

DRAFT

San Benito County
Regional Transportation Plan

March 2005

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EXECUTIVE SUMMARY

This executive summary provides an overview of San Benito County's Regional Transportation Plan. The information contained in this summary comes from the body of the Regional Transportation Plan.

This summary is divided into seven sections. The first section discusses the purpose and organization of the Regional Transportation Plan; the second section summarizes population and employment growth in San Benito County; the third section presents a list of proposed short-range transportation improvements; the fourth section discusses safety issues; the fifth section discusses three alternative growth scenarios; the sixth section outlines transportation costs and revenues; finally, the seventh section provides an overview of transportation policy in San Benito County.

PURPOSE AND ORGANIZATION

The purpose of the 2005 Regional Transportation Plan is to set forth goals, policies, programs, and projects for transportation improvements in San Benito County. In some cases, this means reaffirming existing transportation policy, and in others it means establishing policy to address new transportation needs. The document serves to express short-term strategies as well as long-term goals to consistently improve the overall efficiency of the transportation system. This includes streets and highways, public transit, pedestrian and bicycle usage, recreational transportation, aviation, and commodity movement.

POPULATION AND EMPLOYMENT GROWTH

According to the California Department of Finance, the population of San Benito County was 49,800 persons on January 1, 2000. This is up from 36,697 persons in 1990 and represents a 2.9 percent annual average growth rate for the preceding 10-year period. During the same time period, California grew at an annual average rate of 1.3 percent. The Association of Monterey Bay Area Government's (AMBAG) 2004 population and employment projections for San Benito County assume that San Benito County's trend toward urbanization will continue. In the near term (2015), total county population is expected to increase by an annual average rate of 1.9 percent. This rate of growth is expected to slow to 1.4 percent between 2015 and 2025.

The growth in the number of employed individuals living in San Benito County is expected to keep exceed population growth through 2015 at an annual average growth rate of 2.6 percent. Over the long term, the rate of growth in number of employed individuals is expected to continue to exceed population growth at 2.1 percent. Furthermore, most of the increase of employed individuals will commute out of the county for work. If this projected trend is realized, the growth in transportation demand on State Route 25 and State Route 156 can be expected to increase.

SUMMARY OF SHORT-TERM TRANSPORTATION IMPROVEMENTS

San Benito County has identified approximately \$325 million in short-range transportation improvements. Table 1 lists short-term transportation improvements.

TABLE 1

SUMMARY OF SHORT-TERM TRANSPORTATION IMPROVEMENTS

Project Title	Cost
<i>Street and Highway Improvements</i>	
Highway 156, Gap Closure Project	\$16,736,000
Highway 25 to Santa Clara County	\$96,290,000
Highway 25 Bypass	\$29,519,000
Memorial Drive Construction-Meridian to Santa Ana	\$2,432,166
Union Road (formerly Crestview Drive) Construction	\$5,315,387
Highway 25 Widening- Sunnyslope to Sunset	\$1,183,000
Westside Boulevard Extension	\$4,259,120
Buena Vista Road Construction	\$4,792,000
Fairview Road Widening	\$20,888,569
New Traffic Signals	\$2,240,000
Street and Highway Maintenance	\$38,478,195
Highway 25 Safety and Operational Enhancements	\$12,000,000
Higway 156 Safety and Operational Enhancements	\$7,080,000
<i>Transit</i>	
Transit Vehicle Replacement	\$670,000
Contracted Transit Service Operations, Annual Allocation	\$957,000
<i>Non-Motorized Transportation</i>	
Ridesharing Program, Annual Allocation	\$50,000
Bikeway Repair and Maintenance	\$100,000
San Juan Highway Bike Lane Construction	\$1,800,000
Southside Road Bike Lane Construction	\$400,000
<i>Aviation</i>	
Runway 24 Holding Apron	\$70,000
Perimeter Fencing	\$447,250
Lighting Beacon Rehabilitation	\$12,500
TOTAL	\$245,720,187

SAFETY ISSUES

San Benito County's transition from a rural county to a more urbanized county has placed tremendous pressure on the county's rural transportation system. Two-lane undivided rural highways that use to

primarily provide access for trucks and farm equipment to agricultural production areas are now also carrying large numbers of commuters. The conflicts between these various uses are most dangerous when commuter traffic volumes have subsided and speeds on open roads increase. This Regional Transportation Plan makes safety improvements a high priority for San Benito County.

COMPARISON OF TRANSPORTATION COSTS AND REVENUES

According to estimates, there is approximately \$246 million in constrained transportation improvements identified for San Benito County. This compares with an estimated \$385 million in revenues in the next 25-year period to pay for these improvements. This entire surplus will probably be needed to pay for long-term projects that may need to be built within the 25-year planning period. These projects are not accounted for in this budget.

TRANSPORTATION POLICY OVERVIEW

San Benito County is rapidly transforming from a rural county to an extension of the dynamic Bay Area economy. The long-mature agricultural economy continues to be challenged by the demands of high technology. Rural roads previously safe for use by farm equipment are crowded with commuters; neighborhood streets are now through routes for the journey north to San Jose or west to Salinas, and farmland is being converted to commercial and residential property.

The 2005 San Benito County Regional Transportation Plan focuses on a few major objectives that address issues of safety, growth, and health.

CHAPTER 1

INTRODUCTION

This chapter describes the context within which the San Benito County Regional Transportation Plan is updated. The information contained in this chapter comes from the California Department of Finance, the California Employment Development Department, San Benito County Historical Society, interviews with public officials, and the 2001 Traffic Impact Fee Study.

The Regional Transportation Plan is divided into six chapters. Chapter 1, this chapter, provides an introduction to the Regional Transportation Plan; Chapter 2 discusses the current system and transportation needs in San Benito County; Chapter 3 describes transportation policy for San Benito County; Chapter 4 sets forth an action plan that addresses San Benito County's transportation needs; Chapter 5 discusses a financial plan to fund needed transportation improvements, and Chapter 6 discusses environmental and air quality review of the RTP.

This chapter is divided into four sections. The first section summarizes the purpose of the Regional Transportation Plan. The second section describes San Benito County's regional setting. The third section describes the regional transportation planning process. Finally, the fourth section outlines the public participation program for the Regional Transportation Plan update process.

PURPOSE

The purpose of the 2005 Regional Transportation Plan is to set forth goals, policies, programs, and projects for transportation improvements in San Benito County. In some cases, this means reaffirming existing transportation policy, and in others it means establishing policy to address new transportation needs. The document serves to express short-term strategies as well as long-term goals to consistently improve the overall efficiency of the transportation system. This includes streets and highways, public transit, pedestrian and bicycle usage, recreational transportation, aviation, and commodity movement.

Specifically, the purpose of this Regional Transportation Plan is to:

- ❑ Provide a foundation for policy decisions by local, regional, state, and federal decision makers;
- ❑ Document the region's transportation needs;
- ❑ Identify and resolve local and regional transportation issues

- ❑ Set forth a course of action to address transportation needs consistent with regional, state, and federal policies;
- ❑ Identify agencies responsible for implementing planned improvements;
- ❑ Estimate the cost of improvements and evaluate the financial capacity of county, state, and federal agencies and private interests to fund improvements;
- ❑ Provide input to the Association of Monterey Bay Area Governments, the California Transportation Commission, and the United States Department of Transportation to assist in their coordination efforts
- ❑ Establish performance measures against which the success or failure of improvement projects can be evaluated.

REGIONAL SETTING

San Benito County was established in 1874 when residents living east of the Gabilan Mountains successfully seceded from Monterey County. Monterey, Santa Clara, Merced, and Fresno Counties surround the county, which is 1,396 square miles and lies between the Gabilan and Diablo Mountain ranges. The land is a combination of rugged terrain and rich farm land that supports unique recreational opportunities and a high level of agricultural employment. The Gabilan Range to the west prevent most of the coastal fog from moving into the region, while the Diablo Range to the east protects the county from the hot, dry air of the San Joaquin Valley. The Chittenden Pass allows cool ocean breezes to pass through the county creating an ideal climate. Elevations range from 135 feet to 5,250 feet above sea level.

REGIONAL TRANSPORTATION PLANNING PROCESS

Many agencies are involved in transportation planning at the regional level. Agencies directly associated with transportation planning and implementation in San Benito County include:

- ❑ Federal Highway Administration (FHWA)
- ❑ Federal Transit Administration (FTA)
- ❑ Federal Aviation Administration (FAA)
- ❑ California Transportation Commission (CTC)
- ❑ California Department of Transportation (Caltrans)
- ❑ Association of Monterey Bay Area Governments (AMBAG)
- ❑ Monterey Bay Unified Air Pollution Control District (MBUAPCD)
- ❑ Council of San Benito County Governments (SBCOG)
- ❑ County of San Benito
- ❑ City of Hollister
- ❑ City of San Juan Bautista

Council Of San Benito County Governments

The Council of San Benito County Governments (SBCOG) was established in 1974. SBCOG's jurisdiction follows the boundaries of San Benito County and consists of five members ~ two representatives each from the San Benito County Board of Supervisors and the Hollister City Council, and one representative from the San Juan Bautista City Council. The actions of SBCOG are governed by Transportation Development Act (TDA) regulations, the California Administrative Code, and Memorandums of Understanding with Caltrans govern the actions of SBCOG.

While SBCOG plays a major role in developing local transportation policy and transportation planning programs, project implementation is the responsibility for the local jurisdictions, Caltrans, County Express, and the private sector.

Agency Responsibilities

As the Council of Governments for San Benito County, SBCOG serves in various capacities, including:

- ❑ Regional Transportation Planning Agency (RTPA): In this capacity, SBCOG is responsible for the development of the Regional Transportation Plan. In addition, SBCOG is responsible for the annual allocation of funds from the Transportation Development Act to local jurisdictions and transit operators.
- ❑ Consolidated Transportation Service Agency (CTSA): The CTSA acts as a lead agency in providing consolidating, and coordinating social service transportation activities and is eligible for up to five percent of the Transportation Development Act Local Transportation Funds for such services.
- ❑ Local Transit Authority (LTA): The LTA consists of SBCOG members and is staffed by the Transportation Coordinator.
- ❑ Measure A Authority: Measure A was a 1988 ballot measure passed by San Benito County voters to levy a one-half-of-one-percent sales tax over a ten-year period for local transportation projects. The Measure A Authority is responsible for the expenditure of sales tax revenues. While the sales tax measure's ten-year period ended in 1999, the Measure A Authority remains in commission to administer unexpended funds.
- ❑ Airport Land Use Commission (ALUC): The ALUC reviews projects within established planning areas of the two local public use airports (Hollister Municipal Airport and Frazer Lake Airpark).
- ❑ Service Authority for Freeway Emergencies (SAFE): The SAFE oversees the development and administration of San Benito County's freeway callbox system.

Agency Committees

SBCOG has three advisory committees to assist it in the development and implementation of transportation policy in San Benito County. These committees include:

- ❑ Technical Advisory Committee: The Technical Advisory Committee (TAC) consists of the Planning Directors of San Benito County and the City of Hollister, the Public Works Director of San Benito County, the acting City Engineer of the City of Hollister, the City Manager of San Juan Bautista, and one representative from Caltrans District 5. TAC advises SBCOG on matters related to transportation planning and the administration of Measure A.
- ❑ Social Services Transportation Advisory Council: The Social Services Transportation Advisory Council (SSTAC) consists of members appointed by SBCOG. SBCOG recruits candidates from a broad representation of social services and transit providers. SSTAC advises SBCOG on matters related to transportation accessibility for the elderly, the disabled, and persons of limited means. SBCOG strives to achieve a balanced geographic and minority representation

when SSTAC members. The SSTAC participates in the identification of transit needs in San Benito County, including the annual unmet transit needs hearing whereupon SSTAC recommends its findings to SBCOG.

- ❑ Rail Advisory Committee: The Rail Advisory Committee consists of members appointed by SBCOG. The Rail Advisory Committee advises SBCOG on matters related to the development of heavy rail in San Benito County for commuter transit and freight.

County Express Transit System

The County Express Transit System provides public transit service within the county. County Express was initiated in March 1975 and was operated, maintained, and administered by the City of Hollister until October 1990 when a Joint Powers Agreement transferred responsibility of the transit system to SBCOG, establishing the San Benito County Local Transportation Authority as the administrative body. Currently, SBCOG sub-contracts transit operations to a private operator. Short-range and long-range transit planning is done by SBCOG.

In 1999, SBCOG implemented a Fixed Route transit system, renamed County Express. The system operated three fixed routes in addition to complementary ADA paratransit, as well as general public Dial-a-Ride and Intercounty service to Gilroy. In August 2004, SBCOG revamped the Fixed Routes to improve efficiency and service to the community.

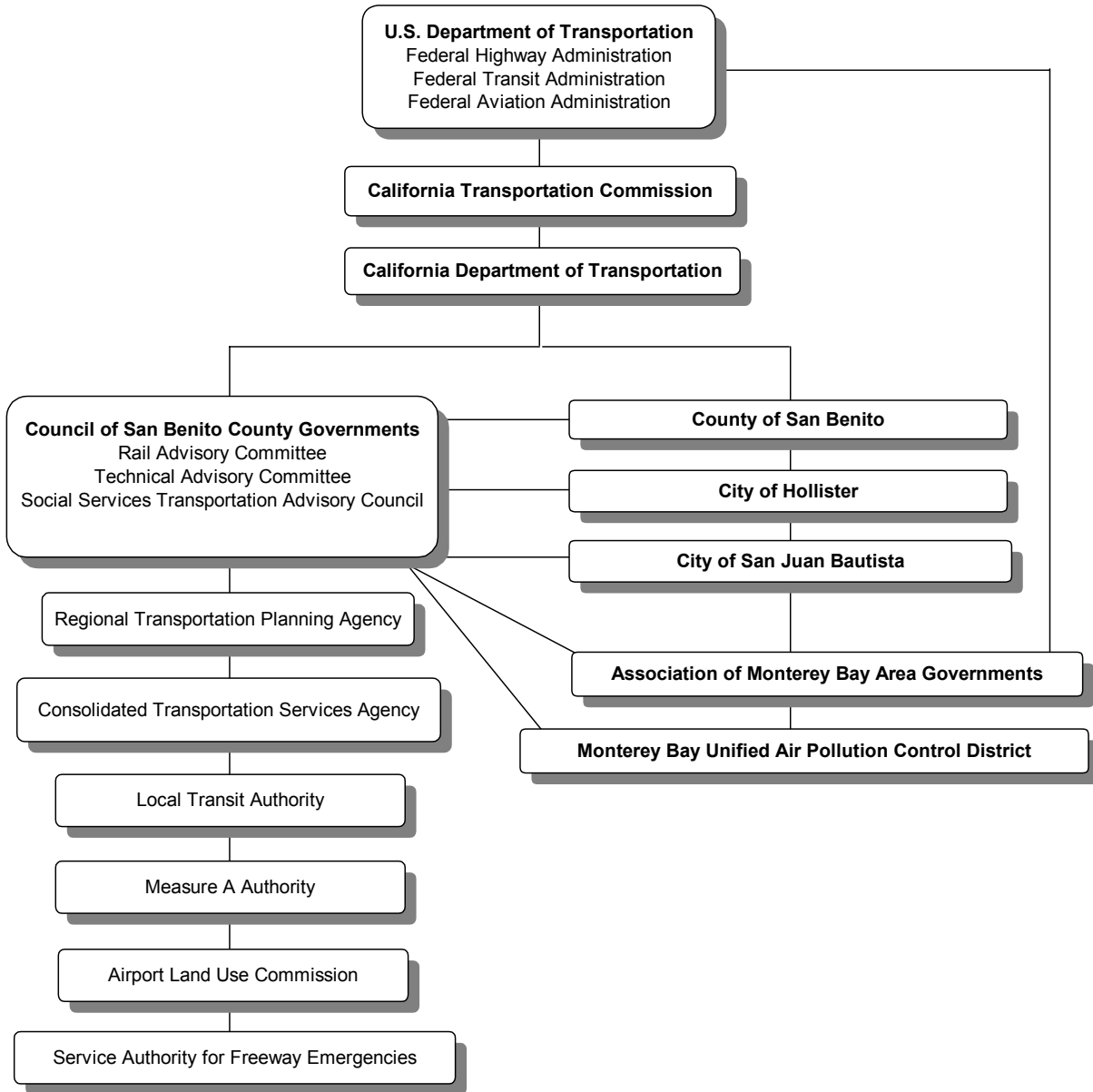
California Department of Transportation and California Transportation Commission

The California Department of Transportation (Caltrans) and the California Transportation Commission (CTC) have established guidelines for the regional transportation planning process, including development of the Regional Transportation Plan. Caltrans is the implementing agency for all state highway projects. Caltrans also functions as liaison between local agencies and the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA).

