



## Chapter 6 Transportation and Circulation

This chapter describes the existing transportation and circulation network in San Benito County, including existing street and highway systems, transit systems, airports, railroads, and bicycle and pedestrian routes.

This chapter is organized into the following sections:

- Roadways (Section 6.1)
- Bus Transit Services (Section 6.2)
- Railway Facilities (Section 6.3)
- Non-Motorized Transportation Facilities (Section 6.4)
- Aviation Facilities (Section 6.5)
- Goods Movement (Section 6.6)
- Transportation Coordination with Land Use (Section 6.7)
- Transportation Demand Management (Section 6.8)
- Transportation System Management (Section 6.9)
- Costs and Revenues for Major Improvements (Section 6.10)





## CHAPTER 6. TRANSPORTATION AND CIRCULATION

*San Benito County General Plan*

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## SECTION 6.1 ROADWAYS

### Introduction

This section describes the existing roadway infrastructure and circulation conditions in San Benito County. The fundamental objective of a roadway system is to provide access and mobility for residents, employees, and visitors. Planning for roadways near areas of new development can ensure that the roadway system maintains sufficient capacity and mobility.

### Regulatory Setting

**Regional Transportation Plan.** As the regional transportation planning agency for San Benito County, the Council of San Benito County Governments (SBCOG) developed the Regional Transportation Plan (RTP) adopted in June 2005. The RTP complies with State and Federal transportation planning requirements required of urbanized counties for a comprehensive and long-range transportation plan. The RTP expresses short-term strategies and long-term goals aimed at improving the overall efficiency of the transportation system through the year 2030.

**San Benito County Traffic Impact Fee Program.** San Benito County has adopted a traffic impact fee (TIF) program for new residential development to fund transportation improvements needed to keep pace with travel demand growth projected within Hollister and the county through 2023. The TIF program identifies 16 specific roadway improvement projects and 10 new traffic signals throughout the county that will be funded with TIF monies.

**The California Complete Streets Acts of 2008.** The California Complete Streets Act of 2008 requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, the elderly, and persons with disabilities, as well as motorists. It complements an existing policy which directs Caltrans to “fully consider the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products.” Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

### Major Findings

- Between 1997 and 2007 travel on State highways within San Benito County grew at more than twice the rate of travel on local county/city roadways (2.2 percent versus 0.8 percent growth rate).
- Approximately 48 lane miles of the State highway system operate at Level of Service D or worse within San Benito County during combined AM and PM peak hours.
- Currently (2009) all county roadways have traffic volumes that fall below San Benito County’s maximum average daily traffic (ADT) volume thresholds.



- Two of the key study intersections – State Route (SR) 25 and Shore Road, and Airline Highway (SR 25) and Union Road – currently (2009) operate at unacceptable levels of service (LOS D or worse) during the AM or PM peak hours. Both of these deficient intersections are located within the State’s jurisdiction.
- Three key unsignalized study intersections currently (2009) have traffic volumes high enough to satisfy the peak-hour signal warrant. These intersections include: SR 25 and Shore Road, Fairview Road and McCloskey Road, and Fairview Road and Hillcrest Road.

### Existing Conditions

San Benito County is served by an extensive roadway network of freeways, arterials, and local roads. These roadways provide access to the surrounding counties and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities.

### Functional Roadway Classifications

Roads are typically classified and defined by their function. Although Federal transportation regulations mandate the use of a Federal classification system, local jurisdictions such as San Benito County also develop classification systems to define their own roadways. Common classifications include:

- **Freeways.** Operated and maintained by the Department of Transportation (Caltrans), these facilities are designed as high-volume, high-speed facilities for intercity and regional traffic. Access to these facilities is limited. US 101 in San Benito County is classified as a freeway.
- **State Highways.** These facilities are operated and maintained by Caltrans and serve primarily inter-regional traffic. Within San Benito County most State highways are rural two-lane facilities. SRs 25, 129, 146, and 156 fall into this category.
- **Expressways.** These are high-speed facilities with no direct access to adjacent properties and intersections, and are limited to only freeways, arterials, and rural collector roads. These facilities are operated and maintained by the local agency.
- **Arterials.** These facilities make up the principal network for through-traffic within a community and often between communities. Arterials have between two and six traffic lanes and provide connections between residential areas, shopping areas, places of employment, recreational areas, and other places of assembly.
- **Collectors.** Two-lane facilities, collectors function as the main interior streets within neighborhoods and business areas and are designed to carry traffic between local roads and arterials.
- **Local.** These facilities are two-lane streets that provide local access and service. They include residential, commercial, industrial, and rural roads.

## Roadway Designations

In addition to functional classifications, there are also State and Federal roadway designations that define specific distinctions for certain roadways. Designations define the broader functionality of a given highway facility and also define whether a given facility is eligible for certain Federal and State highway funding programs. State and Federal roadway designations applicable to San Benito County roadways include:

- **California Freeway Expressway System.** A comprehensive statewide system of access-controlled freeways and expressways identified for their importance to the future development of the State of California (State Highway Code Sections 250-252, 257).
- **California Scenic Highway System.** Part of the State highway system designated to establish the State's responsibility for the protection and enhancement of California's natural scenic beauty. These roadways, together with the adjacent scenic corridors, require special scenic conservation treatment (State Highway Code 260).
- **Interregional Road System (IRRS).** A system of roadways that provide interregional access to all economic centers in the state. Some roadways are identified as "High Emphasis Routes" due to their critical importance to both interregional and state travel. These routes are eligible for State discretionary funding when located outside the boundaries of urbanized areas of over 50,000 population (Census) or when they provide connections within urban areas.
- **High Emphasis Route (State Designation).** A subset of the IRRS Routes that include non-urbanized parts of these routes connecting urban areas. IRRS Routes are established by Streets and Highways Code Sections 164.10-164.20.
- **Focus Route (State Designation).** A subset of High Emphasis Routes in non-urbanized areas that are the highest priority to complete a statewide system. These Focus Routes include the original 13 High Emphasis Routes detailed in the 1989 Blueprint Legislation.
- **National Highway System (Federal Designation).** A network of highways important to the nation's economy, defense, and mobility.
- **Surface Transportation Assistance Act Routes (STAA – Federal Designation).** Passed in 1982, this Act allows large trucks to operate on the interstate and certain primary routes collectively called the National Network. These routes, referred to as STAA routes, provide turning radii that are greater than typically found on most local roads.
- **Strategic Highway Network (STRAHNET – Federal Designation).** A network of highways that are important to the nation's strategic defense policy and that provide defense access, continuity, and emergency capabilities for defense purposes. It is a subsystem of the National Highway Network.



Roadway Network Inventory

Table 6-1 provides a complete inventory of centerline roadway miles by jurisdiction within San Benito County. Within unincorporated parts of the county there are approximately 384 miles of local County roadways. Within San Benito County, there are approximately 90 centerline miles of State highways and 306 centerline miles of roadways with the State Park Service.

There was an estimated total of 1,394,030 daily vehicle miles of travel (DVMT) within San Benito County each day in 2007 (Highway Performance Monitoring System). Of this, 18.5 percent occurred on local County roadways (258,550 DVMT), 7.7 percent within the incorporated area local roadways (107,100 DVMT), 71.8 percent on the State highway system (1,000,350 DVMT), and the remaining 2.0 percent on State and National Park Service roadways. The DVMT in San Benito County are summarized on Table 6-1.

Although the State highway system makes up only about 11 percent of the maintained centerline miles of roadway in the county, about 72 percent of daily travel occurs on the State highway system. This data indicate the importance of the State highway system within San Benito County.

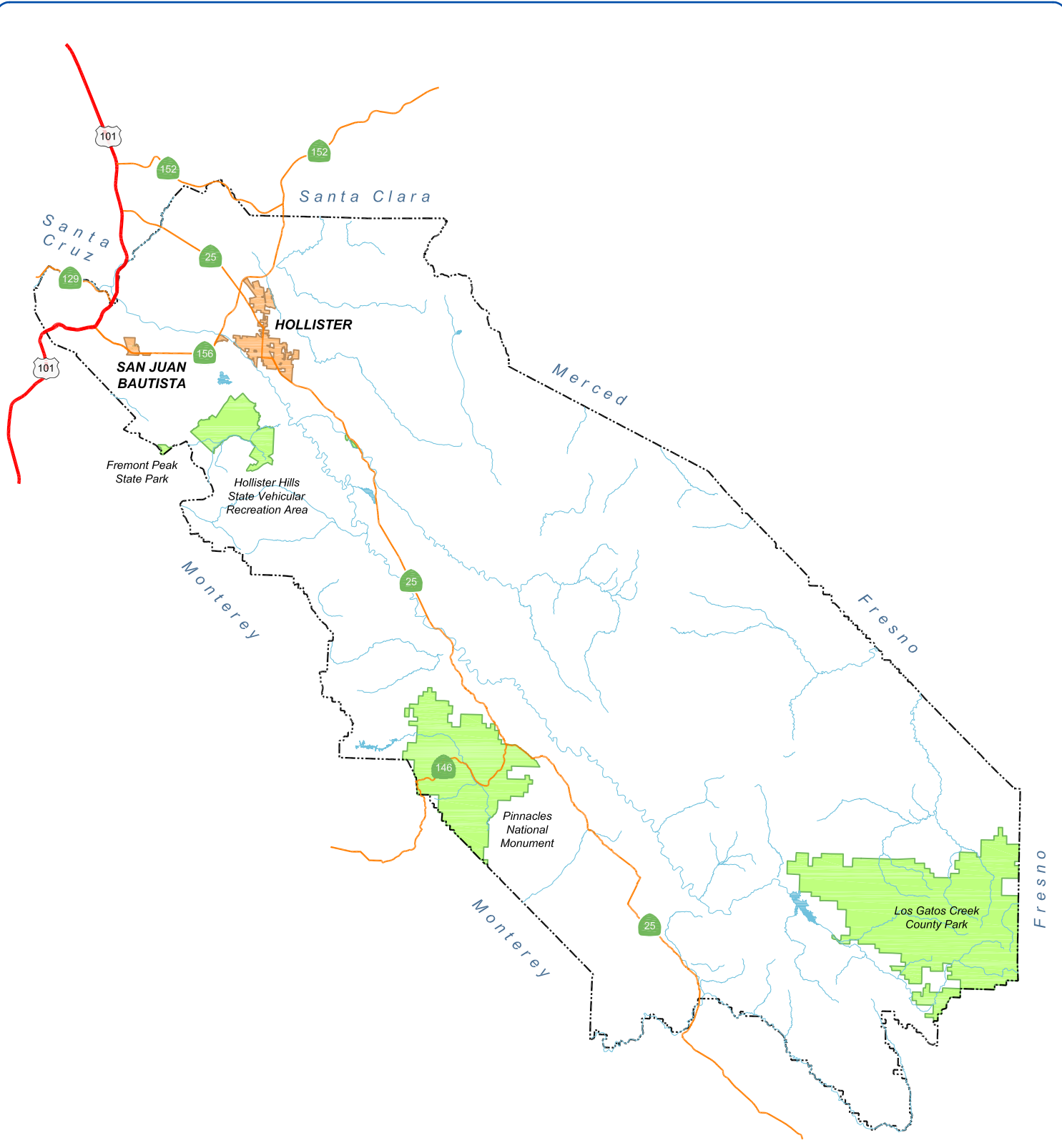
TABLE 6-1 ROADWAY INVENTORY San Benito County 2009			
Jurisdiction	Centerline Miles	2007 DVMT (miles)	Percent DVMT
Hollister	27.79	101,460	7.3%
San Juan Bautista	9.91	5,640	0.4%
<i>City Roadways Subtotal</i>	<i>37.70</i>	<i>107,100</i>	<i>7.7%</i>
Unincorporated County Roadways	383.63	258,550	18.5%
National Park Service	5.39	450	0.0%
State Highway	90.08	1,000,350	71.8%
State Park Service	306.40	27,580	2.0%
<b>TOTAL</b>	<b>823.20</b>	<b>1,394,030</b>	<b>100.0%</b>

Source: 2007 California Public Road Data, Highway Performance Monitoring System, September 2008.

