a rail station or bus route.	n/a	
Reliability	1	Roadway	Corridor	Travel Time Variability	n/a	
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	n/a	
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	2,314	3,409
	7			Average Daily Vehicle Trips (ADT)	25,339	37,331
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	n/a	
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	n/a	
	7	Trucks	Corridor	Percentage of ADT that are(5+ axle) Trucks	14%	
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks	3,547	
	7	Transit	Mode	Passengers per Vehicle Revenue Hour	n/a	
	7			Passengers per Vehicle Revenue Mile	n/a	
7	Passenger Mile per Train Mile (Intercity Rail)			n/a		
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	n/a	
	3			Percentage of Distressed Lane Miles	n/a	
	3			Percentage of Roadway at Given IRI Levels	n/a	
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage rate of return	7.7%	

*Level: Corridor Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system. Region- Region or county commission that is responsible for RTIP submittal. Mode-One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).

While a quantitative analysis for each project is not available, each project included in the San Benito County Regional Transportation Improvement Program is evaluated below using a qualitative analysis:

1. The **San Benito Route 156 Improvement Project** will increase capacity, improve safety and operations of the Route 156 corridor. The project will reduce delays, vehicle emissions, congestion, and preserve environmental resources by improving the Route level of service and reducing delay. The Project will improve access to jobs and services in the

San Juan and Salinas Valleys, and will reduce delay for freight, agricultural goods movement, commuters, and residents of San Benito County.

2. The **San Juan Highway Bike Lanes Project** will reduce emissions by offering a safe route for bicycling to school in the San Juan Valley. This project will also improve bicycle access to jobs in the San Juan Valley by providing a link between the City of San Juan Bautista and several major employers and Anzar High School.
3. The **Transit Vehicle Replacement** project will improve the condition of the San Benito County Local Transportation Authority's vehicle fleet by replacing vehicles that have reached their useful life. This replacement program will increase the reliability of the transit service.
4. **Planning, Programming, and Monitoring** funding will allow the Council of San Benito County Governments staff to monitor performance of all projects in the 2010 Regional Transportation Improvement Program.

APPENDIX B:

San Benito County 2010 RTIP Program Summary

Project Programming Request Sheets

- San Benito Route 156 Improvement Project
- San Juan Highway Bike Lanes
- Transit Vehicle Acquisition
- Planning, Programming, and Monitoring