The CTC, appointed by the governor, annually adopts the State Transportation Improvement Program (STIP). The STIP is a four-year capitol improvement program for state highways, transit, aviation, and rail and goods movement and is composed of locally-adopted Regional Transportation Improvement Plans (RTIPs) and Caltrans' Interregional Transportation Improvement Program (ITIP).

Figure 1-1 shows the regional transportation planning hierarchy for San Benito County.

Figure 1-1: Transportation Planning Hierarchy



Source: Hexagon Transportation Consultants, 2000

Public Involvement Process and Interagency Coordination

SBCOG made several efforts to include the public in the development of its Regional Transportation Plan. In late 2003, SBCOG held a community meeting to solicit comments and input on the RTP's goals, policies, and project list. The public also had an opportunity to comment on individual sections of the RTP as they were reviewed by both the Technical Advisory Committee and the COG Board of Directors. SBCOG staff made presentations to local community groups to solicit input on the document as well. SBCOG staff made outreach to the Spanish speaking and economically disadvantaged communities a priority.

SBCOG worked closely with its regional partners throughout the development of the Regional Transportation Plan to coordinate efforts wherever possible. The planning group included representatives from the Association of Monterey Bay Area Governments, the Santa Cruz County Regional Transportation Commission, the Transportation Agency for Monterey County, the Monterey Bay Unified Air Pollution Control District, Caltrans, and regional transit districts.

CHAPTER 2

EXISTING SYSTEM

This chapter discusses existing and future transportation needs in San Benito County. The information contained in this chapter comes from the Association of Monterey Bay Area Governments, the California Department of Finance, the California Highway Patrol, and local transportation agencies.

This chapter is divided into two sections. The first section discusses population and housing trends. The second section evaluates the existing regional transportation system in all its various modes

GROWTH TRENDS

San Benito County is a unique rural county surrounded by the more urban counties of Santa Clara, Santa Cruz, and Monterey. In the 1990s, economic growth in Santa Clara County created tremendous pressure for residential growth in San Benito County where housing is developed at significantly less cost. As a result, San Benito County's population growth rate has outpaced the state's, and the number of registered vehicles and licensed drivers has grown accordingly. Furthermore, the proportion of employed persons commuting from San Benito County to Santa Clara County each day (and to a lesser extent to Monterey County) has grown. These trends have dramatically increased demands on the regional transportation system.

Historical Population and Employment Growth

According to the US Census Bureau, the population of San Benito County was 53,234 persons on April 1, 2000. This is up from 36,697 persons in 1990 and represents a 4.5 percent annual average growth rate for the preceding 10-year period. During the same time period, California grew at an annual average rate of 1.36 percent. Table 2-1 shows historical population growth for San Benito County jurisdictions.

TABLE 2-1

**HISTORICAL POPULATION GROWTH
1970 to 2000**

Year/Jurisdiction	Hollister	San Juan Bautista	Unincorporated	County Total
1970	7,663	1,164	9,399	18,226
1980	11,488	1,276	12,241	25,005
1990	19,318	1,570	15,809	36,697
2000	34,413	1,549	17,272	53,234

Source: US Census Bureau

Population growth in San Benito County has been largely confined to the City of Hollister and the surrounding unincorporated area, and as a result the demand for transportation facilities was greatest in the Hollister Area. Table 2-2 shows the change in the distribution of growth in San Benito County between 1970 and 2000.

TABLE 2-2

**SHARE OF TOTAL COUNTY POPULATION GROWTH
1970 to 2000**

Year/Jurisdiction	Hollister	San Juan Bautista	Unincorporated	County Total
1970	42.0%	6.4%	51.6%	100%
1980	45.9%	5.1%	49.0%	100%
1990	52.6%	4.3%	43.1%	100%
2000	64.6%	2.9%	32.4%	100%

According to the California Employment Development Department, San Benito County has an employed labor force of 28,020 persons. This is up from 23,340 employed persons in July 1990 and represents a 1.8 percent annual average growth rate for the preceding 11-year period. At the same time, San Benito County's unemployment rate has risen (8 percent in July 1990 to 8.3 percent in March 2001). In addition, the proportion of people employed in non-farming activities in San Benito County has increased significantly in the last decade. In July 2001, 86 percent of all employed individuals worked in non-agriculture industries. This is up from 64 percent in 1990.

San Benito County's 1.8 percent rate in employment growth rate is considerably less than the 4.5 percent annual average rate at which population grew during the 1990s. This difference in employment and population growth, coupled with declining unemployment rates and a shift from non-agriculture employment indicates that more persons are traveling outside San Benito County for work.

Population and Employment Projections

The Association of Monterey Bay Area Government’s (AMBAG) 2004 population and employment projections for San Benito County assume that San Benito County’s trend toward urbanization will continue. In the near term (2010), total county population is expected to increase by an annual average rate of 2.7 percent. This rate of growth is expected to slow to 2.2 percent between 2010 and 2020. Table 2-3 summarizes population projections for San Benito County jurisdictions through 2020.

TABLE 2-3

2004 AMBAG POPULATION, HOUSING UNIT & EMPLOYMENT FORECASTS				
	HOLLISTER	SAN JUAN BATISTA	UNINCORP SAN BENITO CO	TOTAL
EMPLOYMENT 2000	13,234	530	7,788	21,552
EMPLOYMENT 2005	13,240	541	8,694	22,475
EMPLOYMENT 2010	16,355	822	8,430	25,607
EMPLOYMENT 2015	18,695	888	8,809	28,392
EMPLOYMENT 2020	21,034	953	9,188	31,175
EMPLOYMENT 2025	23,759	1,071	9,629	34,459
EMPLOYMENT 2030	26,484	1,188	10,070	37,742
HOUSING UNITS 2000	10,250	611	5,638	16,499
HOUSING UNITS 2005	10,929	780	6,159	17,868
HOUSING UNITS 2010	12,712	1,090	5,653	19,455
HOUSING UNITS 2015	13,926	1,205	5,797	20,928
HOUSING UNITS 2020	15,139	1,319	5,941	22,399
HOUSING UNITS 2025	15,576	1,431	6,093	23,100
HOUSING UNITS 2030	16,012	1,542	6,244	23,798
POPULATION 2000	34,413	1,549	17,272	53,234
POPULATION 2005	38,280	2,032	18,099	58,411
POPULATION 2010	44,423	2,905	16,562	63,890
POPULATION 2015	48,954	3,249	17,330	69,533
POPULATION 2020	53,485	3,593	18,098	75,176
POPULATION 2025	56,594	3,954	18,936	79,484
POPULATION 2030	59,703	4,315	19,773	83,791
Adopted by the AMBAG Board of Directors on 4-14-04				

According to the California Department of Finance, the population of San Benito County was 49,800 persons on January 1, 2000. This is up from 36,697 persons in 1990 and represents a 2.9 percent annual average growth rate for the preceding 10-year period. During the same time period, California grew at an annual average rate of 1.3 percent. The Association of Monterey Bay Area Government’s (AMBAG) 2004 population and employment projections for San Benito County

assume that San Benito County’s trend toward urbanization will continue. In the near term (2015), total county population is expected to increase by an annual average rate of 1.9 percent. This rate of growth is expected to slow to 1.4 percent between 2015 and 2025.

The growth in the number of employed individuals living in San Benito County is expected to keep exceed population growth through 2015 at an annual average growth rate of 2.6 percent. Over the long term, the rate of growth in number of employed individuals is expected to continue to exceed population growth at 2.1 percent. Furthermore, most of the increase of employed individuals will commute out of the county for work. If this projected trend is realized, the growth in transportation demand on State Route 25 and State Route 156 can be expected to increase.

Growth in Registered Vehicles and Licensed Drivers

Corresponding to San Benito County’s growth in population and employed individuals, the number of cars and drivers on the road also increased during the 1990s. The number of registered vehicles in San Benito County grew to 16,843 (July to October 30 2003), up from 30,185 in 1992, 30,541 in 1988 and 44,899 in 1999. This represents a 49 percent increase between 1999 and 2002. The number of driver’s licenses increased by 47 percent. Table 2-5 shows growth in licensed drivers from 1988 to 2002.

TABLE 2-5

**LICENSED DRIVERS
1988 through 2002**

Year	Number of Licenses
1988	21,500
1990	24,000
1995	26,500
1996	27,100
1997	28,700
1998	30,100
1999	31,494
2000	32,806
2001	34,045
2002	34,907

Source: California Department of Motor Vehicles

EVALUATION OF EXISTING TRANSPORTATION SYSTEM

San Benito County’s regional transportation system is composed of capital facilities, including: approximately 911 centerline miles of streets and highways (many including sidewalks), 11.7 miles of heavy rail track (Hollister Branch Line), two airports (Hollister Municipal Airport and Frazier

Lake Air Park), and limited bicycle facilities. The regional transportation system also includes operational systems, including: transit and paratransit systems, taxi service, commodity movement, and transportation demand management capabilities. The following sections discuss each of these system components.

Street and Highway System

San Benito County’s street and highway system is composed of state highways, county roads, and city streets. Table 2-6 summarizes public road miles in San Benito County.

TABLE 2-6
PUBLIC ROAD MILES
San Benito County Jurisdictions

Jurisdiction	Total Public Road Miles
Unincorp. San Benito County	416.5
Hollister	90.0
San Juan Bautista	9.9
Caltrans	402.0
Total	918.4

Source: City of Hollister; County of San Benito; Hexagon Transportation Consultants, Inc.

State Highways

The California Department of Transportation (Caltrans) maintains five state highways in San Benito County (Routes 25, 101, 129, 146, and 156). With the exception of State Route 101, state highways in San Benito County were originally designed as two-lane rural highways. Many of these facilities in Northern San Benito County have been overwhelmed by increased commuter traffic due to residential growth and commercial growth in the Hollister Area. Past regional transportation plans have focused on State Routes 25 and 156 particularly, seeking to relieve traffic congestion and reduce the number of accidents. State highways are discussed in more detail below, and Figure 2-1 shows a map of San Benito County’s state highways.

State Route 25

State Route 25 traverses the entire length of San Benito County from the southern county boundary at the junction of State Route 198 near King City north through Paicines, Tres Pinos, and Hollister to the northern county boundary near Gilroy, where it connects to State Route 101. In Hollister, State Route 25 occupies Airline Highway, Tres Pinos Road, San Benito Street and San Felipe Road. Caltrans classifies this route as a minor arterial, and the route is primarily a rural, two-lane facility, except for a short section (0.3 miles) in Hollister, where it is four lanes. State Route 25 from State Route 198 to State Route 156 is eligible for designation as a State Scenic Route.

State Route 25 is a primary commuter route between Hollister and Gilroy and through Hollister. During peak commute periods, State Route 25 experiences high levels of traffic congestion, and the number of traffic accidents along the corridor are the highest in the county. There is also anecdotal evidence that heavy peak-period traffic volumes are impacting neighboring residential streets. Implementing safety improvements and widening the highway segment is the highest priority for San Benito County policy makers.

In response to these conditions, the Measure A Authority (MEA) has planned to construct the State Route 25 Hollister Bypass, a six-lane urban arterial. The Bypass will begin at the intersection of State Route 25 at Sunnyslope Road. It is aligned to the east of Downtown Hollister and reconnects at the intersection of Business Route 156 and State Route 25. The Bypass will then be officially designated as State Route 25, and the existing State Route 25 that runs through Downtown Hollister will be converted to a city-owned street.

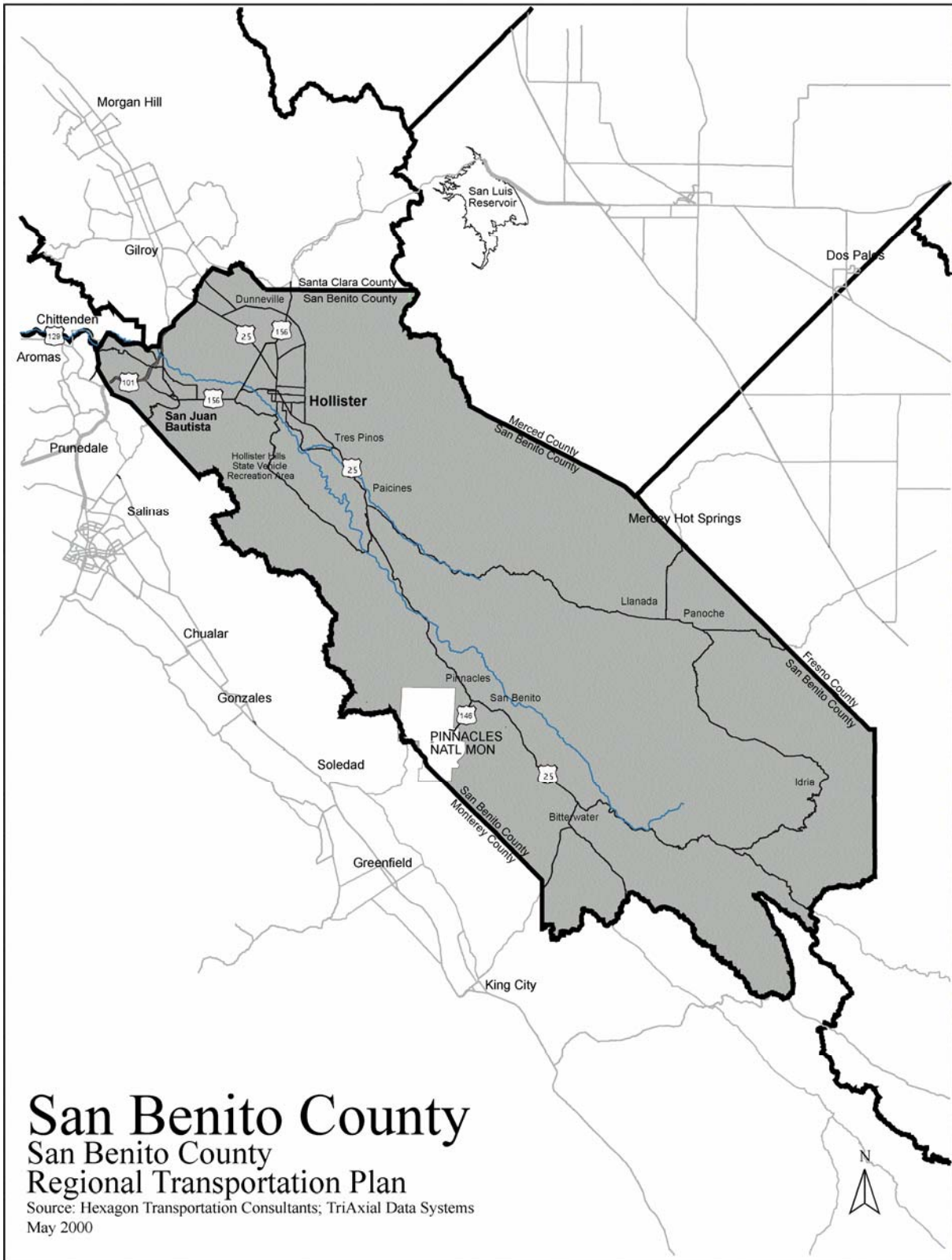
Transportation officials have identified the following route concept for State Route 25:

- Santa Clara County Line to San Felipe Road - 4-lane rural highway
- San Felipe Road to Airline Highway bypass east of Downtown Hollister - 4 and 6-lane arterial
- Sunnyslope Road to Sunset Drive - 6-lane arterial
- Sunset Drive to Fairview - 4-lane arterial

Highway 101

State Route 101 passes through the northwestern tip of San Benito County for 7.4 miles and serves primarily interregional traffic. It is the main north/south route in Caltrans District 5 and serves as the backbone of the circulation system for many cities and communities. State Route 101 is considered to be statewide and regionally significant, and Caltrans classifies this route as a principal arterial and includes it as part of the Interregional Route System (IRRS). State Route 101 from the Monterey-San Benito County Line to State Route 156 is eligible for official designation as a State Scenic Route; San Benito County has designated the route as a Scenic Highway.

Figure 2-1: State Highways



State Route 101 in San Benito County starts as a four-lane expressway at the Monterey-San Benito County Line and changes to a four-lane freeway 1.6 miles north. The route continues as a four-lane freeway to the Pajaro River Bridge at the San Benito-Santa Clara County Line. Routes 156 and 129 intersect State Route 101 in San Benito County.

State Route 101 is expected to accommodate anticipated growth through the long-term (2025) forecast without major highway widening. Transportation officials have identified a route concept for State Route 101 that is a six-lane freeway configuration.