Highway Network

San Benito County is served by one United States Route (US 101) and four SRs 25, 129, 146, and 156. Figure 6-1 shows the State highway network in San Benito County.

The primary highway corridors within San Benito County are SR 25 and SR 156. SR 25 connects Hollister and South Santa Clara County and carries traffic between the southern and northern parts of the county. SR 156 carries mostly local traffic with some regional traffic traveling between the Monterey Peninsula and the SR 152 and Interstate (I-5) corridors. The following briefly describes each of the freeways and highways that serve San Benito County along with the Federal and State designations for these roadways.



**Legend**

County Boundary	City Limits
Interstate	County, State, or National Property
Highway	Water

Source: San Benito County, Geographic Information Systems Data, July 2009

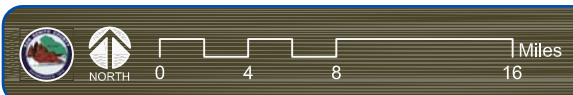


Figure 6-1  
Freeways & Highways





### **US 101**

US 101 is a major expressway/freeway that extends from southern California to northern California. Approximately eight miles of US 101 fall within San Benito County (Figure 6-1). The highest traffic volumes within the county occur near the Monterey County line with an annual average daily traffic volume of approximately 61,600 vehicles. Trucks account for 16 to 17 percent of the total traffic volume on US 101 through San Benito County. The route has interchanges with SRs 129 156 (east) within the county. US 101 also has an interchange with SR 25 just north of the San Benito County line in Santa Clara County.

US 101 is classified functionally as a Rural Principal Arterial within San Benito County. The route is included in the California Freeway and Expressway System and is designated a Scenic Highway from the SR 156 (west) interchange near Prunedale to the SR 156 (east) interchange near San Juan Bautista. It is a High Emphasis and Focus Route in the Interregional Road System in San Benito County. It is also a part of the National Highway System and included in the Strategic Highway Network (STRAHNET) and National Networks for STAA trucks.

### **State Route 25**

State Route 25 is a heavily-traveled north-south highway carrying people and goods between Hollister and US 101 and the Bay Area to the north (Figure 6-1). SR 25 begins at US 101 in Santa Clara County and extends south through San Benito County into Monterey County where it terminates at SR 198. Within San Benito County SR 25 provides access to the Pinnacles National Monument and the communities of Hollister, Tres Pinos, Paicines, and Bitterwater. SR 25 is approximately 75 miles long and is mainly a rural two-lane highway, except through the city of Hollister where the recently completed (2008) bypass has 4 to 6 lanes. An influx of people moving into the city of Hollister and northern San Benito County over the past 10 to 15 years has transformed the highway into a commuter route.

The highest volumes on SR 25 occur on the segment that passes through downtown Hollister (San Benito Street). This segment has an annual average daily traffic volume of approximately 26,500 vehicles. Trucks account for 9 to 11 percent of the total traffic on SR 25 throughout San Benito County.

It is important to note that the portion of SR 25 through downtown Hollister is planned to be formally transferred from Caltrans to the City of Hollister in Summer/Fall 2011. This will occur with Caltrans' adoption of the recently completed SR 25 Bypass through Hollister. As discussed above, SR 25 through central Hollister (San Benito Street and Nash Road) between San Felipe Road and Airline Highway carries relatively heavy traffic volumes. Much of this traffic has been shifted to the SR 25 Bypass.

SR 25 is classified within San Benito County as a Rural Principal Arterial between the north county line and SR 156. Between SR 156 and Union Road it is classified as an Urban Principal Arterial. SR 25 is classified as a Rural Minor Arterial south of Hollister and north of the Monterey County line. The highway is included in the California Freeway and Expressway System from the State-defined potential western terminus of SR 180 near Paicines to US 101 in southern Santa Clara County. It is also included in the Interregional Road System from SR 146 to US 101 in southern Santa Clara County.

SR 25 is eligible for Scenic Highway System status from SR 198 in Monterey County to SR 156 near Hollister. The highway is not part of the National Highway System, rather it is a designated STAA terminal access route from Hollister to the San Benito/Santa Clara County line. The highway from Nash



Road to Cienega Road near Paicines is listed on the California Legal Truck Network and as a California Legal Advisory Truck Route south of Cienega Road.

### **State Route 129**

State Route 129 is a major east-west highway that carries traffic between US 101 and Highway 1 in Santa Cruz County (Figure 6-1). The highway is a commercial and recreational route with a high percentage of trucks (28 percent) using the route to access US 101 from the Watsonville area and Highway 1 from Santa Cruz and Monterey Counties. The highway also serves as the only truck route between US 101 and Highway 1 for southern Santa Clara County.

Approximately three miles of SR 129 are located within San Benito County which includes its interchange with US 101. Within the county, the annual average daily traffic volume on SR 129 is approximately 11,900 vehicles. Trucks account for 28 percent of the total traffic volume on this part of the highway.

SR 129 is classified as a Rural Minor Arterial and is not included in the California Freeway and Expressway System. It is included in the Interregional Road System from Highway 1 to US 101, but is not designated as a High Emphasis or Focus Route. SR 129 is not part of the Scenic Highway System or the National Highway System. It is designated as a STAA terminal access route from US 101 to Highway 1.

### **State Route 146**

State Route 146 is a minor State route that carries primarily local and recreational/tourism-related traffic into and out of Pinnacles National Monument in western San Benito County (Figure 6-1). The highway divides into two sections by connecting with SR 25 to provide access to the eastern side of Pinnacles National Monument, and US 101 in Soledad to provide access to the western side of the National Monument.

Between SR 25 and Pinnacles National Monument, SR 146 carries approximately 200 vehicles per day, of which trucks account for 3 percent of the total traffic volume. The highway is classified as a Rural Major Collector and is included in the Interregional Road System, but is not designated as a High Emphasis or Focus Route. It is also not designated as a STAA terminal access route. The highway is listed as a California legal advisory truck route and is eligible for Scenic Highway System status from the Pinnacles National Monument to SR 25. The highway is not part of the National Highway System, the National Networks for STAA trucks, or the California Freeway and Expressway System.

### **State Route 156**

State Route 156 is a major east-west highway that carries traffic between Highway 1 in Castroville and SR 152 in southern Santa Clara County (Figure 6-1). The highway is a major truck route that carries goods between the Monterey Peninsula and San Benito County and the Central Valley via a connection to SR 152. SR 156 carries a relatively high volume of truck traffic (i.e., between 10 to 15 percent of the total traffic volume). The highest volumes on SR 156 occur near US 101, with an annual average daily traffic volume of approximately 23,000 vehicles. Trucks account for 14 percent of the total traffic volume on SR 156.

SR 156 is classified as a Rural Principal Arterial and is included in the California Freeway and Expressway System. The highway is a High Emphasis and Focus Route in the Interregional Road System, and is



eligible for Scenic Highway System status. SR 156 is part of the National Highway System and is a designated STAA terminal access route. In 2008 the State constructed an interchange at the intersection of SRs 156 and 152, replacing an at-grade intersection.

### Regional Travel Trends

Table 6-2 summarizes historical travel trends in San Benito County. As shown in the table, the county saw a 2.2 percent annual average growth rate of vehicular travel between 1997 and 2007 on the State highway system. Travel on the local jurisdiction roadway systems has grown at a much slower rate, about 0.8 percent per year. Combined, countywide annual average travel in San Benito County has grown about 1.8 percent per year between 1997 and 2007.

TABLE 6-2 REGIONAL TRAVEL TRENDS San Benito County 2008			
Year	State System DVMT <sup>1</sup> (Miles)	Local Jurisdiction DVMT <sup>1</sup> (Miles)	TOTAL DVMT <sup>1</sup> (Miles)
1997	825,800	338,800 <sup>2</sup>	1,164,600
2007	1,027,930	366,100 <sup>2</sup>	1,394,030
<b>Avg. Annual Growth Rate</b>	<b>2.21%</b>	<b>0.78%</b>	<b>1.81%</b>

<sup>1</sup> DVMT = Daily vehicle miles of travel.

<sup>2</sup> This value includes DVMT from National Park Service roadways.

Source: 2007 California Public Road Data, Highway Performance Monitoring System, September 2008.

### Freeway and Highway Traffic Volumes

Table 6-3 summarizes travel characteristics such as segment lengths, number of lanes, truck percentages, and peak-hour volumes on State highways in the county. AM and PM peak-hour volumes were evaluated for each segment of the State highways in the county for which Caltrans maintains traffic count data in order to examine the peak-hour operational characteristics of the system. Morning and evening peak-hour traffic volumes were obtained from annual average daily traffic (AADT) volumes and peak-hour volume data maintained by Caltrans. Weekday peak AM hour traffic generally falls between 7:00 to 9:00 AM and the weekday peak PM hour traffic between 4:00 to 6:00 PM. These periods generally coincide with the weekday commute. Truck percentages on California State highways were obtained from the most recent highway volume data published by Caltrans.

### Freeway and Highway Segment Levels of Service

Jurisdictions typically use Level of Service (LOS) as the primary tool for evaluating the effectiveness of roadways. LOS is a quantitative measure used to rank traffic operations, typically shown in a letter score between "A" (best) and "F" (worst). LOS calculations differ for the various types of traffic facilities; however, the most common data used to assess the conditions of a particular facility are flow volumes, flow speeds, and flow density. The primary method used by the County to determine road impacts from projected growth is to identify the existing and resulting LOS of roadways during the peak period of traffic volume.

This subsection uses LOS to evaluate three different types of freeway and highway facilities in the county:

- two-way, two-lane highway segments,
- multi-lane highway segments, and
- freeway segments.

The procedures used to determine LOS on these roadways are based on the level of service methodologies contained in the 2000 Highway Capacity Manual (HCM). Caltrans defines an acceptable level of service for freeway and highway segments as LOS “C” or better. The level of service methodologies for roadways in the county take into account a variety of factors such as peak-hour traffic volumes, directional distribution of traffic, percentage of heavy vehicles, lane and shoulder widths, terrain type, percentage of no-passing zones, and density of access points.



# CHAPTER 6. TRANSPORTATION AND CIRCULATION

San Benito County General Plan

**TABLE 6-3  
TRAVEL CHARACTERISTICS OF FREEWAY AND HIGHWAY SEGMENTS  
San Benito County  
2009**

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck Percent	Access Points per Mile	Peak-Hour Volumes						Daily Volume			
					AM Peak Hour			PM Peak Hour			NB/EB	SB/WB	Total	
					NB/EB	SB/WB	Total	NB/EB	SB/WB	Total				
<b>Route 25</b>														
King City Rd to SR 146	14.6	1	9%	0.62	25	21	46	21	9	30	218	190	408	
SR 146 to Old Airline Hwy.	13.2	1	9%	0.83	21	15	36	17	19	36	224	238	462	
Old Airline Hwy. to Panoche Rd.	4.8	1	10%	1.04	42	31	73	26	27	53	381	391	772	
Panoche Rd. to Southside Rd. (Tres Pinos)	5.3	1	11%	1.89	85	128	213	68	72	140	1,109	1,150	2,259	
Southside Rd. (Tres Pinos) to Fairview Rd.	3.2	1	11%	2.19	396	328	724	312	485	797	4,167	5,338	9,505	
Fairview Rd. to Nash Rd./Sunnyslope Rd.	2.9	1	11%	3.45	817	567	1,384	760	947	1,707	9,551	9,777	19,328	
Nash Rd. to Santa Ana Rd.	1.2	2	10%	13.33	1,075	699	1,774	948	1,601	2,549	11,962	14,513	26,475	
Santa Ana Rd. to San Felipe Rd/Bolsa Rd.	0.5	2	10%	8.00	1,084	268	1,352	350	1,074	1,424	8,287	8,429	16,716	
San Felipe Rd/Bolsa Rd. to SR 156	2.7	1	10%	1.85	1,196	384	1,580	397	1,729	2,126	9,418	12,068	21,486	
SR 156 to Shore Rd.	3.8	1	10%	0.26	1,411	490	1,901	562	1,472	2,034	11,710	11,708	23,418	
Shore Rd. to County line	2.3	1	10%	0.00	1,354	416	1,770	542	1,396	1,938	11,350	11,500	22,850	
<b>Route 101</b>														
County Line to SR 156 (east)	3	2	16%	1.00	1,201	1,232	2,433	1,527	904	2,431	30,683	30,893	61,576	
SR 129 to County line	2.8	2	17%	0.71	1,575	1,369	2,944	1,944	2,263	4,207	27,664	28,400	56,064	
<b>Route 129</b>														
County line to US 101	2.8	1	28%	1.07	553	195	748	671	229	900	8,609	3,237	11,846	
<b>Route 146</b>														

**TABLE 6-3  
TRAVEL CHARACTERISTICS OF FREEWAY AND HIGHWAY SEGMENTS  
San Benito County  
2009**

Roadway Segment	Length (miles)	Thru Lanes (ea. dir.)	Truck Percent	Access Points per Mile	Peak-Hour Volumes						Daily Volume		
					AM Peak Hour			PM Peak Hour			NB/EB	SB/WB	Total
					NB/EB	SB/WB	Total	NB/EB	SB/WB	Total			
Pinnacles National Monument to SR 25	3.5	1	3%	0.86	5	8	13	15	5	20	92	94	186
<b>Route 156</b>													
US 101 to The Alameda	3.1	2	14%	1.29	562	1,138	1,700	1,037	787	1,824	11,079	11,920	22,999
The Alameda to Union Rd./Mitchell Rd.	4.3	1	14%	1.16	553	937	1,490	989	497	1,486	10,387	8,526	18,913
Union Rd./Mitchell Rd. to SR 25	4.2	1	14%	0.48	80	440	520	561	561	1,122	8,428	7,770	16,198
SR 25 to San Felipe Rd.	1.9	1	14%	0.53	223	376	599	403	248	651	4,591	4,962	9,553
San Felipe Rd. to County line	4.1	1	14%	0.98	276	390	666	643	339	982	6,430	6,001	12,431

<sup>1</sup> Truck percentages shown in italics are interpolated from Caltrans truck count data for adjacent roadway segments.

Source: Hourly traffic volume data provided by Caltrans, June 2009.



Two-Way, Two-Lane Highway Segment Levels of Service

The LOS for a two-lane, two-way highway is determined based on the "measures of effectiveness" (MOEs) described above and on the highway's classification. On Class I highways where mobility is critical, the LOS is defined in terms of both percent time-spent-following and average travel speed. On Class II highways where mobility is less critical, the LOS is based only on the percent time-spent-following, regardless of the average travel speed on the highway. The correlation between these MOEs and highway levels of service are shown in Table 6-4 and Figure 6-2. The primary determinant of a highway's classification, however, is the motorist's expectation of travel speed, which may not coincide with the functional classification of that particular highway segment.

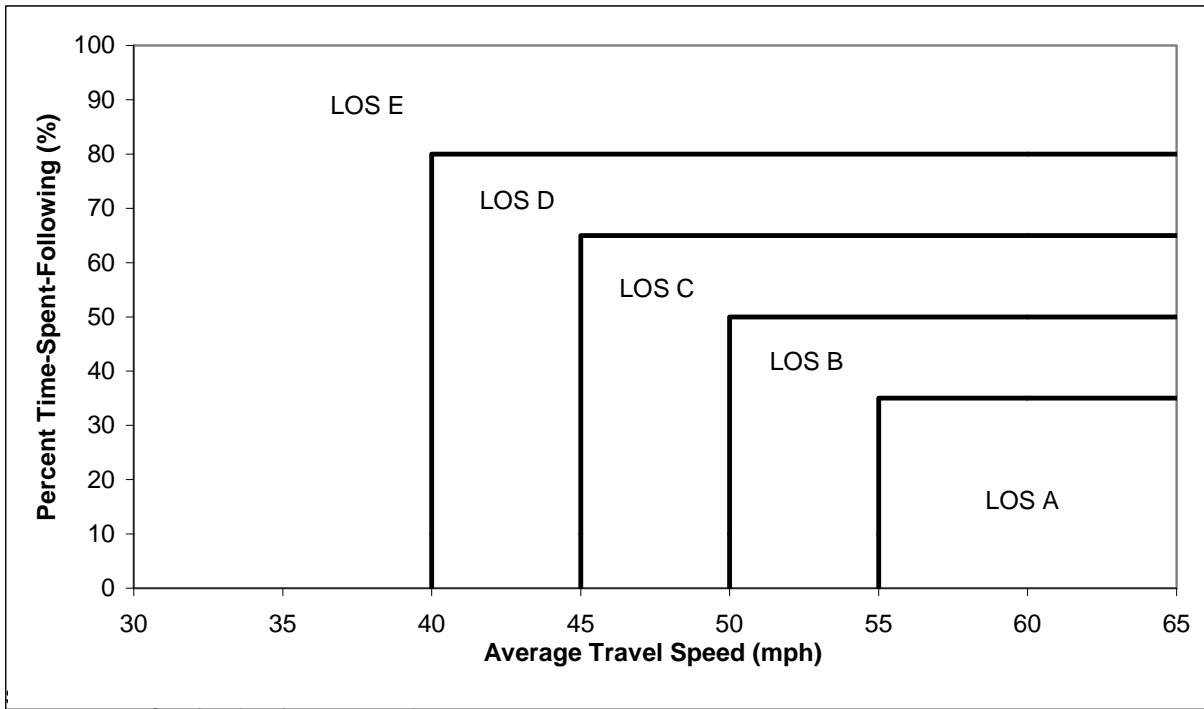
As prescribed in Chapters 12 and 20 of the 2000 Highway Capacity Manual, the LOS for two-lane, two-way rural highway segments is determined based on the following two "measures of effectiveness" (MOE):

- Percent Time-Spent-Following (PTSF). For two-lane highways PTSF is a measure of the driver's freedom to maneuver and to freely select the speed at which they wish to travel on the highway segment. PTSF also serves as an indicator of the comfort and convenience of travel on the highway segment.
Average Travel Speed. Average travel speed is a measure of the mobility of the highway segment. The two-lane, two-way highway level of service methodology categorizes highways into two categories for analysis:
Class I highways are those on which motorists expect to travel at relatively high speeds. Class I highways are primary routes that often serve long trips or serve as connecting links between facilities that serve long trips. Typically, highways that are part of major commute routes would be Class I facilities.
Class II highways are those on which motorists do not necessarily expect to travel at high speeds. Class II highways are not major arterials and often serve as scenic or recreational highways.

TABLE 6-4
LEVEL OF SERVICE CRITERIA FOR CLASS II TWO-LANE HIGHWAYS
San Benito County
2000
Table with 2 columns: Level of Service, Percent Time-Spent-Following (seconds). Rows A-F with corresponding time ranges.

Source: 2000 Highway Capacity Manual, Chapter 20.

**FIGURE 6-2  
LOS CRITERIA FOR CLASS I TWO-LANE HIGHWAY**



Source: 2000 Highway Capacity Manual, Chapter 20.

**Freeway and Multi-lane Highway Segment Levels of Service**

The freeway and multi-lane highway segment LOS evaluated in this report is based on the 2000 Highway Capacity Manual (HCM) level of service methodologies for freeways and multi-lane highways. Both methodologies evaluate level of service in terms of the density of vehicles on the particular roadway segment in passenger cars per lane per mile (pc/mi/ln). Density is a measure of the level of congestion on a particular roadway segment and provides an indication of the relative ease with which motorists can choose their own speed, make lane changes, and maneuver within the traffic stream. The LOS criteria for multi-lane highway segments are summarized on Table 6-5. The level of service thresholds for basic freeway segments are summarized on Table 6-6.





TABLE 6-5 LEVEL OF SERVICE CRITERIA FOR MULTI-LANE HIGHWAYS San Benito County 2000						
Free-Flow Speed	Criteria	LOS				
		A	B	C	D	E
60 mph	Maximum density (pc/mi/ln)	11	18	26	35	40
	Average speed (mph)	60.0	60.0	59.4	56.7	55.0
	Maximum service flow rate (pc/h/ln)	660	1,080	1,550	1,980	2,200
55 mph	Maximum density (pc/mi/ln)	11	18	26	35	41
	Average speed (mph)	55.0	55.0	54.9	52.9	51.2
	Maximum service flow rate (pc/h/ln)	600	990	1,430	1,850	2,100
50 mph	Maximum density (pc/mi/ln)	11	18	26	35	43
	Average speed (mph)	50.0	50.0	50.0	48.9	47.5
	Maximum service flow rate (pc/h/ln)	550	900	1,300	1,710	2,000
45 mph	Maximum density (pc/mi/ln)	11	18	26	35	45
	Average speed (mph)	45.0	45.0	45.0	44.4	42.2
	Maximum service flow rate (pc/h/ln)	490	810	1,170	1,550	1,900

Source: Transportation Research Board, 2000 Highway Capacity Manual, 2000.