State Route 129

State Route 129 extends from Santa Cruz County into the northwestern tip of San Benito County connecting to State Route 101 approximately 2.6 miles from the Santa Cruz-San Benito County Line. It provides access between State Route 1 in Santa Cruz County to State Route 101 for truck traffic generated by food processing plants in the Watsonville Area and a sand and gravel quarry in Southeastern Santa Cruz County. The route also serves agricultural production areas and is used by farm equipment and slow-moving trucks carrying farm produce. Finally, State Route 129 provides access to Santa Cruz and Monterey County Beaches. State Route 129 in San Benito County is a two-lane rural road. Caltrans classifies this route as a minor arterial. San Benito County has designated this route as a Scenic Highway.

State Route 129 is expected to accommodate anticipated growth through the long-term (2025) forecast without major capacity changes. Truck traffic originating from Santa Cruz County on State Route 129 has been impacting San Juan Highway and San Justo Road, both of which are narrow two-lane roads ill-equipped to handle heavy loads and large vehicles. Agricultural-related businesses located on San Juan Highway are generating much of this truck traffic, which is also impacting the local streets of San Juan Bautista as trucks move through the city toward State Route 156. In addition, Anzar High School, which is also located on San Juan Highway, is generating motor vehicle traffic in the area.

The route concept for State Route 129 is a two-lane rural road with passing lanes where appropriate. Significant increases in population and motor vehicle congestion are anticipated from commercial and residential development in the Watsonville Area.

State Route 146

State Route 146 in San Benito County is a two-lane rural road used primarily to provide access from Route 25 to the Pinnacles National Monument. Caltrans classifies this route as a minor arterial. State Route 146 is eligible for official designation as a State Scenic Route; San Benito County has designated the route as a Scenic Highway.

State Route 146 is expected to accommodate anticipated growth through the long-term (2025) forecast without major capacity improvements. The route concept for State Route 146 is to maintain the corridor as a two-lane rural road.

State Route 156

State Route 156 traverses Northern San Benito County from State Route 101 west of San Juan Bautista through San Juan Bautista and Hollister to San Benito-Santa Clara County Line where it connects with State Route 152. In Hollister, State Route 156 Bypass, skirts north of the city limits, while Business Route 156 passes through Downtown Hollister.

The corridor serves interregional traffic, including substantial amounts of truck traffic during the week and recreational traffic between the Central Valley and the Monterey Bay Area on the weekend. Caltrans classifies State Route 156 as a rural minor arterial and includes it as part of the Interregional Route System. It is also designated as a Federal Aid Primary Route and is part of the Freeway and Expressway System, although a large portion of the route is conventional highway. State Route 156 is eligible for designation as a State Scenic Route.

State Route 156 is a four-lane expressway from State Route 101 to San Juan Bautista, where it narrows into a conventional two-lane rural highway. In the Hollister Area, State Route 156 becomes a two-lane expressway as it bypasses Hollister and maintains that configuration to the San Benito-Santa Clara County Line. Business Route 156 is a two lane rural highway from State Route 156 (bypass) to north of Hollister, where it becomes a four-lane expressway from San Benito Street to State Route 156 (end of bypass).

State Route 156 is a major corridor for commuters traveling to Monterey and Santa Clara Counties. While portions of the facility have been upgraded to handle increased demand, the segment between San Juan Bautista and Hollister remains a two-lane facility with significant truck and farm equipment traffic. Widening this highway segment is a priority for Caltrans and San Benito County policy makers.

The route concept for State Route 156 is a four-lane expressway from State Route 101 to Union Road west of Hollister and a two-lane expressway from Union Road to the San Benito-Santa Clara County Line. Caltrans is currently in the process of finalizing plans to widen State Route 156 from San Juan Bautista (The Alameda) to Union Road, and SBCOG recently (spring 2000) requested a modified design standard for the facility to limit the amount of prime farmland that would be taken as part of the project.

County Roads and City Streets

San Benito County's road network includes numerous county roads and city streets. Local jurisdictions classify these facilities according to their function into one of five categories—arterials, collectors, local, local business street, or private roads.

Arterials. The arterial street and road system primarily provides for vehicular movement through or between regions. Within urbanized areas, these facilities provide access to major activity areas and accommodate pedestrian and bicycle use. Arterial streets and roads usually have relatively high traffic volumes and travel speeds, which limits pedestrian and bicycle access. Arterial streets have limited parking opportunities or parking is prohibited altogether.

Collectors. The collector street and road system primarily provides for vehicular, pedestrian, and bicycle movement between sub-areas within residential, commercial, and industrial neighborhoods. Collector streets and roads usually have moderate traffic volumes and travel speeds, consistent with a moderate level of pedestrian and bicycle accessibility. Collector streets have limited on-street parking opportunities.

Local. The local street and road system primarily provides for vehicular, pedestrian, and bicycle moderate to high traffic volumes and low travel speeds, consistent with the highest level of pedestrian and bicycle accessibility. Main streets have ample on-street parking opportunities, including diagonal parking stalls, for commercial use.

Private Roads. Private roads provide access from public roads to properties otherwise unconnected to the public road system. Private roads are also found in multi-family or condominium development projects. Usually, local jurisdictions require new private roads to meet the same standards as public roads, but in many cases older facilities do not meet minimum public standards. Private roads usually have low traffic volumes and travel speeds, but pedestrian facilities are often missing.

San Benito County's road network has been overwhelmed with increased traffic in the last decade. Traffic congestion on rural roads in northern San Benito County has created long delays at rural intersections, and within Hollister many local and collector streets are being used for through travel. In Downtown Hollister, pedestrian accessibility is low due to wide streets, high speeds, and lack of crosswalks, and parking along San Benito Street in Downtown Hollister is limited to parallel parking stalls. Figure 2-2 shows a map of major streets in Hollister and San Juan Bautista movement within residential, commercial, and industrial neighborhoods. Local streets and roads usually have low traffic volumes and travel speeds, consistent with a moderate to high level of pedestrian and bicycle accessibility. Local streets have ample on-street parking opportunities.

Local Business Street. Main streets primarily provide for vehicular, pedestrian, and bicycle access in and around downtown commercial areas. Main streets usually have

Transportation Safety Concerns

San Benito County's transition from a rural county to a more urbanized county has placed tremendous pressure on the county's rural transportation system. Two-lane undivided rural highways that are used to primarily provide access for trucks and farm equipment to agricultural production areas are now also carrying large numbers of commuters. The conflicts between these various uses are most dangerous when commuter traffic volumes have subsided and speeds on open roads increase.

State Route 25 has experienced a large number of serious accidents in the last few years, and in 2000 and 2001 there were an unprecedented number of deaths due to head-on collisions on the roadway. San Benito County residents formed a citizens committee to advocate for road improvements to this increasingly dangerous corridor, and in 2003 SBCOG committed to the roadway, including sections of concrete median barrier and consolidation of driveways.

Transit Services

Transit providers in San Benito County include the County Express Transit System, specialized transit (serving the elderly and disabled), commuter rail, public school bus operators, and Hollister Taxi. Each of these is discussed below.

County Express Transit System

Public transportation within San Benito County is supplied by the County Express transit system. County Express was initiated in March of 1975 and was operated, maintained, and administered by the City of Hollister until October 1987. The City of Hollister subcontracted transit operations to a private operator in 1987 and in 1990 it transferred the responsibility for transit system administration to SBCOG, which established the Local Transportation Authority to administer and monitor the system. In 2002, the LTA transported 167,212 passengers on the transit system.

In 1999, the LTA implemented a Fixed Route transit system with complementary ADA Paratransit Service and General Public Dial-a-Ride for trips outside of a ½ mile radius of the Fixed Route.

In 2003, County Express Transit System's fleet included 21 vehicles: five 28-passenger buses, two 37-passenger bus, three 5-passenger minivans, and ten 15-passenger buses. All vehicles are ADA-compliant and equipped with wheelchair lifts. The seven larger vehicles operate on Compressed Natural Gas, and the smaller vehicles operate on either unleaded or diesel gasoline. County Express transit system employs 1 operations supervisor, 1 driver trainer, 3 radio dispatch operators, and 13 part-time and 3 full-time drivers. County Express transit system provides fixed-route, complementary ADA Paratransit, General Public Dial-a-Ride, and inter-county service.

Fixed-Route Service

County Express operates five Fixed Routes within the City of Hollister. These routes operate between 6:30 a.m. and 6:30 p.m. and operate on headways ranging from 20 to 50 minutes. County Express served 76,107 Fixed Route passengers in FY 03/04.

Dial-a-Ride Service

County Express transit system provides Dial-a-Ride service to Northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, Monday through Friday from 6 a.m. to 6 p.m. and on weekends from 7 a.m. to 5 p.m. Fares for Zone A (within Hollister City limits) are \$1.75 (75¢ for seniors and disabled). Fares for Zone B (outside of Hollister City limits) are \$2.00 (\$1.00 seniors and disabled).

County Express transit system provides two types of Dial-a-Ride service—general public and complementary ADA paratransit. General public Dial-a-Ride serves those persons whose trips begin or end in a location more than one-half mile from the fixed route. Paratransit service provides rides to persons who have been determined to be Americans-With-Disabilities-Act (ADA) eligible through the Local Transportation Authority application process; these are persons who have trips that may begin or end within one half mile of the Fixed Route, but because of disability are unable to navigate the Fixed Route. Appointments for Dial-a-Ride service can be made up to 14 days in advance, but the service is Demand Responsive and a user may call for a ride when he/she is ready to use the service. In FY 2003/04, County Express provided 54,962 demand-response trips

Inter-County Service

County Express transit system's inter-county service includes: service to Gilroy's Caltrain Station, service to Gavilan Junior College, and service to Gilroy's Greyhound Station. Shuttle service to the Caltrain station and Gavilan Junior College (school year only) operates Monday through Friday from 4:30 a.m. to 8:00 p.m. and connects to all four morning trains and three evening trains leaving Gilroy for San Jose. Service to Gilroy's Greyhound station operates seven days a week from

7:30 a.m. to 5:00 p.m. (three trips in all). The fare for all inter-county routes is \$1.75 for all patrons, and patrons may purchase a monthly pass for \$56.

Specialized Transportation

According to the 2000 United States Census, 8.1% of the total county population is aged 65 or older. Many of these elderly individuals and others with disabilities require specialized transportation services to travel to medical appointments, shop, and visit recreation centers. In Fiscal Year 2003/04, SBCOG budgeted approximately \$508,000 in Transportation Development Act funds for specialized transportation services, including funding for out-of-county medical transportation and in-county medical and shopping trips through Jovenes de Antaño, a local nonprofit transportation provider, to provide approximately 4,140 annual hours of service.

Under contract with SBCOG, Jovenes de Antaño has provided service for the Senior Nutrition and Out-of-County Medical programs since 1990. Jovenes de Antaño's fleet includes: two 15-passenger buses, one 13-passenger van, one 12-passenger van, and one 8-passenger minivan. All vehicles are equipped with wheelchair lifts. Jovenes de Antaño also provides transportation for doctor appointments, recreational activities, and essential shopping trips. The American Cancer Society provides transportation for cancer-related appointments using volunteers and private vehicles.

Commuter Rail Service

Commuter rail service to Santa Clara County and points north is available at Gilroy. In 1999, SBCOG commissioned a study of the Hollister Branch Rail Line to investigate the cost of branch line improvements needed for commuter rail operations between Hollister, San Jose, and San Francisco. In late 1999, the SBCOG continued its rail development program by commissioning a detailed feasibility analysis of commuter rail for San Benito County. This study, by R.L. Banks, was complete at the end of 2000. In 2005, COG was not actively pursuing a rail project but included the project in its long-term project list.

School Bus Transit

San Benito County has 11 public school districts, four of which provide bus service to its students. It also has six private schools and three special-purpose schools, all of which are located in Hollister. Schools that provide bus service include: Aromas-San Juan Unified, Hollister, North County Joint Union, and San Benito High School.

Taxi Service

Taxi service is available from Hollister Taxi, which offers full taxi service from 6 a.m. to 2 a.m. seven days per week. Hollister Taxi maintains two taxicabs, and the cost for service is \$1.65 per mile. Both vehicles are wheelchair accessible.

Aviation Services

Aviation serves several purposes in San Benito County. The agricultural producers, fire fighters, and emergency medical services all depend on the use of aircraft. Private aircraft users also use San Benito County's aviation facilities for commercial and recreational uses.

San Benito County has one public airport (Hollister Municipal Airport), one public/private airport (Frazier Lake Airpark), and several landing strips scattered throughout the county. Also, Hazel

Hawkins Hospital maintains a heliport at its Hollister facility. Regional airport services are provided by San Jose International Airport and Monterey Peninsula Airport.

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. The facility is a general aviation airport and is included in the National Airport Systems Plan. In its operational role, it is classed as General Utility and accommodates all current aviation aircraft except certain business jets. There are 135 aircraft currently based at the airport with annual operations estimated at 55,000. Facilities at Hollister Municipal Airport include:

- ❑ Runway 6/24 – 3,150 feet long and 100 feet wide with gross weight strength of 30,000 pounds. The runway is paved with asphalt concrete and is in good condition. The runway is lighted for night operations.
- ❑ Runway 13/31 is 6,350 feet long and 100 feet wide with gross weight strength of 30,000 pounds. The runway is paved with asphalt concrete and is in good condition. The Airport Commission has programmed improvements for this runway; this runway is lighted and has visual path indicators.
- ❑ 75 T-hangars
- ❑ 8 corporate hangars
- ❑ 6 conventional hangars
- ❑ 100 aircraft parking spaces and 10 transient aircraft parking spaces

The five-member Hollister Airport Commission oversees the operation of the facility, and a part-time airport manager manages day-to-day activities. In 1986, the Hollister City Council adopted Airport Master Plan, which projected use and needed improvements through 2005. In 1990, 83 acres of land to the north of the airport were donated to the City of Hollister to extend Runway 13/31 by 2,350 feet, and this runway extension was completed in 1994. This land acquisition has also enabled the City of Hollister to create clear zones and safety zones, which are kept free of residential use. Hollister officials view the Hollister Municipal Airport as an important part of Hollister's economic development strategy.

Frazier Lake Airpark

Frazier Lake Airpark is located approximately 6 miles northwest of Hollister, adjacent to Frazier Lake Road, and is owned and operated by the Frazier Lake Airpark Corporation. This facility is a general aviation airport privately owned but open for public use. In its operational role, it is classed as General Utility and accommodates propeller aircraft less than 6,600 pounds gross weight. There are currently 95 aircraft based at the airport with annual operations estimated at 10,500. Facilities at Frazier Lake Airpark include:

Runway 23/05 – 2500 feet long and 100 feet wide designed for aircraft of a gross weight less than 6600 pounds. This runway is irrigated grass and is in good condition. This runway has pilot-controlled runway lights for night operations.

Runway 23W/05W – 3000 feet long and 60 feet wide designed for water landing aircraft (seaplanes) of a gross weight of 3000 pounds or less. This runway surface is water with a depth of approximately 2.5 feet.

76 rectangular hangars

17 T-hangars

25 transient aircraft parking spaces.

The Frazier Lake Airpark Corporation membership elects a Board of Directors, which elects a President, Secretary and Treasurer. The President is responsible for day-to-day airport operations.

Regional Airports

San Jose International Airport is a major carrier airport that provides San Benito County residents with airline service throughout the state, nation, and selected foreign countries. The airport is approximately 55 miles north of Hollister and 45 miles from San Juan Bautista. Primary access to San Jose International Airport is via State Route 25 and State Route 101.

Monterey Peninsula Airport is a smaller regional airport that provides San Benito County residents with airline service within California and a few out-of-state destinations. The airport is approximately 40 miles southwest of Hollister and 35 miles from San Juan Bautista. Primary access to Monterey Peninsula Airport is via State Route 156 and State Route 101.

Forecast

The AMBAG 1995 *Regional Airport System Plan* (RASP) projected a moderate growth rate in aviation demand as a result of the regional demand for commercial and general aviation services. Although a RASP Update is currently underway by AMBAG, forecast projections are not complete; thus an update on projected aviation growth is not yet available. AMBAG is unaware of major deficiencies to aviation services in the AMBAG region with the exception of complaints of residents in municipalities operating airports within their boundaries, most notably residents of the City of Watsonville, and to a lesser degree the City of Salinas. With availability for increased operations, the existing general public airports in the region could absorb aircraft from other regions if facilities are closed in those regions.

To use as a tool for policy makers and to help assist the public in understanding the positive economic impact of having an airport in their community, AMBAG prepared an Airports Economic Impact Study in 2003.

Airports Economic Impact Study

Adopted by AMBAG in August 2003, the Airports Economic Impact Study was designed to evaluate the economic impacts of each of the Monterey Bay region's six public airports on the local vicinity served by the airport and to prepare a regional picture of the combined airports importance to the three-county economy. Data analysis was designed to show the "value added" contribution of each airport to their local economies and the entire three-county AMBAG region.

The total direct, indirect and induced economic benefit of the six regional airports was estimated to be \$1.38 billion annually. Each passenger traveling to the region spends over an average of \$280 a day and requires additional servicing through the secondary and tertiary levels of the economy. AMBAG region airports play an important economic role in the total regional economy. The airports service the needs of agriculture, tourism, government and other business interests throughout the region. Almost 50 percent of the total air trips to the area through the regional airports are specifically for business purposes while another 40 percent of those trips are for tourism. Without the region's airports, the potential loss of these patrons could mean a large loss to the region's overall economic productivity.

AMBAG REGION AIRPORTS ECONOMIC IMPACT

Impact Type	Monterey	Salinas	Hollister	Watsonville	Marina	King City	Regional Total
A. DIRECT							
Number of Jobs	3,629	203	155	291	150	9	4,464
Payroll	\$ 88,877,513	\$ 4,887,438	\$ 3,988,874	\$ 8,745,344	\$ 2,250,704	\$ 339,404	\$ 109,913,271
Taxes	\$ 10,628,551	\$ 266,330	\$ 275,378	\$ 240,788	\$ 66,592	\$ 8,615	\$ 11,530,249
Revenues Attributed to Airport	\$ 99,948,340	\$ 7,077,097	\$ 3,856,105	\$ 7,514,571	\$ 3,406,564	\$ 165,812	\$ 122,513,736
Total Direct Economic Impact	\$ 199,454,404	\$ 12,230,865	\$ 8,120,357	\$ 16,500,703	\$ 5,723,860	\$ 513,831	\$ 243,957,256
B. INDIRECT*							
Number of Jobs	182	95	474	1,030	-	89	1,870
Payroll	\$ 8,887,698	\$ 2,489,055	\$ 9,830,878	\$ 18,415,668	\$ -	\$ 2,132,652	\$ 41,755,951
Revenues Attributed to Airport	\$ 129,527,302	\$ 13,490,945	\$ 42,199,122	\$ 608,937,332	\$ 502,500	\$ 13,606,728	\$ 808,263,929
Total Indirect Economic Impact	\$ 138,415,000	\$ 15,980,000	\$ 52,030,000	\$ 627,353,000	\$ 502,500	\$ 15,739,380	\$ 850,019,880
C. INDUCED							
Number of Jobs	3,005	423	157	329	191	12	4,138
Payroll	\$ 94,998,144	\$ 5,585,441	\$ 3,679,153	\$ 7,431,056	\$ 2,713,669	\$ 214,904	\$ 155,275,267
Revenues Attributed to Airport	\$ 142,497,215	\$ 8,378,162	\$ 5,518,729	\$ 11,146,584	\$ 4,070,504	\$ 322,355	\$ 132,260,001
Total Induced Economic Impact	\$ 237,495,359	\$ 13,963,603	\$ 9,197,882	\$ 18,577,640	\$ 6,784,173	\$ 537,259	\$ 288,188,169
D. SUMMARY TOTALS							
Number of Jobs	6,816	721	786	1,650	341	110	10,472
Payroll	\$ 192,763,355	\$ 12,961,934	\$ 17,498,905	\$ 34,592,068	\$ 4,964,373	\$ 2,686,960	\$ 306,944,489
Taxes	\$ 10,628,551	\$ 266,330	\$ 275,378	\$ 240,788	\$ 66,592	\$ 8,615	\$ 11,530,249
Spending Attributed to Airport	\$ 242,445,555	\$ 28,946,204	\$ 51,573,956	\$ 627,598,487	\$ 7,979,568	\$ 14,094,895	\$ 1,063,037,666
Total Economic Impact	\$ 575,364,763	\$ 42,174,468	\$ 69,348,239	\$ 662,431,343	\$ 13,010,533	\$ 16,790,470	\$ 1,381,512,404

Non-Motorized Transportation

Another important component of San Benito County's transportation system is non-motorized travel, including pedestrian and bicyclist activities.

Pedestrian Activities

Pedestrian facilities such as sidewalks, streets, and trails are fundamental to the functioning of San Benito County neighborhoods. Walking is a part of almost every trip made during the course of a day, and cities that promote walking in all its forms are promoting healthy neighborhoods and healthy cities.

An important first step in promoting pedestrian activity is to recognize that city streets are not just for cars. In fact, while city streets must accommodate automobile traffic, an equal or greater focus should be placed on accommodating the pedestrian (and bicyclist). San Benito County has excellent examples of well-designed streets and neighborhoods.

Hollister and San Juan Bautista are filled with beautiful tree-lined streets, wide sidewalks, and neighborhoods built on a pedestrian scale. In many cases, these streets are well preserved and function as they were originally designed to function. In other cases, these historic streets have been overwhelmed by automobile activity related to the San Juan Bautista State Historic Park. In Downtown Hollister, for example, San Benito Street also serves as State Route 25. The corridor was once a two-lane street with ample diagonal parking serving Downtown businesses. Now it is a four-lane state highway with limited parallel parking, higher traffic volumes, and increased traffic speed. Pedestrian activity and the vitality of Downtown Hollister have suffered because of this change.

Another important step in promoting pedestrian activity is to recognize the importance of compact development. Hollister is developing many new subdivisions on the outskirts of town, and in many cases, developers have ignored the great beauty and function of Hollister's historic neighborhoods when designing these new subdivisions. The result is that Hollister's has lost some of its pedestrian scale. Building neighborhoods that reinforce Hollister's pedestrian character is possible through well-planned compact development located close to existing neighborhoods and the city center, and these new neighborhoods should contain streets as well designed as those built a century earlier.

In the publication entitled: "Street Design Guidelines for Healthy Neighborhoods," Dan Burden, a nationally recognized expert on pedestrian design, outlines five measures of a healthy street. These are as follows:

1. **Movement Choices.** Healthy streets allow for a diversity and coexistence of movement. The streets support people who want to walk, bicycle, use transit, or drive to destinations.
2. **Connectivity.** Healthy streets connect places where people live, work, attend school, and shop. Pedestrians, bicyclists, and wheelchair users should have more than one route to get to their destinations.
3. **Number of People.** Healthy streets have many people on them. The presence of people helps the streets feel safe and inviting.
4. **Diversity of People and Activity.** The most successful streets have the greatest diversity of people, ranging from young children to senior citizens. Healthy streets have people engaged in different activities, including sidewalk café dining, shopping, sitting on benches, visiting with friends, reading newspapers, window shopping, strolling, jogging, meeting people, walking dogs ~ as many

activities as can be imagined. People can be seen walking and bicycling on healthy streets during most hours of the day.

5. Creating a Civic Stage. Healthy streets host people who go there to see and be seen, to meet others and watch the daily “parade” of cars and pedestrians. The “drama” on the street is free theatre for many people. When people feel comfortable moving among strangers, the street environment is healthy, safe, and working correctly.

Bicyclist Activity

Bicycle travel is another component of the non-motorized transportation system in San Benito County. As is the case with pedestrian activity, the sign of a healthy street and healthy city is the common use of bicycles for travel in and around town. In many cases, bicycles can be accommodated on well-designed streets without the need for separate bike lanes. As mentioned earlier, San Benito County has many good examples of well-designed streets. As many of the major city streets in Hollister and San Juan Bautista become impacted by heavy traffic, however, street designers must place increased emphasis on accommodating bicycle travel. This can be accomplished by adding Class III bicycle lanes on existing streets and by providing alternative routes dedicated to bicycle and pedestrian use (Class I facilities).

At present, there are limited facilities for bicyclists in San Benito County. Most bicycling is done on roadway shoulders, which are not striped for bike lanes. In the mid-1970s, two Class I bicycle facilities were constructed in the Hollister Area, and these facilities were extended in the 1990s. One of these is adjacent to Prospect Avenue/Airline Highway between Hawkins Street and Sunset Drive. The second is adjacent to State Route 25 from Tres Pinos School to Sunnyslope Road.

In 2001, the SBCOG adopted a Bikeway and Pedestrian Master Plan. The plan designates routes that can be used by commuters, recreational riders, students, and others for safe, convenient access to major employers, shopping centers, and schools throughout Hollister, San Juan Bautista, and San Benito County.

Goods Movement

The majority of commodities in San Benito County are transported in and out of the county by truck, with a small portion transported by rail.

Trucking

San Benito County experiences a higher than average amount of truck traffic, and this activity, while largely confined to state highways, impacts local streets and rural roads not designed to handle large, heavy trucks. Trucking activity around and through San Juan Bautista is a particular problem, with Hollister experiencing the same problem to a lesser degree. Commodity exports from San Benito County are primarily agricultural products and quarry materials, and transport of these products generates a significant amount of truck traffic in and out of the County. Stores import nearly all items that are sold in San Benito County.

Railroad

The sole rail line in San Benito County is the 12-mile-long Hollister Branch Line running from Hollister to Carnadero Creek in Santa Clara County. The facility is owned by the Union Pacific Railroad, which transports approximately 10,000 gross tons of goods on the rail line each year. 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.

Transportation Demand and System Management

San Benito County will experience a significant increase in commuters in the coming years. AMBAG estimates there are 13,407 employed individuals in San Benito County in 2000 and approximately 40 percent of these (5,456 commuters) travel outside the county to work each day. AMBAG projects the number of commuters will increase by an annual average rate of 5.3 percent to 9,178 commuters by 2010 and to 15,439 commuters by 2020.

SBCOG provides ridesharing services and park-and-ride lot facilities to help manage the growth in demand for highway capacity. In addition, Caltrans and the California Highway Patrol are working with regional agencies to implement intelligent transportation systems to help manage the efficiency of the existing highway system. These programs and facilities are discussed below.

Ridesharing

SBCOG has provided ridesharing services to San Benito County residents since 1987, and the program focuses on commuters who travel to Santa Clara, Santa Cruz, and Monterey Counties for work. The goal of the ridesharing program is to help residents of San Benito County achieve an acceptable level of mobility and improve air quality by encouraging shared vehicle use and the use of other modes of transportation as alternatives to the single-occupant vehicle.

San Benito database contained over 100 persons in August 2003. The database is maintained by the Bay Area organization Rides for Bay Area Commuters and exists to provide carpool matching services. San Benito Rideshare also leases vanpools to commuters who travel to or from San Benito County for work or school.

Park-and-Ride Lots

San Benito County currently has 3 park-and-ride lots with 19 parking spaces serving area commuters. One location is at the intersection of State Route 101 and State Route 156 near Searle Road. The other location is in Hollister at the intersection of Hillcrest and Memorial Drives; this location also serves as a transit transfer point for service to Gilroy. The third location is on Highway 25 south of Flynn Road.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system. Recognized as having the ability to either increase the efficiency of the existing transportation system or incorporate ITS features and the resultant benefits to a new capital project, ITS provides the opportunity of system enhancement at significant savings to larger, capital- and/or operating-intensive projects.

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) placed greater emphasis on ITS, its research, technologies and integration into the planning and programming process.

Due to the increased federal emphasis on ITS and in recognition of preparing ITS deployment plans throughout the State, the Caltrans Division of New Technologies funded a \$550,000 multi-county, Central Coast effort in 1998 to develop an ITS Strategic Deployment Plan.

In 1998 through 2000, the Central Coast ITS Coordinating Group collaboratively worked together to develop the 2000 Central Coast ITS Strategic Deployment Plan (SDP), as funded through Caltrans,

Division of New Technology. In recognition of its multi-agency partnerships, its breadth of geographic range and its inclusion of state-of-the-art ITS principles and knowledge, the Central Coast ITS SDP was nationally recognized.

As follow-up to the 2000 Central Coast ITS Strategic Deployment Plan (SDP), AMBAG has been awarded, on behalf of the Central Coast ITS Coordinating Group, a FY 2003/04 FHWA/CT SP&R discretionary grant of \$160,000 to make available an expert consultant contact for the Central Coast. This collaborative effort is beginning with a December 2004 kick-off meeting and will be again undertaken by the U.S. Department of Transportation, Caltrans, the Metropolitan Planning Organizations (MPOs), the Regional Transportation Planning Agencies (RTPAs), public transit operators in Monterey, San Benito, San Luis Obispo, Santa Barbara and Santa Cruz Counties and the California Highway Patrol. In addition to retaining a consultant to act as a resource to the regional agencies, local jurisdictions and Caltrans to further ITS interest in the region, another goal of the grant is to update the Regional ITS Architecture the national standard.

ITS projects being considered for the Central Coast Region include:

- Traffic signal control (signal timing, synchronization, and central control)
- Ramp metering (traffic signals on freeway on-ramps)
- Motorist Aid Call Boxes
- Network Surveillance (video cameras on highways, traffic volume sensors, smart call boxes)
- En-Route traveler information systems (changeable message signs, highway advisory radio)
- Interactive traveler information systems (internet websites, kiosks, telephone call-in systems)
- Transit management systems (automated vehicle location, smart cards)
- Transportation management center (physical facility that coordinates ITS systems)

Recreational Travel

Major recreation facilities in San Benito County include: San Juan Bautista Mission, Pinnacles National Monument, Fremont Peak State Park, and Hollister Hills State Vehicular Recreation Area.

San Juan Bautista Mission and State Park

Over the years, the town of San Juan Bautista has grown around San Juan Bautista Mission and State Park, with Downtown San Juan Bautista one block from the facility. San Juan Bautista relies on tourism as its major industry, and the tourist traffic is welcome by downtown businesses. On street parking in Downtown San Juan Bautista is impacted by the shortage of parking at the mission, and many streets throughout the city are in need of maintenance and repair. Motorists traveling to and from the city use State Route 156 for access and the highway is greatly impacted by this travel.

Pinnacles National Monument

The Pinnacles National Monument is located in Southwestern San Benito County on State Route 146. The facility, which is visited by thousands of visitors each year, can be accessed from either the east or west, but through vehicular travel from one side of the park to the other is not possible. Aside from regular maintenance needs, State Route 146 provides adequate access into the Pinnacles National Monument. Motorists Antaño access SR 146 via State Route 25 south of the City of Hollister.

Fremont Peak State Park

Fremont Peak State Park is located in Northwestern San Benito County at the top of Fremont Peak. The facility offers a spectacular view, overnight parking, and the world's largest public observatory. Fremont Peak State Park is accessed via San Juan Canyon Road, which is a narrow rural road with limited fire access. Motorists access Fremont Peak via State Route 156.

Hollister Hills State Vehicular Recreation Area

Hollister Hills State Vehicular Recreation Area is located in approximately five miles south of Hollister in Northwestern San Benito County. The facility, which allows the use of off-road recreational vehicles, is accessed via Cienega Road, and weekend traffic through Hollister is noticeably congested with vehicles towing off-road vehicles to the park. Cienega Road also serves a local quarry, and truck and recreation traffic along the corridor is heavy at times.

Hollister Independence Rally and Motorcycle Traffic

Since 1996, the Hollister Independence Rally Committee has sponsored a three-day motorcycle rally event coinciding with the fourth of July. Nearly 100,000 people travel to Hollister and participate in the festivities. The majority of these people arrives on motorcycle and travel throughout the county during the weekend.

Popular rides that weekend and throughout the year in San Benito County include Highway 25 South to Bolado Park and Pinnacles National Monument.

CHAPTER 3

ACTION PLAN

This chapter sets forth a plan of action to address existing transportation deficiencies and future transportation needs. The programs and projects identified in this chapter conform to the goals, policies, objectives, and performance measures set forth in Chapter 5 and are further justified with project-specific need and purpose statements. The information contained in this chapter comes from discussions with Council of San Benito County Governments staff, SBCOG Technical Advisory Committee, the California Department of Transportation and the California Highway Patrol. Improvements identified for the short-term (constrained improvements) are consistent with San Benito County's adopted Regional Transportation Improvement Program and constrained financial revenue projections.

This chapter is divided into five sections. The first section discusses street and highway improvements. The second section discusses transit improvements. The third section discusses aviation improvements. The fourth section discusses non-motorized transportation improvements. The fifth section discusses institutional and legislative actions. Finally, the sixth section discusses SBCOG's institutional actions and legislative program.

STREET AND HIGHWAY SYSTEM IMPROVEMENTS

This section of the Regional Transportation Plan describes planned short- and long-term improvements for San Benito County's street and highway system. Figures 3-1 and 3-2 show planned short- and long-range street and highway improvements.

Short-Term Improvements (Constrained Projects)

The projects described in this section have partial or complete funding and compose SBCOG's constrained projects list for street and highway improvements. There are 15 short-term street and highway improvement projects.