TABLE 6-6 LEVEL OF SERVICE THRESHOLDS FOR BASIC FREEWAY SEGMENTS San Benito County 2000	
Level of Service	Density Range (pc/mi/ln)
A	0 to 11
B	>11 to 18
C	>18 to 26
D	>26 to 35
E	>35 to 45
F	>45

Source: Transportation Research Board, 2000 Highway Capacity Manual, (Washington, D.C., 2000).

### **Level of Service Results**

Table 6-7 summarizes the LOS results for the State highway segments in San Benito County. For each roadway segment the LOS is calculated for both the morning and evening peak commute hours. Measures of effectiveness are presented for each segment, which accounts for the percent-time-spent following for two-lane highways and density, expressed as passenger cars per lane per mile for freeway and multi-lane highway segments.

Based on this analysis, a total of seven State highway segments are shown to operate unacceptably at LOS D or worse during at least one peak hour. Approximately 48 lane miles of State highway operate deficiently during the AM and PM peak hours. State highway deficiencies include:

- Three roadway segments on SR 25 currently (2009) operate unacceptably at LOS D or worse during at least one peak hour. Total deficient lane miles during AM/PM peak hours combined equal 17.6.
- One roadway segment on SR 129 currently (2009) operates unacceptably at LOS E during the morning and evening peak hours. Total deficient lane miles during AM/PM peak hours combined equal 5.6.
- Three roadway segments on SR 156 currently (2009) operate unacceptably at LOS D or worse during at least one peak hour. Total deficient lane miles during AM/PM peak hours combined equals 25.2.



**TABLE 6-7  
LEVELS OF SERVICE ON STATE HIGHWAYS  
San Benito County  
2009**

Roadway Segment	Facility Type	AM Peak Hour		PM Peak Hour	
		NB/EB		NB/EB	
		LOS	PTSF/ Den. <sup>1</sup>	LOS	PTSF/ Den. <sup>1</sup>
<b>State Route 25</b>					
King City Rd. to SR 146	Two-Lane, Two-Way Highway	A	27.7%	A	31.3%
SR 146 to Old Airline Hwy.	Two-Lane, Two-Way Highway	A	28.4%	A	25.8%
Old Airline Hwy. to Panoche Rd.	Two-Lane, Two-Way Highway	A	21.5%	A	17.7%
Panoche Rd. to Southside Rd. (Tres Pinos)	Two-Lane, Two-Way Highway	A	38.9%	A	31.7%
Southside Rd. (Tres Pinos) to Fairview Rd.	Two-Lane, Two-Way Highway	C	66.4%	C	68.5%
Fairview Rd. to Nash Rd./Sunnyslope Rd.	Multi-Lane Highway	See Footnote 2			
Nash Rd. to Santa Ana Rd.	Multi-Lane Highway	See Footnote 2			
Santa Ana Rd. to San Felipe Rd/Bolsa Rd.	Multi-Lane Highway	See Footnote 2			
San Felipe Rd/Bolsa Rd. to SR 156	Two-Lane, Two-Way Highway	E	85.5%	F	93.5%
SR 156 to Shore Rd.	Two-Lane, Two-Way Highway	E	89.5%	E	91.2%
Shore Rd. to County Line	Two-Lane, Two-Way Highway	E	87.5%	E	89.9%
<b>State Route 101</b>					
County Line to SR 156 (east)	Freeway	A	10.8	B	13.3
SR 129 to County Line	Freeway	B	12.8	C	20.9
<b>State Route 129</b>					
County Line to US 101	Two-Lane, Two-Way Highway	E	68.3%	E	73.2%
<b>State Route 146</b>					
Pinnacles Natl. Monument to SR 25	Two-Lane, Two-Way Highway	A	27.3%	A	33.7%
<b>State Route 156</b>					
US 101 to The Alameda	Multi-Lane Highway	B	12.4	B	11.3
The Alameda to Union Rd./Mitchell Rd.	Two-Lane, Two-Way Highway	E	82.5%	E	82.5%
Union Rd./Mitchell Rd. to SR 25	Two-Lane, Two-Way Highway	D	67.2%	D	76.9%
SR 25 to San Felipe Rd.	Two-Lane, Two-Way Highway	C	61.8%	C	62.8%
San Felipe Rd. to County line	Two-Lane, Two-Way Highway	C	64.6%	D	74.0%

<sup>1</sup> Percent time spent following (PTSF) reported for two-lane highways. Density, in passenger cars per mile per lane (pc/mi/ln), reported for freeway and multi-lane highway facilities. For multi-lane facilities, the LOS and density are reported for the direction with the highest density.

<sup>2</sup> This highway segment is located in an urbanized area where traffic conditions at intersection and driveways is the primary determining factor of the overall roadway segment operations. As such, multi-lane highway level of service methodology does not apply to this segment.

Source: Hexagon Transportation Consultants, Inc.

### Local Roadway Network

In addition to the interstate and State routes, San Benito County is served by an extensive roadway network of local County roadways. Table 6-8 presents the segment limits, number of lanes (in both directions), Federal functional classification, and local classification of each County roadway. The major local roadways are shown in Figure 6-3.

**TABLE 6-8  
LOCAL COUNTY ROADWAY SEGMENTS  
FEDERAL AND LOCAL FUNCTIONAL CLASSIFICATIONS  
San Benito County  
2009**

Street Name	Segment Limits	Thru Lanes (Both Dir.)	Federal Classification	Local Classification	ADT
1st St. (San Juan Bautista)	Prescott Rd. to Monterey St.	2	Rural Minor Arterial	Arterial	
3rd St. (SJB)	Franklin St. to Monterey St.	2	Rural Minor Arterial	Arterial	
Anzar Rd.	Carr Ave. to San Juan Hwy.	2	none	Collector	
Aromatis Rd.	Quarry Rd. to Carr Ave.	2	none	Minor Road	
Bixby Rd.	Duncan Ave. to Freitas Rd.	2	none	Collector	
Buena Vista Rd.	SR 156 to Locust Ave.	2	none	Collector	
Carr Ave.	Carpenteria Rd. to Aromatis Rd./Anzar Rd.	2	none	Collector	
Cienega Rd.	Union Rd. to Hospital Rd.	2	none	Arterial	
Cienega Rd.	Airline Hwy. (SR 25) to Old Airline Hwy.	2	none	Arterial	
Coalinga Rd.	Airline Hwy. (SR 25) to San Benito County Line	2	none	Collector	
Duncan Ave.	Lucy Brown Ln. to Bixby Rd.	2	none	Collector	
Fairview Rd.	Union Rd ext. to Airline Hwy.	2	Unknown	Arterial	3,890
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	2	Unknown	Arterial	7,300
Fairview Rd.	Meridian St. to Hillcrest Rd.	2	Unknown	Arterial	8,820
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	2	Rural Minor Arterial	Arterial	7,820
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Rural Minor Arterial	Arterial	6,660
Fairview Rd.	SR 156 to Orchard Rd.	2	Rural Minor Arterial	Arterial	4,560
Fairview Rd.	San Felipe Rd. to SR 156	2	Rural Minor Arterial	Arterial	4,650
Fallon Rd.	San Felipe Rd. to Fairview Rd.	2	none	Collector	
Frazier Lake Rd.	Bloomfield Ave. to Pacheco Pass Hwy. (SR 152)	2	none	Collector	
Frazier Lake Rd.	Shore Rd. to Bloomfield Ave.	2	none	Collector	
Freitas Rd.	Bixby Rd. to Mitchell Rd.	2	none	Collector	
Hillcrest Rd.	San Benito St. to Clearview Dr.	2	none	Arterial	
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	none	Arterial	3,100
John Smith Rd.	Fairview Rd. to Best Rd.	2	none	Collector	
King City Rd. (G13)	Airline Hwy. (SR 25) to County Line	2	Rural Minor Arterial	Arterial	
Ladd Ln.	Southside Rd. to Nash Rd.	4	none	Arterial	
Little Panoche Rd. (J1)	Panoche Rd. to San Benito County Line	2	none	Arterial	
Lucy Brown Ln.	San Justo Rd. to SR 156	2	none	Collector	



# CHAPTER 6. TRANSPORTATION AND CIRCULATION

## San Benito County General Plan

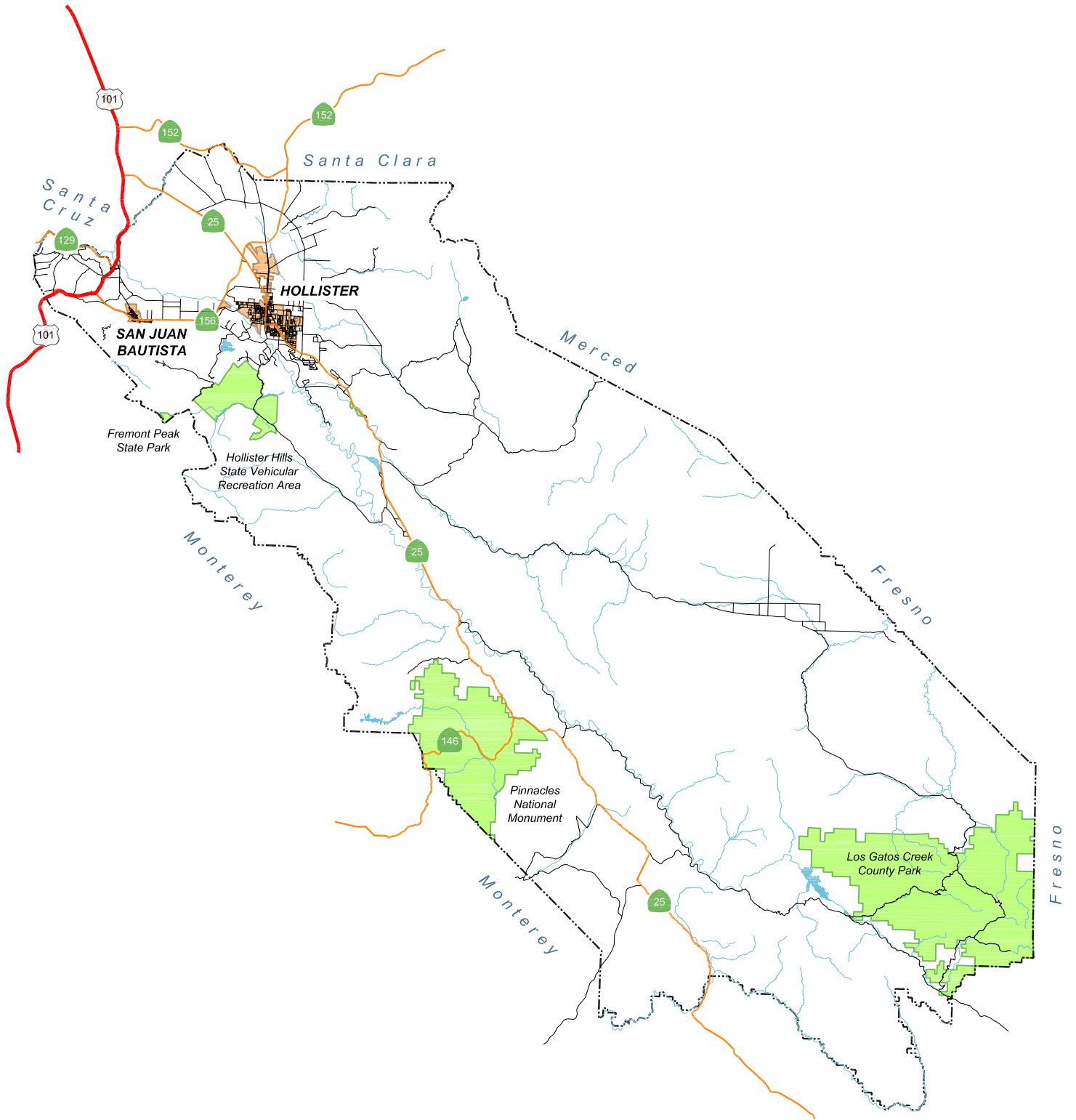
**TABLE 6-8  
LOCAL COUNTY ROADWAY SEGMENTS  
FEDERAL AND LOCAL FUNCTIONAL CLASSIFICATIONS  
San Benito County  
2009**