Highway 156, Gap Closure Project

Project Summary

ID No.

Cal-1

Roadway Name	Highway 156
Segment Location	San Juan Bautista to Union Road
Improvement Description	Widen to 4-lane rural highway
Responsible Agency	Caltrans
Estimated Cost	\$38,000,000

Need and Purpose

This proposed project will widen SR 156 to four lanes between San Juan Bautista and Union Road. The objective of this project is to provide a safer route, and more roadway capacity for commuters traveling between the Hollister area and Route 101. Union Road is a relatively new major arterial route that provides an excellent connection between the developing residential neighborhoods in south Hollister and Highway 156. Highway 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 Highway 152 and Route 101 without going through the City of Hollister. The proposed widening project will further improve the quality of service along approximately 5.6 miles of Highway 156 by improving both inter-regional connectivity, and an important regional commuter route.

Highway 156 Widening (North of Hollister)

Project Summary

ID No.	Cal-2
Roadway Name	Highway 156
Segment Location	San Felipe Road to Santa Clara Co. Line
Improvement Description	Widen to 4 lanes rural highway and improve four bridges
Responsible Agency	Caltrans
Estimated Cost	\$21,295,600

Need and Purpose

This proposed project is to widen a 4-mile long segment of Highway 156 between San Felipe Road and the Santa Clara County line. The object is to provide a safer route for inter-regional traffic passing through San Benito County Highway 156. The ultimate plan is to widen all segments of Highway 156, and this project would begin the effort to widen the Highway 156 Hollister Bypass. The widening plan for Highway 156 is desirable due to the combination of a high percentage of heavy vehicles using this route along with inter-regional automobile traffic.

Figure 3-1

Figure 3-2

Highway 25 to Santa Clara County

Project Summary

ID No.	Cal-3
Roadway Name	Highway 25
Segment Location	San Felipe Road to Santa Clara Co. Line
Improvement Description	Widen to 4-lane rural highway and upgrade one bridge
Responsible Agency	Caltrans
Estimated Cost	\$96,290,000

Need and Purpose

Highway 25 is the major highway route between the Hollister area and Santa Clara County. Commuter traffic on this 2-lane rural highway has been increasing steadily over the last ten to fifteen years. The level of service has fallen to “E” and several head-on fatal accidents have occurred over the last few years.

Residential growth in Hollister and San Benito County is expected to continue, and job growth in Santa Clara County is also expected to continue; therefore, traffic projections for Highway 25 strongly indicate the need for this route to be improved to provide additional roadway capacity. The proposed project would widen approximately 8.6 miles of Highway 25, from San Felipe Road in Hollister northward to the Santa Clara County line. This widening project needs to be conducted in conjunction with a similar project in Santa Clara County to widen the segment of Highway 25 from the San Benito County line north to Route 101. It would also be desirable to improve the interchange between Highway 25 and Route 101, and to upgrade the segment of Route 101 north of the junction with Highway 25 to a controlled access freeway. Implementation of this complete set of improvements will require a coordinated effort between counties, the City of Gilroy, and Caltrans Districts 4 and 5.

Highway 25 Bypass

Project Summary

ID No.	Cal-4
Roadway Name	Highway 25
Segment Location	San Felipe Road to Sunnyslope Road
Improvement Description	Construct four-lane arterial, Park Street Extension to Prospect
Responsible Agency	Measure A Authority
Estimated Cost	\$29,500,000

Need and Purpose

This new roadway is needed to accommodate increased traffic volumes, to improve traffic operations, and to relieve congestion in downtown Hollister. The proposed project will provide a new 2.7-mile long roadway on a new alignment east of the Hollister central business district. The roadway will generally parallel San Benito Street, and will provide a direct connection between the intersection of Highway 25 and San Felipe Road in north Hollister, and the intersection between Highway 25 and Sunnyslope Road in south Hollister. The new roadway will have four and six lane segments, and six signalized intersections.

SHOPP Grouped Project Listing

Project Summary

ID No.	Cal-5
Roadway Name	n/a
Segment Location	various
Improvement Description	SHOPP Projects
Responsible Agency	Caltrans
Estimated Cost	\$16,068,000

Need and Purpose

The State of California contributes funding for State Highway Operations and Protection Program (SHOPP) Projects. The SHOPP is a four-year program of projects that have a purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility or facilities related to the state highway system. The state highway system is aging and its use is increasing. Immediate needs are statewide.

Buena Vista Road Construction

Project Summary

ID No.	Holl-1
Roadway Name	Buena Vista Road
Segment Location	Westside Boulevard to McCray Street
Improvement Description	Construct two-lane road
Responsible Agency	Hollister
Estimated Cost	\$4,792,000

Need and Purpose

Buena Vista Road currently exists along a discontinuous alignment in northeast Hollister. There is an opportunity to improve this roadway so that it can serve as a westward extension of Santa Ana Road. Improvement is needed from McCray Street westward to intersect with the planned Westside Boulevard. The objective is to provide a continuous 2-lane collector street across north Hollister. The improved roadway would significantly improve the accessibility of the neighborhoods in northeast Hollister. Future plans could include a westward extension of Buena Vista Road that could intersect with the Highway 156 Bypass.

Memorial Drive Construction: Meridian to Santa Ana

Project Summary

ID No.	Holl-2
Roadway Name	Memorial Drive
Segment Location	Meridian Street to Santa Ana Road
Improvement Description	Construct four-lane road
Responsible Agency	Hollister
Estimated Cost	\$2,432,166

Need and Purpose

Memorial Drive is being planned and constructed to serve as a major collector route for the neighborhoods west of the proposed Highway 25 Bypass. This project will construct a segment that is about 0.3 miles in

length that runs between Meridian Street and Santa Ana Road. The objective is to provide a direct connection between the residential neighborhoods located adjacent to Memorial Road and Santa Ana Road. Santa Ana Road provides good connections east to Fairview Road, and west to San Felipe Road and thence to Highway 25. Another phase of construction is described below, that will extend Memorial northward into the industrial area located east of the airport off of Fallon Road.

Union Road (formerly Crestview Drive) Construction

Project Summary

ID No.	Holl-5
Roadway Name	Union Road
Segment Location	State Route 25 to Fairview Road
Improvement Description	Construct four-lane arterial
Responsible Agency	Hollister
Estimated Cost	\$5,315,387

Need and Purpose

Union Road has been planned and constructed to provide a continuous arterial connection through the southern portion of the Hollister area. Union Road currently runs from its intersection with Highway 156 eastward through an intersection with Airline Highway (Highway 25), and into the residential neighborhoods in southeast Hollister. A 0.6-mile extension is needed to complete the connection through to Fairview Road. Union Road has been planned to relieve congestion along Nash Road by providing a more direct path for commuters living in the south Hollister.

Fairview Road Widening

Project Summary

ID No.	SBC-1
Roadway Name	Fairview Road
Segment Location	State Route 25 to McCloskey Road
Improvement Description	Widen to four-lane arterial
Responsible Agency	County of San Benito
Estimated Cost	\$20,888,569

Need and Purpose

Fairview Road is the major north-south arterial serving east Hollister. The segment of Fairview Road from McCloskey Road south to Highway 25 serves a rapidly developing residential area, and needs to be widened to 4-lanes in order to improve safety, and to provide increased roadway capacity.

Highway 25 Widening: Sunnyslope to Sunset

Project Summary

ID No.	Holl-7
Roadway Name	State Route 25
Segment Location	Sunnyslope Road to Sunset Drive
Improvement Description	Widen to six-lane arterial
Responsible Agency	Hollister
Estimated Cost	\$1,183,000

Need and Purpose

This proposed project will widen Highway 25 (Airline Highway) from Sunnyslope Road south to Sunset Road. This 0.4-mile stretch of Highway 25 serves a significant amount of commercial land uses located adjacent to the highway. Traffic projections indicate the roadway will need to provide 6 lanes of capacity through this commercial area. Existing volumes are too high to be adequately served by the existing 4-lane roadway.

Westside Boulevard Extension

Project Summary

ID No.	Holl-8
Roadway Name	Westside Boulevard
Segment Location	Nash Road to San Benito Street
Improvement Description	Construct new two-lane street
Responsible Agency	Hollister
Estimated Cost	\$4,259,120

Need and Purpose

Westside Boulevard is being planned to function as a major collector street for western Hollister. The roadway is initially being planned for an alignment immediately west of Line Street, and running from Nash Road northward about 0.7 miles to Fourth Street. This street is needed because Line Street, which has been functioning as the Westside collector, has a somewhat discontinuous alignment, and has extensive residential frontage. A safer and more continuous collector street is required to serve the new infill development occurring in west Hollister. Future plans include constructing an extension of Westside Boulevard south of Nash Road on an alignment that would loop around San Benito High School and intersect either San Benito Street or Union Road. Currently Nash Street runs through the middle of Hollister High School creating noise and safety problems. This new street pulls traffic off of Nash Street and completes a semi-bypass around Downtown Hollister. Eventually, Nash Street may be closed or restricted to limit disruption to the high school.

New Traffic Signals

Project Summary

ID No.	Holl-9
Roadway Name	17 Intersections
Segment Location	[various as warranted]
Improvement Description	Add traffic signals
Responsible Agency	[various]
Estimated Cost	\$2,240,000

Need and Purpose

Growth in and around Hollister will cause increased congestion on urban streets in Hollister. The purpose of this project is to increase capacity at various intersections in Hollister.

Street and Highway Maintenance

Project Summary

ID No.	Countywide-1
Roadway Name	[various as warranted]
Segment Location	[various as warranted]
Improvement Description	Maintenance and reconstruction countywide
Responsible Agency	[various]
Estimated Cost	\$38,478,195

Need and Purpose

Continued and increased use of street and highway facilities countywide causes deterioration of these facilities. The purpose of this project is to undertake improvements to repair and maintain existing street and highway facilities.

Highway 25 Safety and Operational Enhancements

Project Summary

ID No.	
Roadway Name	State Route 25
Segment Location	State Route 25 to the Santa Clara County line
Improvement Description	Safety improvements along the corridor
Responsible Agency	COG
Estimated Cost	\$13,000,000

Need and Purpose

Project alternatives include installing a concrete median barrier along approximately 3.5 miles of the highway, consolidating driveways, and limiting access. The need for this project arose as a result of high accident rates along the corridor. The purpose of the project is to provide safety along the corridor while alleviating traffic congestion.

Highway 156 Safety and Operational Enhancements

Project Summary

ID No.	
Roadway Name	State Route 156
Segment Location	Intersection of Union and Mitchell Roads to the Lucy Brown Lane
Improvement Description	Intersection Improvements
Responsible Agency	COG
Estimated Cost	\$ 7,080,000

Need and Purpose

Long-term growth in inter-regional traffic is projected to result in increasing traffic volumes on the Route 156 Hollister. Agricultural vehicles travel on the shoulder. These vehicles cannot be passed without violating the barrier stripe, which is illegal. Providing wider shoulders would give agricultural vehicles more refuge and they would not impede the flow of traffic as they currently do. Intersection improvements

include: San Juan Road, Lucy Brown Lane, Bixby Lane, and Union/Mitchell Road. Costs associated with these improvements range from \$1.7 million to \$5.25 million.

Long-Term Improvements (Unconstrained Projects)

The projects described in this section have no funding and compose SBCOG's unconstrained projects list. There are five long-term street and highway improvement projects.

Sunnyslope Road Construction

Project Summary

ID No.	Holl-4
Roadway Name	Sunnyslope Road
Segment Location	El Toro Drive to Fairview Road
Improvement Description	Construct four-lane arterial
Responsible Agency	Hollister
Estimated Cost	\$4,791,510

Need and Purpose

Sunnyslope Road is the major east-west arterial street in southeast Hollister. This roadway provides the primary connection between the residential neighborhoods in southeast Hollister and the commercial areas located near the intersection with Airline Highway, and those located downtown. Sunnyslope Road needs to be a 4-lane roadway, and the proposed project would widen the remaining mile of roadway between El Toro Drive and Fairview Road. This project may be implemented in two phases, El Toro to Highland, and then Highland to Fairview.

Memorial Drive Construction

Project Summary

ID No.	Holl-10
Roadway Name	Memorial Drive
Segment Location	Santa Ana Road to Shelton Drive, Fallon Road, and/or Flynn Road
Improvement Description	Construct two-lane road
Responsible Agency	Hollister
Estimated Cost	\$13,842,140

Need and Purpose

This proposed project is the northward extension of Memorial Drive. As described above, this extension will complete a new arterial connection between the residential neighborhoods in eastern Hollister with the city's largest industrial located off of Fallon Road near the airport. This connection is needed in order to provide additional roadway capacity, and to relieve congestion on San Felipe Road.

Fairview Road/San Felipe Road East-West Arterial

Project Summary

ID No.	SBC-2
Roadway Name	[Unnamed]

Segment Location	Fairview Road to San Felipe Road (north of McCloskey)
Improvement Description	Construct new 4-lane minor arterial
Responsible Agency	Hollister; County of San Benito
Estimated Cost	[unknown]

Need and Purpose

The largest growth area in the Hollister Area will be within the area bounded by San Felipe Road, Fallon Road, Fairview Road, and Meridian Street. Growth in this area will require the development of a new minor arterial street to connect Fairview Road with San Felipe Road in the area north of McCloskey Road. The purpose of the Fairview Road/San Felipe Road East-West Connector is to provide access between Fairview Road and San Felipe Road in the Northeast Hollister Area.

Fairview Road/Memorial Drive East-West Collector

Project Summary

ID No.	SBC-3
Roadway Name	[Unnamed]
Segment Location	Fairview Road to Memorial Drive (south of McCloskey)
Improvement Description	Construct new 2-lane collector
Responsible Agency	Hollister; County of San Benito
Estimated Cost	[unknown]

Need and Purpose

The largest growth area in the Hollister Area will be within the area bounded by San Felipe Road, Fallon Road, Fairview Road, and Meridian Street. Growth in this area will require the development of a new collector street to connect Fairview Road with Memorial Drive in the area south of McCloskey Road. The purpose of the Fairview Road/Memorial Drive East-West Connector is to provide access to arterial streets in the Northeast Hollister Area.

Flynn Road Extension and Widening

Project Summary

ID No.	SBC-5
Roadway Name	Flynn Road
Segment Location	Fairview Road to State Route 25
Improvement Description	Construct on New Alignment and Widen Existing Segments to four lanes
Responsible Agency	Hollister; County of San Benito
Estimated Cost	[unknown]

Need and Purpose

Long-term growth east and north of the existing Hollister city limits is projected to impact Shore Road as commuters living in the new growth area travel northward to jobs in Santa Clara Valley. The purpose of the extending and widening Flynn Road is to provide an alternative travel path that provides a more direct connection between Fairview Road and Highway 25. This proposed project will accommodate growth in northeast Hollister by increasing road and intersection capacity in this corridor. The proposed project will also affect fewer developed properties than would widening roadways such as McCloskey, Fairview, and Shore.

Union Road Widening

Project Summary

ID No.	SBC-6
Roadway Name	Union Road
Segment Location	State Route 25 to State Route 156
Improvement Description	Widen to four lanes
Responsible Agency	Hollister; County of San Benito
Estimated Cost	[unknown]

Need and Purpose

Long-term growth east and south of existing Hollister city limits will create impacts on Union Road. Also, automobiles traveling through Hollister to reach regional destinations impact urban streets in Hollister. The purpose of the Union Road Widening Project is to alleviate through-traffic impacts in Hollister and accommodate growth in the Hollister Area by expanding road capacity around Hollister.

Highway 101, Las Aromitas

Project Summary

ID No.	Cal-5
Roadway Name	State Route 101
Segment Location	Monterey/San Benito County Line to Jct. Rte. 156
Improvement Description	Widen to 6-Lane Freeway
Responsible Agency	Caltrans
Estimated Cost	[unknown]

Need and Purpose

Long-range population and employment projections from the AMBAG and ABAG indicate a continuation in the trends of population growth in the Monterey County and employment growth in Santa Clara County. Therefore, it is forecast that commuter traffic from Monterey County residences and Santa Clara County employment will continue to increase through the Route 101 corridor. State Route 101 is already 6-lanes wide through the Gilroy-Morgan Hill area, and is currently being widened to eight lanes north of Morgan Hill. Furthermore, State Route 101 is planned to be widened to six lanes from Salinas north to the Monterey county line. The widening of State Route 101 to six lanes through San Benito County will be necessary to avoid operational problems (bottlenecks). This proposed project extends from the county line to the junction with State Route 156.