Street Name	Segment Limits	Thru Lanes (Both Dir.)	Federal Classification	Local Classification	ADT
McCloskey Rd.	San Felipe Rd. to Fairview Rd.	2	Rural Minor Arterial	Collector	4,160
Mitchell Rd.	Freitas Rd. to SR 156	2	none	Collector	2,390
Nash Rd.	San Benito St. to Airline Hwy.	4	Urban Principal Arterial	Arterial	
New Idria Rd.	Panoche Rd. to Idra	2	none	Collector	
North St.	Western terminus to San Felipe Rd.	2	none	Collector	
Panoche Rd.	Little Panoche Rd. to San Benito County line	2	none	Collector	
Panoche Rd. (J1)	Airline Hwy. to Little Panoche Rd.	2	none	Arterial	
Quien Sabe Rd.	Airline Hwy. (SR 25) to Santa Ana Valley Rd.	2	none	Collector	
Salinas Rd.	SR 156 to San Juan Hollister Rd.	2	none	Arterial	
Salinas Rd.	San Juan Hollister Rd. to County line	2	none	Arterial	
San Felipe Rd.	Wright Rd./McCloskey Rd. to SR 25	4	Rural Principal Arterial	Arterial	13,400
San Felipe Rd.	Fallon Rd. to Wright Rd./McCloskey Rd.	4	none	Arterial	10,680
San Felipe Rd.	SR 156 to Fallon Rd.	4	none	Arterial	
San Felipe Rd.	Shore Rd./Fairview Rd. to SR 156	2	none	Arterial	
San Felipe Rd.	SR 152 to Shore Rd./Fairview Rd.	2	none	Collector	
San Juan Canyon Rd. (G1)	Mission Vineyard Rd. to Fremont Peak St. Park	2	none	Arterial	
San Juan Highway	San Justo Rd. to Prescott Rd.	2	Rural Minor Arterial	Arterial	
San Juan Highway	US 101 to San Justo Rd.	2	Rural Minor Arterial	Arterial	
San Justo Rd.	San Juan Hwy. to Lucy Brown Ln.	2	none	Collector	
Santa Ana Rd.	San Felipe Rd. to Fairview Rd.	2	none	Collector	
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	none	Collector	
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Rural Minor Arterial	Arterial	
Shore Rd.	SR 25 to Frazier Lake Rd.	2	Rural Minor Arterial	Arterial	1,680
Southside Rd.	Thomas Rd. to Airline Hwy.	2	none	Arterial	

**TABLE 6-8  
LOCAL COUNTY ROADWAY SEGMENTS  
FEDERAL AND LOCAL FUNCTIONAL CLASSIFICATIONS  
San Benito County  
2009**

Street Name	Segment Limits	Thru Lanes (Both Dir.)	Federal Classification	Local Classification	ADT
Southside Rd.	Blossom Ln. to Thomas Rd.	2	none	Arterial	
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	none	Arterial	
Southside Rd.	Union Rd. to Enterprise Rd.	2	none	Arterial	
Southside Rd.	Ladd Ln. to Union Rd.	2	none	Arterial	
Sunnyslope Rd.	Airline Hwy. to Fairview Rd.	4	none	Arterial	
The Alameda (SJB)1	SR 156 to San Juan Hollister Rd.	2	none	Arterial	
The Alameda (SJB)2	Franklin St. to SR 156	2	none	Arterial	
Union Rd.	Airline Hwy. to Valley View Rd.	2	Rural Minor Arterial	Collector	6,450
Union Rd.	Southside Rd. to Airline Hwy.	2	Rural Minor Arterial	Arterial	7,870
Union Rd.	San Benito St. to Southside Rd.	2	Rural Minor Arterial	Arterial	9,610
Union Rd.	Cienega Rd. to San Benito St.	2	Rural Minor Arterial	Arterial	10,560
Union Rd.	Nothing Rd. to Cienega Rd.	2	Rural Minor Arterial	Arterial	
Union Rd.	SR 156 to Nothing Rd.	2	Rural Minor Arterial	Arterial	8,110
Wright Rd.	SR 25 to San Felipe Rd.	2	none	Collector	2,900
Wright Rd.	Buena Vista Rd. to SR 25	2	none	Collector	

Source: Intersection LOS Results, Hexagon Transportation Consultants, Inc.



**Legend**

County Boundary	City Limits
Interstate	County, State, or National Property
Highway	
Major Roadway	
Water	

Source: San Benito County, Geographic Information Systems Data, July 2009

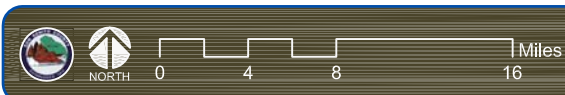


Figure 6-3  
San Benito Major Local Roadways



**Traffic Volumes**

The following subsection summarizes traffic volumes for local roadways. Average daily traffic (ADT) volumes for the local roadway analysis were collected between 2005 and 2009 from the following three sources:

- Recent traffic studies prepared for development projects in the county;
- San Benito County Traffic Impact Mitigation Fee program; and,
- San Benito County General Plan Update data collection.

**Capacity Evaluation**

Traffic operations for local roadways were evaluated by comparing the daily volumes to the San Benito County’s ADT threshold capacities. The ADT thresholds for various types of roadways are included in the San Benito County Subdivision Ordinance, Appendix C – Road Standards. The thresholds are based on the County’s local roadway functional classification and these values provide a planning-level analysis of the relative traffic load and approximate capacity on a particular roadway. These thresholds, however, are not necessarily linked to a LOS grade. The relationships between County roadway classifications and maximum ADT is summarized on Table 6-9.

<b>TABLE 6-9                      SAN BENITO COUNTY ALLOWABLE                      AVERAGE DAILY TRAFFIC                      VOLUMES (ADT) BY ROADWAY                      CLASSIFICATION                      San Benito County                      2009</b>	
<b>Roadway Classification</b>	<b>Maximum ADT</b>
Common driveway, private	40
Cul-de-sac or loop road	500
Local residential, through	1,500
Collector, no access	6,000
Collector, access	8,000
Arterial	20,000
Expressway	36,000

*Source: San Benito County Subdivision Ordinance, Appendix C.*

County roadways were evaluated using the allowable ADT thresholds where count data are available. Table 6-9 summarizes this information and identifies any segments that are functioning unacceptably. The ADT volumes for local County roadways and the comparison to the County’s ADT thresholds are summarized in Table 6-10. The ADT threshold analysis indicates that all the roadway segments evaluated currently (2009) have ADT volumes that fall below the County’s maximum ADT thresholds.



# CHAPTER 6. TRANSPORTATION AND CIRCULATION

## San Benito County General Plan

**TABLE 6-10  
LOCAL COUNTY ROADWAY AVERAGE DAILY TRAFFIC (ADT) THRESHOLD EVALUATION  
San Benito County  
2005 to 2009 ADT Volumes**

Street Name	Segment Limits	Thru Lanes (Both Dir.)	Local Classification	Existing ADT	Allowable ADT	Exceeds Threshold
1st St. (San Juan Bautista)	Prescott Rd. to Monterey St.	2	Arterial	n/a	20,000	n/a
3rd St. (SJB)	Franklin St. to Monterey St.	2	Arterial	n/a	20,000	n/a
Anzar Rd.	Carr Ave. to San Juan Hwy.	2	Collector	n/a	8,000	n/a
Aromatis Rd.	Quarry Rd. to Carr Ave.	2	Local	n/a	1,500	n/a
Bixby Rd.	Duncan Ave. to Freitas Rd.	2	Collector	n/a	8,000	n/a
Buena Vista Rd.	SR 156 to Locust Av.	2	Collector	2,080	8,000	no
Carr Ave.	Carpenteria Rd. to Aromatis Rd./Anzar Rd.	2	Collector	n/a	8,000	n/a
Cienega Rd.	Union Rd. to Hospital Rd.	2	Arterial	2,290	20,000	no
Cienega Rd.	Airline Hwy. (SR 25) to Old Airline Hwy.	2	Arterial	n/a	20,000	n/a
Coalinga Rd.	Airline Hwy. (SR 25) to San Benito Co. Line	2	Collector	n/a	8,000	n/a
Duncan Av.	Lucy Brown Ln. to Bixby Rd.	2	Collector	n/a	8,000	n/a
Fairview Rd.	Union Rd ext. to Airline Hwy.	2	Arterial	3,890	20,000	no
Fairview Rd.	Hillcrest Rd. to Sunnyslope Rd.	2	Arterial	7,300	20,000	no
Fairview Rd.	Meridian St. to Hillcrest Rd.	2	Arterial	8,820	20,000	no
Fairview Rd.	McCloskey Rd. to Santa Ana Rd.	2	Arterial	7,820	20,000	no
Fairview Rd.	Fallon Rd. to McCloskey Rd.	2	Arterial	6,660	20,000	no
Fairview Rd.	SR 156 to Orchard Rd.	2	Arterial	4,560	20,000	no
Fairview Rd.	San Felipe Rd. to SR 156	2	Arterial	4,650	20,000	no
Fallon Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	5,791	8,000	no
Frazier Lake Rd.	Bloomfield Av. to Pacheco Pass Hwy. (SR 152)	2	Collector	3,700	8,000	no
Frazier Lake Rd.	Shore Rd. to Bloomfield Ave.	2	Collector	4,002	8,000	no
Hillcrest Rd.	San Benito St. to Clearview Dr.	2	Arterial	8,666	20,000	no
Hillcrest Rd.	Clearview Dr. to Fairview Rd.	2	Arterial	3,100	20,000	no
John Smith Rd.	Fairview Rd. to Best Rd.	2	Collector	760	8,000	no
Ladd Ln.	Southside Rd. to Nash Rd.	4	Arterial	7,260	20,000	no
McCloskey Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	4,160	8,000	no
Mitchell Rd.	Freitas Rd. to SR 156	2	Collector	2,390	8,000	no
Nash Rd.	San Benito St. to Airline Hwy.	4	Arterial	15,980	20,000	no
North St.	Western terminus to San Felipe Rd.	2	Collector	447	8,000	no
Ridgemark Dr.	Airline Hwy. to Joes Ln.	2	Collector	4,310	8,000	no
San Benito St.	Nash Rd. to Union Rd.	2	Arterial	6,590	20,000	no
San Felipe Rd.	Wright Rd./McCloskey Rd. to SR 25	4	Arterial	13,400	20,000	no
San Felipe Rd.	Fallon Rd. to Wright	4	Arterial	10,680	20,000	no

**TABLE 6-10  
LOCAL COUNTY ROADWAY AVERAGE DAILY TRAFFIC (ADT) THRESHOLD EVALUATION  
San Benito County  
2005 to 2009 ADT Volumes**

Street Name	Segment Limits	Thru Lanes (Both Dir.)	Local Classification	Existing ADT	Allowable ADT	Exceeds Threshold
	Rd./McCloskey Rd.					
San Felipe Rd.	SR 156 to Fallon Rd.	4	Arterial	6,433	20,000	no
San Felipe Rd.	Shore Rd./Fairview Rd. to SR 156	2	Arterial	2,610	20,000	no
San Felipe Rd.	Highway 152 to Shore Rd./Fairview Rd.	2	Collector	910	8,000	no
Santa Ana Rd.	San Felipe Rd. to Fairview Rd.	2	Collector	6,239	8,000	no
Santa Ana Valley Rd.	Fairview Rd. to Quien Sabe Rd.	2	Collector	860	8,000	no
Shore Rd.	Frazier Lake Rd. to San Felipe Rd.	2	Arterial	5,560	20,000	no
Shore Rd.	Highway 25 to Frazier Lake Rd.	2	Arterial	1,680	20,000	no
Southside Rd.	Enterprise Rd. to Blossom Ln.	2	Arterial	2,390	20,000	no
Southside Rd.	Union Rd. to Enterprise Rd.	2	Arterial	3,100	20,000	no
Southside Rd.	Ladd Ln. to Union Rd.	2	Arterial	2,550	20,000	no
Sunnyslope Rd.	Airline Hwy. to Fairview Rd.	4	Arterial	14,395	20,000	no
The Alameda (SJB)1	SR 156 to San Juan Hollister Rd.	2	Arterial	1,003	20,000	no
The Alameda (SJB)2	Franklin St. to SR 156	2	Arterial	3,920	20,000	no
Union Rd.	Airline Hwy. to Valley View Rd.	2	Collector	6,450	8,000	no
Union Rd.	Southside Rd. to Airline Hwy.	2	Arterial	7,870	20,000	no
Union Rd.	San Benito St. to Southside Rd.	2	Arterial	9,610	20,000	no
Union Rd.	Cienega Rd. to San Benito St.	2	Arterial	10,560	20,000	no
Union Rd.	SR 156 to Nothing Rd.	2	Arterial	8,110	20,000	no
Wright Rd.	SR 25 to San Felipe Rd.	2	Collector	2,900	8,000	no
Wright Rd.	Buena Vista Rd. to SR 25	2	Collector	1,004	8,000	no

Source: Intersection LOS Results, Hexagon Transportation Consultants, Inc.



## Intersections

Traffic conditions at key study intersections were analyzed for the weekday AM and PM peak-hours of traffic using the TRAFFIX LOS methodology. The weekday AM peak hour traffic generally falls between 7:00 to 9:00 AM and the weekday PM peak hour generally falls between 4:00 to 6:00 PM. On an average day the most congested traffic conditions in the county occur during these times. The locations of the key study intersections are shown in Figure 6-4.

The LOS standard for both County roads and State highways in San Benito County is LOS C. AM and PM peak-hour turning movement volumes at key intersections were collected from new peak-hour turning movement counts and previous traffic studies.

### Signalized Intersections

The TRAFFIX LOS methodology was used to evaluate signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Control delay is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service for signalized intersections is shown in Table 6-11.

<b>TABLE 6-11</b> <b>SIGNALIZED INTERSECTION LOS DEFINITIONS BASED ON CONTROL DELAY</b> <b>San Benito County</b> <b>2000</b>		
<b>Level of Service</b>	<b>Description</b>	<b>Average Control Delay Per Vehicle (seconds)</b>
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Source: Transportation Research Board, 2000 Highway Capacity Manual, (Washington, D.C., 2000).

**Un-Signalized Intersections**

The TRAFFIX LOS methodology was used to evaluate un-signalized intersections, for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the 2000 HCM methodology was used to evaluate intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting LOS for one- and two-way stop-controlled intersections, the delay and corresponding LOS for the stop-controlled minor street approach with the highest delay was reported.

For all-way stop-controlled intersections, the reported average delay and corresponding LOS is the average for all approaches at the intersection. The correlation between average control delay and LOS for un-signalized intersections is shown in Table 6-12.

<b>TABLE 6-12 UN-SIGNALIZED INTERSECTION LOS DEFINITIONS BASED ON CONTROL DELAY San Benito County 2000</b>		
<b>Level of Service</b>	<b>Description</b>	<b>Average Control Delay Per Vehicle (seconds)</b>
A	Operations with very low delay occurring with favorable progression.	Up to 10.0
B	Operations with low delay occurring with good progression.	10.1 to 15.0
C	Operations with average delays resulting from fair progression.	15.1 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression or high V/C ratios.	25.1 to 35.0
E	Operations with high delay values indicating poor progression and high V/C ratios. This is considered to be the limit of acceptable delay.	35.1 to 50.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation and poor progression.	Greater than 50.0

*Source: Transportation Research Board, 2000 Highway Capacity Manual, (Washington, D.C., 2000).*

**Peak Hour Signal Warrants**

The LOS analysis of un-signalized intersections is supplemented with an assessment of the need for signalization of these intersections. This assessment is based on signal warrant criteria adopted by Caltrans. This study assesses the need for signalization based on the peak-hour traffic signal warrant (Warrant #3 described in the 2006 California Manual on Uniform Traffic Control Devices). This method provides an indication of whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. These results help determine which intersections should be monitored or evaluated more closely for the need to install traffic signals to maintain acceptable and safe traffic operations.



The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered, and further analysis performed, when one or more of the warrants are met. Additionally, engineering judgment is required on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections.

The results of the peak-hour traffic signal warrant checks are summarized on Table 6-13. The results indicate that the following three un-signalized study intersections currently (2009) meet the peak-hour signal warrant for at least one peak hour:

- SR 25 and Shore Road;
- Fairview Road and McCloskey Road; and
- Fairview Road and Hillcrest Road.

The remaining un-signalized study intersections currently (2009) have traffic conditions that fall below the thresholds that warrant signalization.

### **Results**

The results of the intersection level of service analysis under existing conditions are summarized in Table 6-13. The results indicate that two of the study intersections currently (2009) operate at unacceptable levels of service during at least one peak hour. The following two study intersections currently operate at LOS D or worse:

- SR 25 and Shore Road; and
- Airline Highway (SR 25) and Union Road.

The remaining study intersections currently (2009) operate at an acceptable LOS.

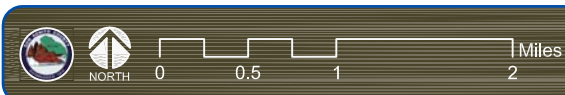
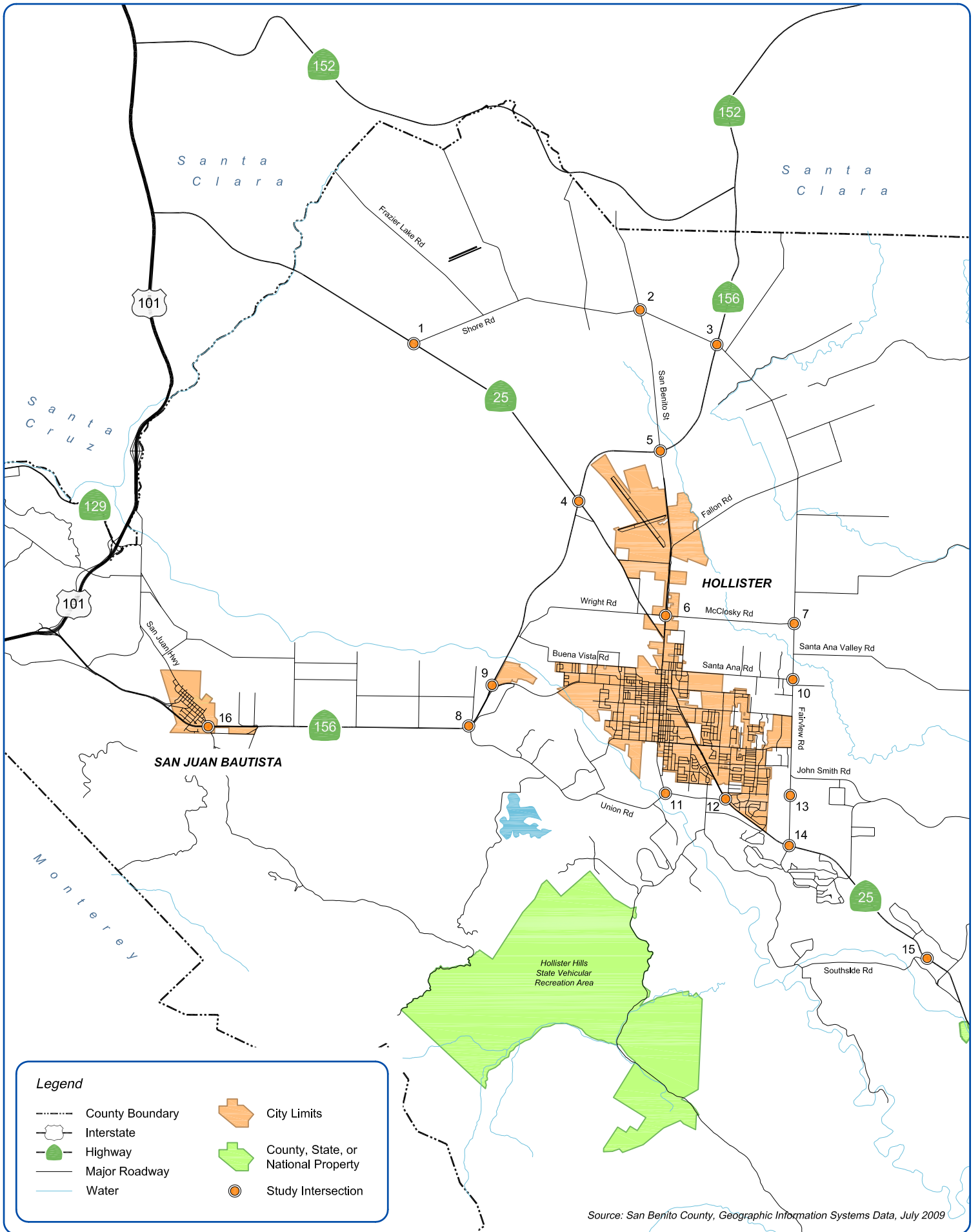