Highway 101

Project Summary

ID No.	Cal-6
Roadway Name	State Route 101
Segment Location	Jct. Rte. 156 to San Benito/Santa Clara County Line
Improvement Description	Widen to 6-Lane Freeway
Responsible Agency	Caltrans
Estimated Cost	[unknown]

Need and Purpose

Long-range population and employment projections from the AMBAG and ABAG indicate a continuation in the trends of population growth in the Monterey County and employment growth in Santa Clara County. Therefore, it is forecast that commuter traffic from Monterey County residences and Santa Clara County employment will continue to increase through the Route 101 corridor. State Route 101 is already 6-lanes wide through the Gilroy-Morgan Hill area, and is currently being widened to eight lanes north of Morgan Hill. Furthermore, State Route 101 is planned to be widened to six lanes from Salinas north to the Monterey county line. The widening of State Route 101 to six lanes through San Benito County will be necessary to avoid operational problems (bottlenecks). This proposed project extends from the junction with State Route 156 to the Santa Clara County line.

Highway 156, Hollister Bypass Widening

Project Summary

ID No.	Cal-7
Roadway Name	State Route 156 (Bypass)
Segment Location	Union Road to San Felipe Road
Improvement Description	Widen to 4-Lane expressway/freeway
Responsible Agency	Caltrans
Estimated Cost	[unknown]

Need and Purpose

Long-term growth in inter-regional traffic is projected to result in increasing traffic volumes on the Route 156 Hollister Bypass. The increasing traffic volumes include a high percentage of large truck traffic in addition to large numbers of passenger cars and light-duty trucks. The speed differential between the relatively slow moving trucks and the higher speed passenger vehicles tends to create safety problems along rural 2-lane highways. The purpose of widening the Hollister bypass is to avoid level of service and safety impacts similar to those that have been observed on other segments of State Routes 25 and 156.

Airline Highway (State Route 25) Widening

Project Summary

ID No.	Holl-6
Roadway Name	Airline Highway
Segment Location	Sunset Drive to Fairview Road
Improvement Description	Widen to four lanes
Responsible Agency	Hollister
Estimated Cost	\$10,115, 410

Need and Purpose

The Airline Drive project is needed to relieve traffic congestion along this major north-south corridor caused in large degree by new residential development in South Hollister. The project widens Airline Highway from two to four lanes.

TRANSIT SYSTEM

This section of the Regional Transportation Plan describes planned short- and long-term improvements for San Benito County's transit system.

Short-Term Improvements (Constrained Projects)

The projects described in this section have partial or complete funding and compose SBCOG's constrained projects list for the transit system. There are two short-term transit improvement projects.

Transit Vehicle Replacement

Project Summary

ID No.	SBCT-1
Location	n/a
Improvement Description	Incremental Replacement of Transit Fleet
Responsible Agency	San Benito County Transit
Estimated Cost	\$1,000,000

Need and Purpose

The purpose of this project is to replace old transit vehicles with new transit vehicles as warranted by vehicle age and condition.

Contracted Transit Service Operations, Annual Allocation

Project Summary

ID No.	SBCT-1
Location	n/a
Improvement Description	Incremental Replacement of Transit Fleet
Responsible Agency	San Benito County Transit
Estimated Cost	957,000

Need and Purpose

The purpose of this project is to replace old transit vehicles with new transit vehicles as warranted by vehicle age and condition.

Long-Term Improvements (Unconstrained Projects)

The projects described in this section have no funding and compose SBCOG's unconstrained projects list for transit. There is one long-term transit improvement project.

Commuter Rail Implementation

Project Summary

ID No.	SBCOG-2
Location	Hollister Branch Line
Improvement Description	Right-of-way acquisition and initiation of commuter rail service to Gilroy

Responsible Agency Council of San Benito County Governments
Estimated Cost [unknown]

Need and Purpose

Transportation demand generated by commuters traveling to Santa Clara County is straining San Benito County's rural road system. Development of commuter rail has the potential to provide flexibility and increased efficiency to San Benito County's transportation system. The purpose of this project is to implement commuter rail service on the Hollister Branch Line to Gilroy.

AVIATION SYSTEM

This section of the Regional Transportation Plan describes planned short- and long-term improvements for San Benito County's aviation system.

Short-Term Improvements (Constrained Projects)

The projects described in this section have partial or complete funding and compose SBCOG's constrained projects list for the aviation system. There are six short-term aviation improvement projects.

Runway 24 Holding Apron

Project Summary

ID No.	SBt-1-01
Location	Runway 24
Improvement Description	Construct holding apron
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$70,000

Need and Purpose

Pilots using Hollister Municipal Airport have no holding area adjacent to Runway 24 in which to perform an engine run-up prior to takeoff. The purpose of this project is to provide an area for engine run-up.

Perimeter Fencing

Project Summary

ID No.	SBt-1-06
Location	Perimeter of airport
Improvement Description	Construct perimeter fence
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$447,250

Need and Purpose

Potential conflicts exist between ground vehicles, pedestrians, and aircraft at Hollister Municipal Airport. The purpose of this project is to separate ground vehicles and pedestrians from aircraft.

Lighting Beacon Rehabilitation

Project Summary

ID No.	SBt-1-08
Location	[subject to FAA review and design]
Improvement Description	Re-construct non-directional beacon
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$12,500

Need and Purpose

Hollister Municipal Airport suffers from a lack of proper on-ground guidance equipment. The purpose of this project is to improve aircraft guidance in the airport environs.

Long-Term Improvements (Unconstrained Projects)

The projects described in this section have no funding and compose SBCOG's unconstrained projects list for aviation. There are 14 long-term aviation improvement projects.

Diagonal Hangar Taxiway

Project Summary

ID No.	SBt-1-09
Location	6/24 Diagonal Taxiway
Improvement Description	Hangar Taxiway
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$420,000

Need and Purpose

Currently, aircraft at Hollister Municipal Airport have to cross an active runway to access hangars, creating potential conflicts with arriving and departing aircraft. The purpose of this project is to provide a separate taxiway for aircraft taxiing to the hangar area.

Exit Taxiway

Project Summary

ID No.	SBt-1-10
Location	Runway 24
Improvement Description	Construct exit taxiway
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$118,750

Need and Purpose

Currently, there is inadequate exit access along Runway 24. The purpose of this project is to provide an exit taxiway on Runway 24.

Parallel Taxiway

Project Summary

ID No.	SBt-1-11
Location	Terminal side of runways
Improvement Description	Construct parallel taxiway
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$425,000

Need and Purpose

Hollister Municipal Airport suffers from inadequate taxiway facilities. The purpose of this project is to provide parallel taxiways on the terminal side of Runways 24 and 31.

Runway 31 Holding Apron

Project Summary

ID No.	SBt-1-12
Location	Runway 31
Improvement Description	Construct holding apron
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$38,750

Need and Purpose

Pilots using Hollister Municipal Airport have no holding area adjacent to Runway 31 in which to perform an engine run-up prior to takeoff. The purpose of this project is to provide a specified area for engine run-up.

California Department of Forestry Apron

Project Summary

ID No.	SBt-1-13
Location	Runway 31
Improvement Description	Construct apron adjacent to Runway 31 for California Department of Forestry
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$318,750

Need and Purpose

The California Department of Forestry (CDF) uses Hollister Municipal Airport to fight fires in the region, and facilities at Hollister Municipal Airport are in need of upgrade to better facilitate CDF use. The purpose of this project is to provide an apron for CDF use adjacent to Runway 31.

Runway 31 Runway Protection Zone Acquisition

Project Summary

ID No.	SBt-1-14
Location	Runway 31
Improvement Description	Acquire land for Runway Protection Zone
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$190,000

Need and Purpose

Acquisition of a runway protection zone for Runway 31 is needed to ensure that long-term airport operations. The purpose of this project is to acquire a Runway Protection Zone for Runway 31.

Instrument Landing System

Project Summary

ID No.	SBt-1-15
Location	n/a
Improvement Description	Construct Instrument Landing System
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$105,000

Need and Purpose

Hollister Municipal Airport currently operates a GPS guidance system, which provides limited guidance for nighttime and bad-weather flying. The purpose of this project is to upgrade Hollister Municipal Airport's guidance system with an Instrument Landing System.

Terminal Apron Joint Replacement

Project Summary

ID No.	SBt-1-16
Location	Apron
Improvement Description	Replace apron joints on terminal apron
Responsible Agency	Hollister Municipal Airport
Estimated Cost	\$160,000

Need and Purpose

The apron joints on the terminal apron at Hollister Municipal Airport are in need of replacement to prevent premature deterioration of the terminal apron. The purpose of this project is to replace the terminal apron joints.

Southwest Hangar Taxiway

Project Summary

ID No.	SBt-1-17
Location	Southwest hangar area
Improvement Description	Construct southwest hangar taxiway

Responsible Agency Hollister Municipal Airport
Estimated Cost \$500,000

Need and Purpose

Currently, there is no taxiway to the southwest hangar area. The purpose of this project is to provide taxiway access to the southwest hangar area.

Taxiway Lighting

Project Summary

ID No. SBt-1-18
Location Taxiways
Improvement Description Install medium-intensity taxiway lights
Responsible Agency Hollister Municipal Airport
Estimated Cost \$265,000

Need and Purpose

Hollister Municipal Airport suffers from a lack of proper on-ground guidance equipment. The purpose of this project is to improve aircraft guidance in the airport environs.

Land Acquisition

Project Summary

ID No. SBt-1-19
Location North of existing airport
Improvement Description Acquire land for expanded airport facilities
Responsible Agency Hollister Municipal Airport
Estimated Cost \$1,890,000

Need and Purpose

Acquisition of land is required for the long-term expansion of Hollister Municipal Airport. This project would add land for the construction of additional hangars and miscellaneous airport facilities.

Line of Site Land Acquisition

Project Summary

ID No. SBt-1-20
Location Intersection of Runways 24 and 31
Improvement Description Acquire land for line of site
Responsible Agency Hollister Municipal Airport
Estimated Cost \$30,000

Need and Purpose

Federal regulations require adequate line of site where two runways intersect. The purpose of this project is to comply with federal regulations.

NON-MOTORIZED TRANSPORTATION

This section of the Regional Transportation Plan describes planned short- and long-term improvements for San Benito County's non-motorized transportation system.

Short-Term Improvements (Constrained Projects)

The projects described in this section have partial or complete funding and compose SBCOG's constrained projects list for non-motorized transportation. There are two short-term pedestrian and bicyclist improvement projects.

Bikeway Repair and Maintenance

Project Summary

Project ID	SBCOG-3
Location	[various]
Improvement Description	Monitor the use of bikeways and make improvements to the bikeway system where needed
Responsible Agency	Local jurisdictions
Estimated Cost	\$100,000

Need and Purpose

Dirt, debris, and deteriorated pavement create hazards for bicyclists. The purpose of this project is to maintain San Benito County's existing bikeway system.

San Juan Highway Bike Lane Construction

Project Summary

Project ID	SBCOG-6
Location	[various]
Improvement Description	Construct Bike Lane...
Responsible Agency	COG
Estimated Cost	\$1,800,000

Need and Purpose

The project is a Class II bike lane, roughly 3 miles, on San Juan Highway from Chittenden Road near State Route 101 to Monterey Street in San Juan Bautista. A class III bike route is proposed within the city limits of San Juan Bautista. Due to the location of Anzar High School, San Juan Highway is the only direct route to Anzar High School from San Juan Bautista. The purpose is to provide a safe route for students, faculty and staff who commute by bicycle to Anzar High School from San Juan Bautista.

Southside Road Bike Lane Construction

Project Summary

Project ID	SBCOG-3
Location	Southside Road
Improvement Description	Construct Bike Lane...
Responsible Agency	COG
Estimated Cost	\$400,000

Need and Purpose

The project is a class II bicycle lane from the City limits to the Pinnacles Community School on Southside Road. Usage on Southside Road has gradually transformed over time from a quiet rural road to a frequently used route. The purpose of the bike lane is to provide a safe route for cyclists commuting to work and school, pedestrians, and recreational riders.

Long-Term Improvements (Unconstrained Projects)

The projects described in this section have no funding and compose SBCOG's unconstrained projects list for non-motorized transportation. There are three long-term pedestrian and bicyclist improvement projects.

San Benito River Recreational Trail (Phase I)

Project Summary

Project ID	SBCOG-4
Location	Along San Benito River, from San Juan Bautista to Hollister
Improvement Description	Construct recreational trail for pedestrians and bicyclists
Responsible Agency	County of San Benito; Council of San Benito County Governments
Estimated Cost	[unknown]

Need and Purpose

San Benito County lacks safe pedestrian and bicyclist access between San Juan Bautista and Hollister and between Hollister and the Pinnacles National Monument. The San Benito River Corridor provides a useful and scenic link between these destinations. The purpose of this project is to build a trail for pedestrians and bicyclists between San Juan Bautista and Hollister.

San Benito River Recreational Trail (Phase II)

Project Summary

Project ID	SBCOG-5
Location	Along San Benito River, from Hollister to Pinnacles National Monument
Improvement Description	Construct recreational trail for pedestrians and bicyclists
Responsible Agency	County of San Benito; Council of San Benito County Governments
Estimated Cost	[unknown]

Need and Purpose

San Benito County lacks safe pedestrian and bicyclist access between San Juan Bautista and Hollister and between Hollister and the Pinnacles National Monument. The San Benito River Corridor provides a useful and scenic link between these destinations. The purpose of this project is to build a trail for pedestrians and bicyclists between Hollister and the Pinnacles National Monument.

Bicycle and Pedestrian Plan Implementation

Project Summary

Project ID	SBCOG-2
Location	[various]
Improvement Description	Implementation of the 2000 Regional Bicycle and Pedestrian Plan
Responsible Agency	Council of San Benito County Governments
Estimated Cost	[unknown]

Need and Purpose

Adoption of the 2000 Regional Bicycle and Pedestrian Plan will require implementation of various programs and projects related to pedestrian and bicyclist use. The purpose of this project is to implement the 2000 Regional Bicycle and Pedestrian Plan.

INSTITUTIONAL ACTIONS AND LEGISLATIVE PROGRAM

The Council of San Benito County Governments (SBCOG) is faced with a challenging yet achievable set of objectives for improving San Benito County's transportation system. To face this challenge, SBCOG must maintain and improve its ability, as an agency, to plan and administer needed transportation programs and projects. It must also build a legislative program to secure funding for long-term programs and projects.

Staffing Levels

SBCOG should maintain an adequate number of qualified staff at various levels of expertise to accomplish the objectives set forth in Chapter 3.

Performance Audit

SBCOG should undertake an audit to evaluate the ability of SBCOG staff to accomplish the objectives set forth in Chapter 3, within one year of adoption.

Outside Contracts

SBCOG should continue to contract outside the agency for special projects, as a means of controlling agency personnel and overhead costs.

Legislative Program

SBCOG should adopt an annual legislative program designed to secure support and funding for long-term transportation programs and projects in Sacramento and Washington D.C.

Legislative Program Funding

SBCOG should provide adequate agency funding to implement the legislative program in a timely and efficient manner.

Performance Audit

SBCOG should undertake an audit to evaluate the ability of SBCOG staff to accomplish the objectives set forth in Chapter 3, within one year of adoption.

Outside Contracts

SBCOG should continue to contract outside the agency for special projects, as a means of controlling agency personnel and overhead costs.

Legislative Program

SBCOG should adopt an annual legislative program designed to secure support and funding for long-term transportation programs and projects in Sacramento and Washington D.C.

Legislative Program Funding

SBCOG should provide adequate agency funding to implement the legislative program in a timely and efficient manner.

CHAPTER 4

FINANCIAL PLAN

This chapter sets forth a financial plan for funding short-term transportation improvements in San Benito County. The project costs and funding revenues identified in this chapter are consistent with the short-and long-term projects contained in Chapter 3, Action Plan. The information contained in this chapter comes from discussions with Council of San Benito County Governments staff, SBCOG Technical Advisory Committee, the California Department of Transportation, and the Association of Monterey Bay Area Governments.

This chapter is divided into three sections. The first section summarizes short-and long-term costs for transportation improvements in San Benito County. The second section discusses anticipated revenues from federal, state, and local sources. Finally, the third section compares estimated costs and anticipated revenues.

SUMMARY OF SHORT-TERM PROJECT COSTS

The following section summarizes short-term costs for transportation improvements in San Benito County by travel mode. Of the approximately \$246 million dollars in needed transportation improvements in San Benito County between 2005 and 2015, approximately \$203 million (82 percent) is for street and highway improvements. Approximately \$38 million (15 percent) is for street and highway maintenance. Table 4-1 shows improvement costs by travel mode.

TABLE 4-1

SUMMARY OF IMPROVEMENTS COSTS (\$000)
San Benito County Regional Transportation Plan

Travel Mode	Short-Term Improvements (2005 to 2015)	Percent of Total
Streets and Highways	\$203,671	82%
(Maintenance)	\$38,478	15%
Transit	\$1,627	1%
Non-Motorized Transportation	\$2,350	1%
Aviation	\$1,760	1%
TOTAL	\$246,126	100%

PROJECTED REVENUES

According to the Association of Monterey Bay Area Governments, San Benito County can expect to receive approximately \$384 million dollars in revenues from various federal, state, and local sources through 2030. The first four years of the projected fund estimate is consistent with the adopted State Transportation Improvement Program (STIP). Table 4-2 shows estimated transportation revenues for San Benito County between 2005 and 2030. Table 4-3 shows transportation revenues by travel mode.

TABLE 4-2

**Estimated Transportation Revenue (\$000)
2005 through 2030
San Benito County**

Revenue Source	2005 to 2015	2016 to 2025	2025 to 2030	Total 2005-2030
Federal				
Airport Improvement Program (FAA)	1,650	1,500	750	3,900
Sec. 5310 Elderly and Disabled (FTA)	740	672	336	1,748
Sec. 5311 Non-Urbanized Area (FTA)*	1,012	920	460	2,392
Regional Surface Transportation Program	6,324	5,780	2,890	14,994
Congestion Mitigation and Air Quality Improvement	3,889	3,554	1,777	9,220
Transportation Enhancement Activities	1,468	1,260	630	3,358
Recreational Trails	133	130	66	329
Transportation Equity Act for the 21 st Century Earmark	7,612	6,920	3,460	17,992
Safe Routes to School	451	410	205	1,066
Job Access and Reverse Commute Grants	366	344	172	882
Subtotal	23,645	21,490	10,746	55,882
State				
State Transportation Improvement Program (STIP)- Regional Improvement Program	29,302	26,640	13,320	69,262
STIP-Interregional Improvement Program	12,878	21,464	10,732	45,074
State Transit Assistance	825	750	375	1,950
Bicycle Transportation Account (BTA)	97	90	45	232
California Aid to Airports Program (CAAP)	110	100	50	260
Environmental Enhancement & Mitigation (EEM)	181	175	89	445
Rural Planning Assistance	2,035	1,850	925	4,810
SHOPP	6,798	6,180	3,090	16,068
Subtotal	52,227	57,249	28,626	138,101
Local				
Fuel Tax Subvention	20,093	18,266	9,133	47,492
Measure A	10,000	0	0	10,000

Local	37,148	31,559	15,779	84,486
Traffic Impact Fee Program	2,430	0	0	2,430
AB 2766 (Air District)	1,123	1,080	546	2,749
Transportation Development Act (TDA)	11,891	10,810	5,405	28,106
Registered Vehicle Revenue SAFE	550	500	250	1,300
Transit Farebox Revenue	1,650	1,500	750	3,900
Redevelopment Agency (RDA)	10,000	0	0	10,000
Subtotal	94,885	63,715	31,864	190,464
TOTAL	170,757	142,454	71,236	384,447

Note: *Represents 25 percent of total available funds; balance used for operations
Source: Association of Monterey Bay Area Governments

TABLE 4-3

SUMMARY OF REVENUE BY MODE (\$000)
San Benito County
2005 through 2030

Travel Mode	Short-Term 2005 to 2015	Long-Term 2016 to 2030	Total
Streets and Highways	\$125,995	\$152,479	\$278,474
(Maintenance)	\$20,093	\$27,400	\$47,493
Transit	\$16,679	\$22,792	\$39,471
Non-Motorized	\$6,230	\$8,620	\$14,849
Aviation	\$1,760	\$2,400	\$4,160
Total	\$170,757	\$213,690	\$384,447

Source: Hexagon Transportation Consultants; AMBAG

Federal Revenue Sources

The section below describes federal transportation revenue sources.

Federal Aviation Administration (FAA)

The Airport Improvement Program (AIP) provides funds for eligible improvements and planning at public-use airports. The City of Hollister has used these funds in the past and anticipates utilizing additional grants from the FAA for projects identified in the action element.

Federal Transit Administration (FTA)

FTA has many programs to assist transit operators. Most do not apply to the small, rural system provided in San Benito County. Section 5307 provides training and technical assistance to transit operating and planning agencies. Section 5310 provides funding for purchase of capital equipment for providers of transportation to the elderly and/or disabled. Section 5311 is specifically for rural areas and provides operating and capital assistance. Operating grants require 50 percent grantee participation while the capital assistance program requires 20 percent.

Congestion Mitigation and Air Quality Improvement

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and was reauthorized with the passage of Transportation Equity Act for the 21st Century (TEA-21). Funds are directed to transportation projects and programs which contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in nonattainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Clean Air Act (Title 42, United States Code). The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone and carbon monoxide (CO).

Transportation Equity Act for the 21st Century (TEA-21)

A substantial revamping and re-authorization of the expired Surface Transportation Assistance Act, ISTEA provides intermodalism and efficiency lacking under prior legislation. Certainly more money is available and its use has considerably more flexibility. Gone, however, are some of the traditional controls and guarantees that previously existed for road construction funding. Transportation planning agencies are now in the position to distribute funds that previously went directly to road projects, resulting in a definite shift to the funding of other modes of transportation.

In San Benito County these issues are somewhat watered down by County Public Works staff being the staff to the Council of Governments, the Regional Transportation Planning Agency, and by there only being two cities. The only real issue was the need to enter into an agreement with AMBAG, the Metropolitan Planning Organization (MPG) for our common non-attainment air basin, for air quality consistency planning.

As has been the case in the past, the majority of the federal funds received through ISTEA will be exchanged with the State of California for non-restricted state dollars to permit even more flexibility in their use. Matching funds for the federal bridge replacement and hazard elimination programs will be the first choice. Unfortunately loss of County General Fund revenues previously provided for road maintenance activities may result in much of this funding source being diverted from construction to maintenance. Safe Routes to School Program

This is a two-year program that funds pedestrian and bicycle projects that provide safe routes for children to travel to school. There is \$20 million dollars for 2000-2001 and \$20 million for 2001-2002. The program is funded through the State Highway Account, and applications are due in April of each year

Job Access and Reverse Commute Grants

The Job Access and Reverse Commute program (JARC) provides grants to communities on both a competitive and congressionally directed basis for the purpose of filling gaps in employment transportation. The primary beneficiaries of this program are low-income families that otherwise would have a difficult time getting to jobs and related services, such as child care and training.

State Revenue Sources

The section below describes state transportation revenue sources.

State Transit Improvement Program (STIP)

The STIP is a four-year multimodal-programming document funded with monies from the State Highway Account and the Passenger Rail Bond Fund. The STIP is divided into two basic accounts—the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). Local transportation agencies adopt the RTIP, while Caltrans controls the ITIP.

State Transit Assistance

Funded from a portion of the sales tax on fuel, STA funding is distributed directly to the Council of Governments (COG) to assist in funding the transit system. In the past, COG has utilized STA funds as the local match for the purchase of transit vehicles under the FTA Section 5311 program.

Bicycle Transportation Account (BTA)

This program provides funds to bicycle projects in California. It is funded largely through funds diverted from the State Highway Account. The program requires that an approved bicycle plan be adopted by the local jurisdiction and no match is required.

California Aid to Airports Program

This program provides funds to general aviation airports in California. It is funded from excise taxes on aviation fuel sales. Each airport receives an annual allotment of \$65,000 and surplus funds are made available for discretionary grants.

Environmental Enhancements & Mitigation

Proposition 42 In March 2002, 70% of the electorate approved Proposition 42, a legislative constitutional amendment that permanently dedicated revenues from the sales tax on gasoline to transportation infrastructure needs.

Under provisions of Proposition 42, upon declaration of the Governor and with two-thirds concurrence of both houses of the Legislature, the gasoline sales tax dedication to transportation can be suspended.

Rural Planning Assistance

Caltrans administers these funds for Rural Planning agencies through the Office of Regional Planning Coordination.

SHOPP

The SHOPP is a four-year program of projects that have a purpose of collision reduction, bridge preservation, roadway preservation, roadside preservation, mobility or facilities related to the state highway system. The state highway system is aging and its use is increasing. Immediate needs are statewide. The increased emphasis on safety and roadway rehabilitation in the 2002 SHOPP is continued in the 2004 SHOPP with the goal of reducing fatal and injury accident rates and reducing distressed pavement. Other goals include rehabilitation of roadsides and reducing congestion through operational improvements.

Local Revenue Sources

The section below describes local transportation revenue sources.

Fuel Tax Subvention

These funds are apportioned to cities and counties by the state using a formula based on population, number of registered vehicles and miles of maintained road. This program funds local street and road maintenance and operational requirements.

Traffic Impact Fees (Local Funds)

In order to mitigate the impact of development on transportation infrastructure the City of Hollister and County of San Benito have established traffic impact fees based on a computer generated traffic model that projects improvement needs given proposed land use scenarios.

Measure A

Passed by a state record 83 percent in June 1988, San Benito County's Measure A increased the local sales tax ½ cent to fund a specific list of roadway projects on state and local roads. It generated approximately \$15.5 million over its 10-year life, which ended in 1999. Approximately \$10 million remain in this fund for short-term projects included in this year's Regional Transportation Program. Of this amount, \$7 million is earmarked for the State Route 25 Bypass Project.

AB 2766 (Air District)

The Monterey Bay Unified Air Pollution Control District has assessed a \$4.00-per-vehicle registration surcharge on a motor vehicles registered in the three-county district. This surcharge is used to fund projects in the air district that reduce transportation-related air emissions. Projects are chosen on a competitive basis.

Transportation Development Act (TDA)

The Transportation Development Act (TDA) provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on population, taxable sales and transit performance. Some counties have the option of using LTF for local streets and roads projects, if they can show there are no unmet transit needs. The branch provides oversight of the public hearing process used to identify unmet transit needs. It provides interpretation of and initiates changes or additions to legislation and regulations concerning all aspects of the TDA. It also provides training and documentation regarding TDA statutes and regulations. The branch ensures local planning agencies complete performance audits required for participation in the TDA.

Registered Vehicle Revenue

The San Benito County Service Authority for Freeway Emergencies (SAFE) administers the freeway call box system in San Benito County. Funding for the operation of SAFE program is made possible by a \$1.00 annual fee on vehicles registered in San Benito County. SAFE project costs are limited to the amount of revenue available from the Department of Motor Vehicles (DMV) fees each year.

Transit Farebox Revenue

Transit systems generate user revenue from fares collected from each passenger. In almost every case nationwide however, transit farebox revenue covers less than 50 percent of the total operating costs of the transit system. Consequentially, other funding must be identified. Federal, state, local funds allow the transit system to continue providing public service. Public funding of transit is justified by the economic and societal benefits of transit to the overall transportation system and economy.

COMPARISON OF PROJECTED COSTS AND ANTICIPATED REVENUES

When overall project costs are compared to anticipated revenues, the budget shows a surplus of \$134 million. This surplus is appropriate because many of the long-term projects, the cost of which are not accounted for here, may need to be built within the 25-year timeframe. Table 4-4 compares constrained costs and revenues by travel mode.

TABLE 4-4

**SUMMARY OF CONSTRAINED IMPROVEMENT COSTS
REVENUES (\$000) THROUGH 2030
(Maintenance Costs Reconciled)
San Benito County Regional Transportation Plan**

Travel Mode	Constrained Improvements	Anticipated Revenues 2005 to 2030	Balance
Streets and Highways (Maintenance)*	\$203,671	\$278,474	\$74,805
Transit	\$38,478	\$47,493	\$9,015
Non-Motorized Transportation	\$1,627	\$39,471	\$37,844
Aviation	\$2,350	\$14,849	\$12,499
TOTAL	\$0	\$4,160	\$4,160
	\$246,126	\$384,447	\$134,161

Note: *This amount has been reconciled to correspond to the estimated amount available for maintenance over the next 10 years. Actual expected maintenance costs are expected to be approximately \$91 million. This includes \$50 million for deferred maintenance backlog and \$41 million for annual maintenance costs for 10 years.

CHAPTER 5

TRANSPORTATION POLICY

This chapter sets forth goals, policies, and objectives to guide policymakers in their comprehensive and day-to-day decision making about transportation. It also contains performance measures, which shall be used to judge the effectiveness of future Regional Transportation Improvement Programs. Finally, this chapter provides regional input for consideration in the statewide evaluation of significant transportation issues.

In large part, the information contained in this chapter is the result of public comment submitted at a public workshop held in May 2000 and in response to a survey published in the local newspaper during the same time period. National policy statements are derived from the *Regional Transportation Plan Guidelines*, (California Transportation Commission, December 1999).

This chapter is divided into four sections. The first section discusses regional transportation issues and the overall approach to addressing these issues. The second section outlines national and state transportation goals. The third section describes regional and local transportation goals and policies. Finally, the fourth section sets forth short- and long-term objectives and performance measures.

REGIONAL ISSUES AND OVERALL POLICY APPROACH

San Benito County is changing rapidly as Santa Clara County experiences unprecedented economic expansion in the late 1990s and 2000. This economic expansion has fueled housing growth throughout an extended region, including San Benito County. The long-mature agricultural economy is being challenged by the demands of high technology. Rural roads once safe for farm equipment are now crowded with commuters. Neighborhood streets once safe for children are now through routes for the journey north to San Jose or west to Salinas. Farmland once used for lettuce is now being converted for housing and business. In this regard, San Benito County has a new adolescent in the family – it has all the expense of housing a young teenager, and gets little but grief by way of return.

The 2000 San Benito County Regional Transportation Plan is simple in its response to this turn of events. It focuses narrowly on a few major objectives that address issues of safety, growth, and health. The challenge, as always, is to finance this endeavor without bankrupting the family.

NATIONAL AND STATE TRANSPORTATION GOALS

National transportation policy is set forth in United States Code, Title 23, Chapter 1, which states in part the following.

It is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner that will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-related fuel consumption and air pollution. (Section 134(a)).

At the state level, the California Legislature has mandated that regional transportation plans reflect the California Transportation Planning Directions Statement, which is currently under development by the Business, Transportation, and Housing Agency. This statement will promote greater consistency and coordination between regional and interregional transportation planning agencies.

REGIONAL AND LOCAL TRANSPORTATION GOALS

The Council of San Benito County Governments has adopted seven general goals and policies that correspond to the seven planning factors set forth in Title 23, Chapter 1 of the United States Code. In addition, it has adopted goals and policies for major modes of travel and special circumstances.

General Goals and Policies

Goal 1 To support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency. San Benito County jurisdictions:

Policy 1.1 Shall promote improvements in all modes of transportation to respond to growing demand for commuter and commodity travel. They shall give funding priority to major road improvements that address critical safety concerns and provide increased capacity for commuter and commodity travel. They shall also give funding priority to commuter transit improvements that facilitate movement between Hollister and the San Francisco Bay Area.

Goal 2 To increase the safety and security of the transportation system for motorized and non-motorized users. San Benito County jurisdictions:

Policy 2.1 (In conjunction with the safety improvements specified in Policy 1.1 above) shall give next funding priority to minor road improvements that affect the safety of the greatest number of users.

Policy 2.2 Shall ensure that the integrity of inter-regional transportation facilities, including road, rail, and aviation facilities, can be maintained during and after major natural disasters.

Goal 3 To increase the accessibility and mobility options available to people and freight. San Benito County jurisdictions:

Policy 3.1 Shall promote alternative modes of transportation, including rail and bus transit, rail freight, and pedestrian and bicyclist travel.

Policy 3.2 Shall ensure that pedestrian and public transit facilities are accessible to all persons, regardless of physical capabilities.

Goal 4 To protect and enhance the environment, promote energy conservation, and improve quality of life. San Benito County jurisdictions:

Policy 4.1 Shall develop a street and highway system that promotes compact urban development and preserves prime agricultural land.

Policy 4.2 Shall design transportation improvements to conserve protected habitats and species.

Policy 4.3 Shall operate transportation facilities in a way that provides a high level of air quality and energy efficiency.

Policy 4.4 Shall design urban streets and public transit systems to protect residential and business districts from degradation due to large traffic volumes and or speeding vehicles.

Goal 5 To enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. San Benito County jurisdictions:

Policy 5.1 Shall construct an intermodal station facility connecting the future commuter rail system to bus transit systems, pedestrian and bicycle facilities, and park-and-ride lots.

Policy 5.2 Shall accommodate connections between truck and/or rail freight.

Policy 5.3 Shall promote park-and-ride lots and bicycle parking facilities at key locations to facilitate ridesharing and public transit use.

Goal 6 To promote efficient system management and operation. San Benito County jurisdictions:

Policy 6.1 Shall promote and incorporate intelligent transportation system (ITS) technology into the regional transportation improvement program as new systems become available.