Figure 6-4  
Study Intersection Locations





# CHAPTER 6. TRANSPORTATION AND CIRCULATION

## San Benito County General Plan

**TABLE 6-13  
INTERSECTION LEVEL OF SERVICE SUMMARY  
San Benito County  
2009**

Int. #	Intersection Name	Existing Int. Control	Peak Hour	Count Date	Existing		Signal
					Avg. Delay	LOS	Warrant Met?
1	SR 25 and Shore Rd.	One-Way Stop1	AM	12/10/08	<b>40.0</b>	<b>E</b>	<b>Yes</b>
			PM	12/11/08	19.2	C	<b>Yes</b>
2	San Felipe Rd. and Shore Rd./Fairview Rd.	All-Way Stop2	AM	6/16/09	8.5	A	No
			PM	6/16/09	9.8	A	No
3	SR 156 and Fairview Rd.	Signal	AM	6/4/08	17.9	B	--
			PM	6/4/08	23.4	C	--
4	SR 25 and SR 156	Signal	AM	2/7/07	27.7	C	--
			PM	2/7/07	21.0	C	--
5	San Felipe Rd. and SR 156	Signal	AM	6/17/09	22.4	C	--
			PM	6/17/09	22.9	C	--
6	San Felipe Rd. and McCloskey Rd./Wright Rd.	Signal	AM	10/26/06	24.7	C	--
			PM	11/14/06	29.3	C	--
7	Fairview Rd. and McCloskey Rd.	One-Way Stop1	AM	10/26/06	14.7	B	No
			PM	11/2/06	13.9	B	<b>Yes</b>
8	Union Rd./Mitchell Rd. and SR 156	Signal	AM	6/11/08	32.0	C	--
			PM	6/11/08	32.9	C	--
9	SR 156 and San Juan Rd. (Bus. 156)	Signal	AM	6/9/09	17.6	B	--
			PM	6/9/09	16.5	B	--
10	Fairview Rd. and Hillcrest Rd.	One-Way Stop1	AM	11/7/06	20.1	C	<b>Yes</b>
			PM	11/28/06	14.3	B	No
11	San Benito St. and Union Rd.	Signal	AM	6/6/06	14.8	B	--
			PM	6/6/06	11.6	B	--
12	SR 25 and Union Rd.	Signal	AM	6/14/06	27.5	C	--
			PM	6/13/06	<b>35.4</b>	<b>D</b>	--
13	Fairview Rd. and Union Rd. ext. <sup>3</sup>	Fut. Int.	AM	--	--	--	--
			PM	--	--	--	--
14	Fairview Rd./Ridgemark Dr. and SR 25	All-Way Stop2	AM	10/31/06	11.8	B	No
			PM	11/30/06	10.6	B	No
15	SR 25 and Southside Rd.	One-Way Stop1	AM	6/10/09	9.8	A	No
			PM	6/10/09	11.0	B	No
16	The Alameda and SR 156	Signal	AM	6/4/09	9.7	A	--
			PM	6/4/09	13.7	B	--

<sup>1</sup> The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

<sup>2</sup> The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.

<sup>3</sup> Future intersection.

**Entries denoted in bold indicate conditions that exceed the County's current level of service standard.**

Source: Intersection LOS Results and recent traffic studies, Hexagon Transportation Consultants, Inc.

## SECTION 6.2 BUS TRANSIT SERVICES

### Introduction

This section describes existing (2009) bus transit services in San Benito County. San Benito County Express is the primary transit provider in the county, providing public transit services in Hollister and countywide intercity connections.

### Regulatory Setting

**San Benito County Local Transportation Authority.** The San Benito County Local Transportation Authority administers and operates the San Benito County Express transit system.

**California Transportation Development Act (TDA).** The California TDA provides a dedicated State funding source for use by local jurisdictions at the county level to improve existing public transportation and encourage regional public transportation coordination. Transit agency audits are performed on a triennial basis to ensure that transit agencies are meeting minimum service performance standards (e.g., passengers per revenue mile and hour, annual passengers served etc). Use of TDA monies is also tied to identifying and allocating funds to unmet transit needs, a process that requires local transportation planning agencies to identify and assess unmet transit needs on an annual basis. Unmet transit needs are defined in the RTP as transit service to those residents who use or would use public transportation regularly, if available, to meet their life expectations, such as trips for medical and dental services, shopping, employment, personal business, education, social services, and recreation. TDA funds can be allocated to non-transit uses if there are no unmet transit needs within the jurisdiction that are reasonable to meet with the use of TDA funds. Reasonableness is determined by community interest, equity, potential ridership, cost effectiveness, operational feasibility, and funding.

**San Benito County Local Transportation Authority Short Range Transit Plan (2008).** The short range transit plan consists of a review and update of goals and objectives, service and system evaluations, recommendations, a strategic marketing plan, and capital and finance plans. The 2008 short range plan recommends that the County Express revert back to the system of fixed routes operated in 2004, with a few minor modifications. Additionally, the plan recommends a variety of changes to improve the entire County Express operation.

**Monterey Bay Area Coordinated Public Transit-Human Services Transportation Plan.** The Coordinated Public Transit-Human Services Transportation Plan (CPTP) identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, lays out unified, comprehensive strategies for meeting these needs, and prioritizes services accordingly. The CPTP for the Monterey Bay Area was approved by the Association of Monterey Bay Area Governments (AMBAG) in May 2008 and will be incorporated in the region's long-range 2010 Metropolitan Transportation Plan. The CPTP identifies gaps and needs in human service transportation in the Monterey Bay Area region, incorporates these needs into the transit plan and presents implementation strategies for closing the gaps and improving the management of mobility services.

**The Americans with Disabilities Act (ADA).** The ADA legislation prohibits discrimination on the basis of disability. Other Federal laws which affect the design, construction, alteration, and operation of facilities include the Architectural Barriers Act of 1968 (ABA), and the Rehabilitation Act of 1973. These laws apply to all Federally-funded facilities. The ADA applies to facilities, both public (title II) and private (title



III), which are not Federally-funded. Newly constructed and altered facilities covered by titles II and III of the ADA must be readily accessible to and usable by people with disabilities. In July 1999 the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in Federally-assisted programs is governed by the USDOT regulations (49 CFR part 27) implementing Section 504 of the Rehabilitation Act (29 U.S.C. 794). The Federal Highway Administration (FHWA) has specific ADA policies for statewide planning in 23 CFR 450.210(a)(1) and for metropolitan planning in 23 CFR 450.31 6(a)(1).

See the Regulatory Setting for Section 7.1 for other applicable regulations.

### Major Findings

- There are vanpool transit services for agricultural workers in the county.
- Transit services during before- and after-school hours are inadequate which limits commute flexibility for parents, students, and school staff.
- There is a need for a mobility management program to educate transit-dependent citizens about the various public transit programs and services available to them.
- The Local Transportation Authority provides transit service to Hollister, San Juan Bautista, Tres Pinos, Gilroy, Gavilan College, and Caltrain/Greyhound stations.

### Existing Conditions

Transit services in San Benito County consists of the following local, dial-a-ride, and inter-county bus services.

#### City of Hollister Bus Routes (2009)

The San Benito Express operates three fixed routes within Hollister: the Green, Blue, and Red lines. Buses operate between the hours of 6:20 AM to 5:40 PM Monday through Friday. The existing (2009) fixed-route bus service in San Benito County is shown on Figure 6-5. San Benito Express does not provide service on weekends or major holidays (i.e., New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day). The following describes the three bus lines:

**Green and Blue Lines.** The Green and Blue Lines provide loop service in central Hollister via SR 25/Airline Highway, Nash Road, Tres Pinos Road, Fourth Street, and Meridian Street. They have approximately 40-minute headways and serve municipal buildings along Fourth Street, Hazel Hawkins Memorial Hospital, San Benito High School, and San Benito Health Foundation. These lines have significant mid-day breaks in service, the Green Line between 10:30 AM to 2:00 PM and the Blue Line between 9:06 AM to 2:05 PM.

**Red Line.** The Red Line provides service between the Hazel Hawkins Memorial Hospital and the Hope Center in northern Hollister via SR 25/Airline Highway, San Benito Street, Tres Pinos Road, and Nash Road. The line has approximately 40-minute headways. This line has a break in service between 10:37 AM to 2:22 PM.

### **Dial-A-Ride Service**

The County Express Transit System provides Dial-a-Ride services to northern San Benito County, including Hollister, San Juan Bautista, and Tres Pinos, on weekdays between 7 AM to 6 PM and on weekends between 7 AM to 5 PM. The system provides two types of Dial-a-Ride service: general public and paratransit. General public Dial-a-Ride serves people whose trips begin or end in a location more than one-half mile from the fixed route. Paratransit service provides rides to people who are disabled and meet Americans With Disabilities Act (ADA) eligibility requirements through the Local Transit Authority application process. Appointments for Dial-a-Ride services can be made up to 14 days in advance, but no later than 24 hours in advance.

### **Inter-County Service**

County Express Transit System's inter-county service includes service to the Gilroy Transit Center and Gavilan Community College in Gilroy. Shuttle services to the Gilroy Transit Center and Gavilan Community College (school year only) operate Monday through Friday from 4:30 AM to 8 PM and connects to all trains operating between Gilroy and San Jose (six per day).

### **Jovenes de Antaño**

Jovenes de Antano de San Benito is a non-profit organization established to encourage, develop, and administer programs to improve the general welfare of the elderly in San Benito County. It provides service to all elderly and people with disabilities 18 years and older within San Benito County, and include on-demand transit service, by reservation, for shopping- and medical-related trips.

### **Existing San Benito County General Plan Policies Related to Transit**

The existing (1992) San Benito County General Plan includes a policy for requiring new developments at urban densities to dedicate funding for new transit stops and be designed to allow easy access to public transit where existing service is available.