Policy 6.2 Shall actively promote ridesharing and public transit to increase the average persons per vehicle during peak hour periods.

Goal 7 Maintenance of the existing transportation system shall be a priority. San Benito County jurisdictions:

Policy 7.1 Shall conduct regular maintenance of all transportation facilities.

Policy 7.2 Shall work to secure the Hollister Branch Rail Line for use as a commuter rail and/or freight rail facility.

Streets and Highways

Goal 8 To construct and maintain a street and highway system that is safe, accommodates well-managed demand from existing and future development, and is well maintained. San Benito County jurisdictions:

Policy 8.1 Shall give priority, among all street and highway projects, to the improvement of roadways and intersections that experience the worst safety records. The next highest priority shall be given to projects that reduce weekday congestion and that serve to maintain the existing roadway system.

Policy 8.2 Shall give priority, among all street and highway maintenance projects, to maintenance projects that improve safety for the greatest number of persons and to maintenance projects required for fire and police equipment to respond quickly and safely to emergencies throughout the county.

Goal 9 To design, construct, and maintain the integrity of streets and highways to serve their designated purpose and be compatible with the land use to which they are adjacent. San Benito County jurisdictions:

Policy 9.1 Shall construct (or cause to be constructed if private), roads, highways, and selected urban arterial streets for regional or interregional travel. Such facilities shall be designed to the minimum standard of the local jurisdiction within which they are located. Such standards shall emphasize safe and efficient *automobile, motorcycle, truck, and transit* operation. Where appropriate, the jurisdiction shall accommodate the safe movement of agricultural equipment on the facility.

Policy 9.2 Shall construct (or cause to be constructed if private), urban collector and local streets primarily for intra-city travel. Shall accommodate vehicular travel but shall emphasize safe and efficient *pedestrian and bicycle* travel.

Policy 9.3 Shall construct (or cause to be constructed, if private), streets in downtown areas primarily to serve business activity. Shall include wide sidewalks and encourage diagonal parking where feasible to increase the number of parking spaces close to businesses and to facilitate the calming of traffic on major downtown streets.

Goal 10 New transportation facilities shall be planned to promote compact urban development, prevent urban sprawl, and prevent conversion of prime farmland. San Benito County jurisdictions:

Policy 10.1 Shall provide transportation incentives to developers of compact, infill development in existing urbanized areas to minimize the premature construction of new streets and highways.

Policy 10.2 Shall locate and design new transportation facilities to minimize the conversion of prime agricultural land outside existing urban/rural boundaries.

Goal 11 To promote the development of "livable" streets in urbanized areas that accommodates multiple modes of transportation. San Benito County jurisdictions:

- Policy 11.1 Shall include bike lanes on arterial and collector streets where feasible, and sidewalks on all streets in developed areas. They should also require street trees designed to form canopies over streets and green strips between sidewalks and streets in new development.
- Policy 11.2 Shall protect urban streets from through traffic by constructing bypass routes around Hollister.
- Policy 11.3 Shall designate appropriate routes for large trucks and establish ordinances that prohibit large trucks from traveling on non-designated streets.
- Policy 11.4 Shall adopt alternative street standards, consistent with standards for fire protection that accommodate traffic-calming measures for existing urban streets. Where appropriate, jurisdictions should install traffic-calming devices to protect local residential streets from speeding traffic.

Rail and Bus Transit

Goal 12 To provide an alternative mode of transportation to commuters traveling from San Benito County to Santa Clara County. San Benito County jurisdictions:

- Policy 12.1 Shall give priority, among all transit operations, to intercity commuter rail service and/or improved express bus service connecting Hollister with Gilroy. The next priority shall be the provision of intra-city bus service in Hollister.

Goal 13 To provide a transportation system that is responsive to the needs of the elderly, disabled, and transit dependent. San Benito County jurisdictions:

- Policy 13.1 Shall continue to provide on-demand general public and paratransit services.
- Policy 13.2 Shall manage the demand for, and cost of, transit services by accommodating the development of housing for the elderly and disabled in existing urban areas close to stores and health services.

Goal 14 To promote transit-oriented development and encourage the use of public transportation to reduce energy consumption and congestion. San Benito County jurisdictions:

- Policy 14.1 Shall give priority to development projects that construct residential and commercial projects in proximity to existing and planned rail and bus transit stations. Jurisdictions shall review these projects and possibly require the provision of transit facilities in conjunction with and financed by the developer.
- Policy 14.2 Shall encourage automobile and bicycle parking facilities at major rail and bus transit stations.

Non-Motorized (Pedestrian and Bicycle) Travel

Goal 15 To encourage pedestrian and bicycle travel within urbanized areas. San Benito County jurisdictions:

- Policy 15.1 Shall require bicycle-parking facilities at major rail and bus transit stations and in downtown business districts.
- Policy 15.2 Shall ensure that urban streets are safe for bicyclists through regular cleaning and maintenance.
- Policy 15.3 Shall ensure that existing sidewalks are safe, free of obstruction, and accessible to all persons.
- Policy 15.4 Shall plan, design, and construct bicycle facilities in conformance with state standards, as outlined in “Planning and Design Criteria for Bikeways in California” (Caltrans).
- Policy 15.5 Shall construct pedestrian walkways in high-density areas that currently lack adequate pedestrian facilities.

Goal 16 To facilitate pedestrian and bicycle travel within new development and between new development and existing urban areas. San Benito County jurisdictions:

- Policy 16.1 Shall require sidewalk facilities in all new development in or adjacent to urban areas.
- Policy 16.2 Shall require all new multi-family residential and large commercial development to provide easily identified pedestrian facilities connecting all parts of the development and providing access through parking areas and across driveways.
- Policy 16.3 Shall design and construct all new bridge structures with sufficient width to accommodate pedestrians and bicyclists.

Goal 17 To create a new pedestrian and bicyclist facility connecting urban areas with major recreational areas. San Benito County jurisdictions:

- Policy 17.1 Shall plan and construct a combined pedestrian and bicycle path along the San Benito River.

Goal 18 To promote pedestrian and bicycle safety. San Benito County jurisdictions:

- Policy 18.1 Shall work with school districts to identify and make improvements as necessary to provide safe routes to school.

Aviation

Goal 19 To promote a safe and efficient air transportation system that serves general aviation and air commerce needs. San Benito County jurisdictions:

- Policy 19.1 (City of Hollister and County of San Benito) shall protect airport operations at Hollister Municipal Airport and Frazier Lake Airpark from incompatible land uses and maintain the facilities for general aviation and airfreight purposes.
- Policy 19.2 (City of Hollister and County of San Benito) shall plan for facility expansions at Hollister Municipal Airport, including additional hangar space as demand presents itself, a runway expansion to 7,000 feet, and Instrument Landing System (ILS).
- Policy 19.3 (City of Hollister and County of San Benito) shall plan for new industrial uses in designated areas of the airport property as demand for space presents itself.
- Policy 19.4 Shall support the continued operation of a general aviation airport at Frazier Lake Airpark.

Commodity Movement

Goal 20 To facilitate the safe and efficient movement of commodities in ways that are compatible with existing and planned land uses. San Benito County jurisdictions:

- Policy 20.1 Shall accommodate large truck traffic on designated routes throughout San Benito County.
- Policy 20.2 Shall, where viable alternatives exist, direct large truck traffic away from narrow rural roads, residential districts, and pedestrian-oriented streets in downtown business districts.
- Policy 20.3 Shall accommodate the development of connections between truck and rail transportation facilities.

OBJECTIVES AND PERFORMANCE MEASURES

The Council of San Benito County Governments has adopted short- and long-term objectives that are designed to guide the agency’s work program until the next update of the Regional Transportation Plan. Also, in accordance with the new Regional Transportation Guidelines, the Council of San Benito County Governments has also adopted performance measures by which the Regional Transportation Improvement Plan will be judged during adoption of that document.

Short-Term Objectives

- Objective S.1 To increase the capacity of the street and highway system to accommodate projected short-term growth.
- Objective S.2 To serve 350 commuter round trips per weekday of service with express bus service connecting Hollister to Gilroy.
- Objective S.3 To reduce the rate of fatal vehicular accidents throughout San Benito County

- Objective S.4 To develop a recreational trail for pedestrians and bicyclists along the San Benito River from San Juan Bautista to Hollister.
- Objective S.5 To develop a transportation emergency preparedness and response plan that identifies emergency transportation systems, including emergency corridors and reliever routes.
- Objective S.6 To convert the old Highway 25 corridor in Hollister from use as a state highway to use as a business-oriented main street that includes increased parking, pedestrian, and bicyclist opportunities.
- Objective S.7 To develop a plan for commodities transportation that designates appropriate routes for large trucks throughout San Benito County and protects rural roads and residential and downtown business districts from degradation caused by large trucks.
- Objective S.8 To increase rideshare and intra-county transit operations by 10 percent over current (2005) levels.
- Objective S.9 To improve Hollister Municipal Airport operations by lengthening the main runway, installing an Instrument Landing System, and constructing additional hangars for general aviation use.

Long-Term Objectives

- Objective L.1 To increase the capacity of the street and highway system to accommodate projected long-term growth.
- Objective L.2 To serve 1,000 commuter round trips per weekday of service with commuter rail and express bus service connecting Hollister to Gilroy.
- Objective L.3 To reduce the rate of fatal vehicular accidents throughout San Benito County.
- Objective L.4 To extend the recreational trail for pedestrians and bicyclists along the San Benito River from Hollister to the Pinnacles National Monument.
- Objective L.5 To increase rideshare and intra-county transit operations by 10 percent over (2010) levels.

2005 Regional Transportation Plan - Evaluation Measures

	Base	Project Contribution	2030 Projection/Goal
Performance Measures			
SYSTEMWIDE MEASURES			
ENVIRONMENT: Smog forming pollutants - tons			
Work trip mode split			
Average daily travel time			
Average trip travel time – in minutes by travel type: work, school, shopping, home maintenance (grocery, doctor, etc)			
AUTOMOBILE (including commercial vehicles)			
Average vehicle occupancy on Highways 25 and 156			
Number of collisions & number of fatalities per million passenger miles			
Number of "hot spot" accident locations			
Average Daily Traffic Volumes (ADT) - rates of increase at 4 monitored locations -			
Travel time on Highway 25 and 156 (to measure congestion)			
Vehicle hours of delay			
Increase in use of rideshare programs - vanpool			
TRANSIT			
Ridership/population - rate of increase/decrease			
Passengers/mile and Passengers/hour -- rate of increase			
Percentage of homes or the population who live within 1/2 mile of a fixed transit			
Jobs within 1/4 mile of a transit stop - percentage			
TRANSIT FOR SENIORS & PEOPLE WITH DISABILITIES			
Number of Paratransit rides/% of population that this elderly or disabled			
BICYCLE AND PEDESTRIAN			
Miles of Class 1 & 2 bikeways			
Number of bike collisions/population			
Number of pedestrian collisions/population			
PEDESTRIAN			
Number of collisions/population			

CHAPTER 6

ENVIRONMENTAL AND AIR QUALITY REVIEW

This chapter discusses the evaluation of environmental effects of the 2005 RTP.

A program-level Environmental Impact Report (EIR) has been prepared by environmental review specialists to conform with the amended California Environmental Quality Act (CEQA) of 1970. The EIR accompanies this RTP.

More Information

The reader is referred to the EIR for the 2005 RTP for more information on potential environmental effects associated with the document's implementation on a project-by-project basis. In addition to the potential environmental effects, the EIR also provides an evaluation of alternatives as well as the identification of potential impacts that could be significant and unavoidable in the event of implementation of some of the projects included within the documents.

Air Quality Conformity

In addition to the evaluation of Program-level potential air quality impacts of implementation of the 2005 RTP, an air quality assessment of the 2005 RTP was prepared by the Association of Monterey Bay Area Governments (AMBAG) as part of the development of its Metropolitan Transportation Plan for Monterey, Santa Cruz, and San Benito Counties. AMBAG's MTP has determined that conformity for federal air quality standards will be achieved.

Under guidance and regulations issued by the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation, AMBAG, in consultation with the Monterey Bay Unified Air Pollution Control District (MBUAPCD) and its transportation planning partners, must find the 2005 MTP in conformity with the applicable State Implementation Plan for Air Quality (SIP - the 1994 Monterey Bay Region Maintenance Plan). The MTP is a key element in Clean Air Act regulations, since a transportation conformity determination of the MTP ensures auto emissions generated by transportation system improvements do not exceed the emissions budget for motor vehicles in the Maintenance Plan. Arguably

equally important, transportation control measures adopted in the SIP must be found to have been given priority for their timely implementation.

The November, 1990 Clean Air Act Amendments outline requirements for Metropolitan Planning Organizations, like AMBAG, to adhere to in the adoption of conformity findings for their transportation improvement programs and projects. The Final Rule for the Transportation Conformity Amendments, dated August 15, 1997, specifically outlines these requirements. The AMBAG metropolitan area is the North Central Coast Air Basin (NCCAB). On March 18, 1997, the U.S. Environmental Protection Agency re-designated the air basin to attainment for the one-hour federal standard for ozone upon approval of the 1994 Federal Maintenance Plan. After the re-designation, the NCCAB became a maintenance area for the one-hour ozone standard for purposes of conformity. As a maintenance area for the one-hour ozone standard, AMBAG must continue to perform conformity analyses for its long-range transportation plans and short-range transportation improvement programs.

However, with the 8-hour ozone averaging standards upheld by the U.S. Federal Circuit Court of Appeals, the U.S. Environmental Protection Agency has issued its implementation rule laying out how the new standard will be integrated. Air quality monitoring data as submitted by the MBUAPCD for years 2000 through 2002, show the NCCAB not exceeding the new 8-hour ozone standard. Under EPA's implementation rule, the NCCAB one-hour ozone standard will be rescinded no later than June 15, 2005, at which time the region will be attainment for ozone making the application of conformity no longer relevant under current regulations. Whether the area's transition into no longer being required to determine conformity depends, in large part, whether rescission of the 1-hour ozone standard is judicially upheld, if challenged.

In this interim period prior to rescission of the one-hour federal ozone standard, AMBAG continues to perform air quality conformity assessments of its plans and programs to ensure their approval. Accordingly, per federal transportation conformity regulations, the MTP must meet the following two criteria:

- On-road mobile source emissions due to the construction of all the programs and projects must not exceed the approved emissions budget from the applicable SIP submission, which is the Federal Maintenance Plan, as amended.

As a maintenance area for the one-hour federal ozone standard, AMBAG must show that anticipated reactive organic gases (ROG) and oxides of nitrogen (NO_x) are below the approved emissions budget for specific years. In compliance with the conformity regulations, AMBAG selected the years 2010, 2020 and 2030 for these analyses consistent with the 2005 Monterey Bay Metropolitan Transportation Plan. The 2005 MTP provides documentation illustrating that the 2010, 2020 and 2030 emissions generated by implementation of the MTP are all less than the 39.09 tons per day of ROG and 43.14 TPD of NO_x in the EPA approved emissions budget for all outlying years.

Transportation Control Measures (TCMs) adopted in the 1982 SIP must be implemented in a timely manner.

Documentation of the applicable TCMs and their timely implementation is included in the Appendices of the 2005 MTP.

Based on the results of the tests above, the 2005 AMBAG MTP can be found conforming to the SIP.

APPENDIX A AGENCY MEMBERSHIP

Council of San Benito County Governments

Members

Pauline Valdivia*	Hollister City Council
Pat Loe	San Benito County Board of Supervisors
Robert Scattini	Hollister City Council
Anthony Botehlo	San Benito County Board of Supervisors
George Dias	San Juan Bautista City Council

Staff

Tom Quigley	Executive Director
Mary Dinkuhn	Transportation Planner
Veronica Lezama	Transportation Planner
Kathy Postigo	Administrative Services Specialist
Deborah Martinez	Secretary

Technical Advisory Committee

Members

Tom Quigley*	Director, Council of Governments
Bob Davies	Commander, California Highway Patrol
Susan Heiser	Director, Hollister Community Development
Steve Wittry	Director, Hollister Public Works
Larry Cain	City Manager, San Juan Bautista
Rob Mendiola	Director, San Benito County Planning
Mark McCumsey	Caltrans, Regional Transportation Planner
Arman Nazemi	Interim Director, San Benito County Public Works

Social Services Transportation Advisory Committee

Members

Pauline Valdivia*	Jovenes de Antaño
Carmen Betancourt	Community Action
Clay Kempf	Area Agency on Aging
Sally French	HOPE Rehabilitation Services
Harry Roscoe	MV Transportation
Eva Dalton	Transit User/Disabled Community
Dolly de Vasier	Senior Representative

*Chairperson