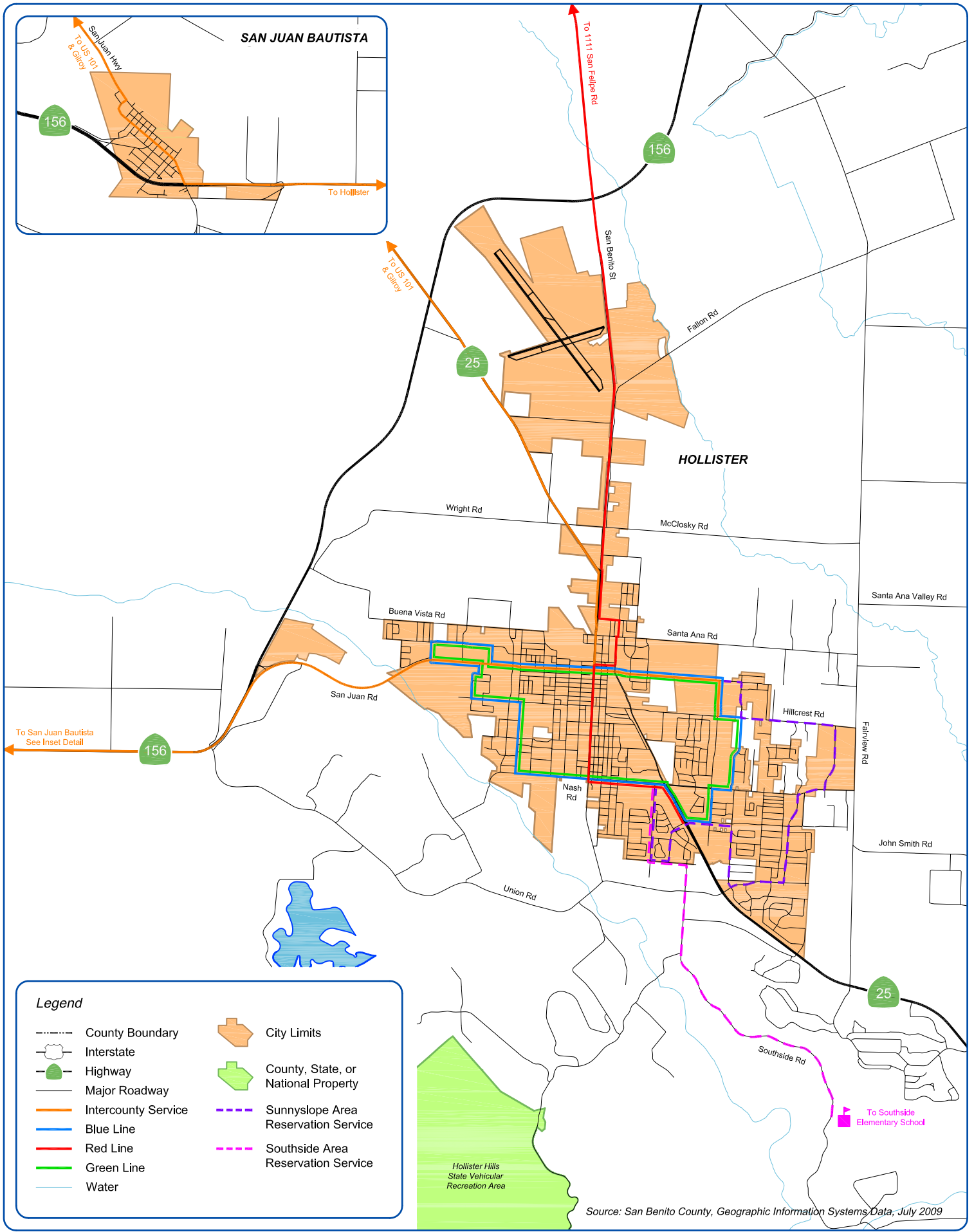


Figure 6-5  
Bus Routes

## **SECTION 6.3 RAILWAY FACILITIES**

### **Introduction**

This section describes existing (2009) railway facilities in San Benito County.

### **Regulatory Setting**

**Union Pacific Railroad.** All rail facilities in San Benito County are owned and operated by Union Pacific Railroad.

See the Regulatory Setting for Section 7.1 for additional regulatory plans and programs.

### **Major Findings**

- There are currently (2009) no passenger rail services in San Benito County.
- Freight rail service to Hollister and northern San Benito County is provided by the Union Pacific Hollister Branch Line.

### **Existing Conditions**

#### **Commuter Rail Service**

There is currently (2009) no passenger rail service in San Benito County. Commuter rail service to Santa Clara County and points north and regional rail service to Seattle or Los Angeles is available at the Gilroy Transit Center. In 1999 SBCOG commissioned a study of the Hollister Branch Rail Line to analyze the cost of branch line improvements needed for commuter rail operations between Hollister, San Jose, and San Francisco. In late 1999 SBCOG continued its rail development program by commissioning a detailed feasibility analysis of commuter rail for San Benito County. The study, completed in 2000, recommended an action in the 2005 Regional Transportation Plan to implement commuter rail service on the Union Pacific Hollister branch line.

#### **Freight Rail Service**

Freight rail service in San Benito County is provided by Union Pacific Rail Road (UPRR). UPRR's main branch serves the western part of San Benito County and provides freight service to the Granite Rock quarry and various agricultural activities. A 12-mile spur line extends from Carnadero Creek in Santa Clara County to Hollister, which once served a paper factory and two canneries. Existing rail facilities are shown on Figure 6-6.



### SECTION 6.4 NON-MOTORIZED TRANSPORTATION FACILITIES

#### Introduction

This section describes the existing (2009) bicycle and pedestrian facilities in San Benito County.

#### Regulatory Setting

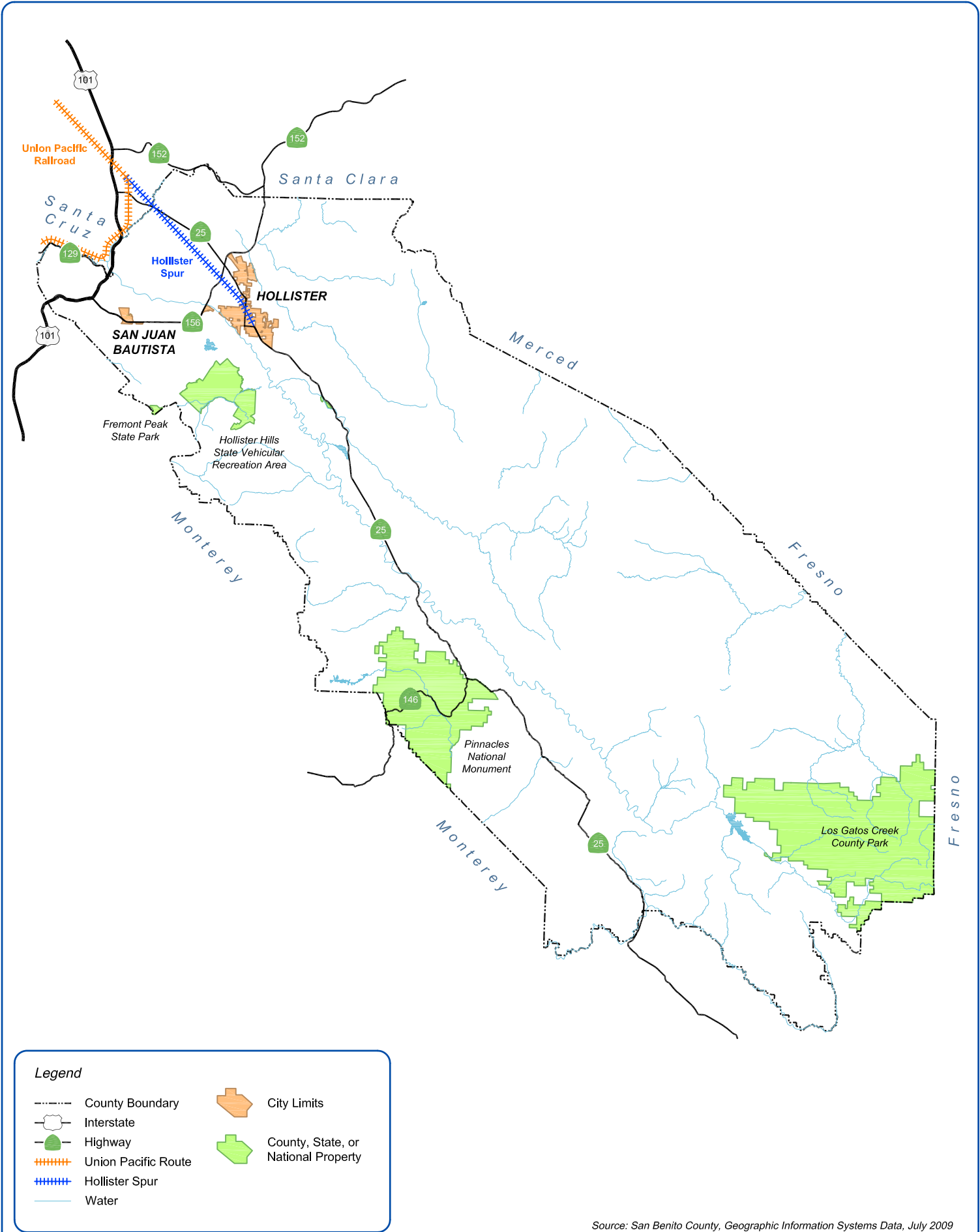
**San Benito County Bikeway and Pedestrian Master Plan (2009).** This plan guides the future development of bicycle and pedestrian facilities within San Benito County. It provides a blueprint for making non-auto modes of transportation an integral part of daily life in the county. Future bicycle facility planning in Hollister and San Juan Bautista is also addressed in this master plan.

**The Americans with Disabilities Act (ADA).** See Regulatory Setting, Sections 7.1 and 7.7, for additional regulatory plans and programs.

#### Major Findings

- San Benito County's incorporated and unincorporated area bicycle networks lack continuity.
- Existing bikeway facilities in unincorporated San Benito County are limited due to insufficient funding for the construction of major bikeway projects and the rural nature of most of the county. In turn, there are relatively few bicyclists in the unincorporated area.
- The San Benito Bikeway and Pedestrian Master Plan recommends a variety of bikeway improvement projects aimed at interconnecting communities, both incorporated and unincorporated, throughout the county.
- Walkway and pedestrian facilities in the unincorporated areas of the county are discontinuous and/or non-existent. There is no countywide pedestrian or ADA transition plan.
- The San Benito Bikeway and Pedestrian Master Plan recommends that sidewalk gaps be filled in urban areas and in areas near schools and bus stops. Additionally, the plan recommends that sidewalks be required for new developments in the county.





**Legend**

	County Boundary		City Limits
	Interstate		County, State, or National Property
	Highway		
	Union Pacific Route		
	Hollister Spur		
	Water		

Source: San Benito County, Geographic Information Systems Data, July 2009

A scale bar showing distances in miles (0, 4, 8, 16) and a north arrow.

Figure 6-6  
Railroad Route



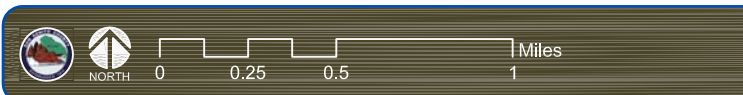
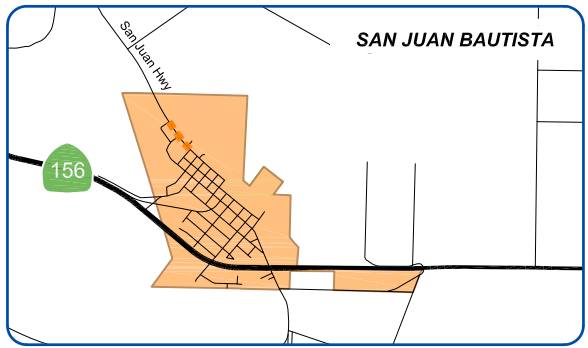
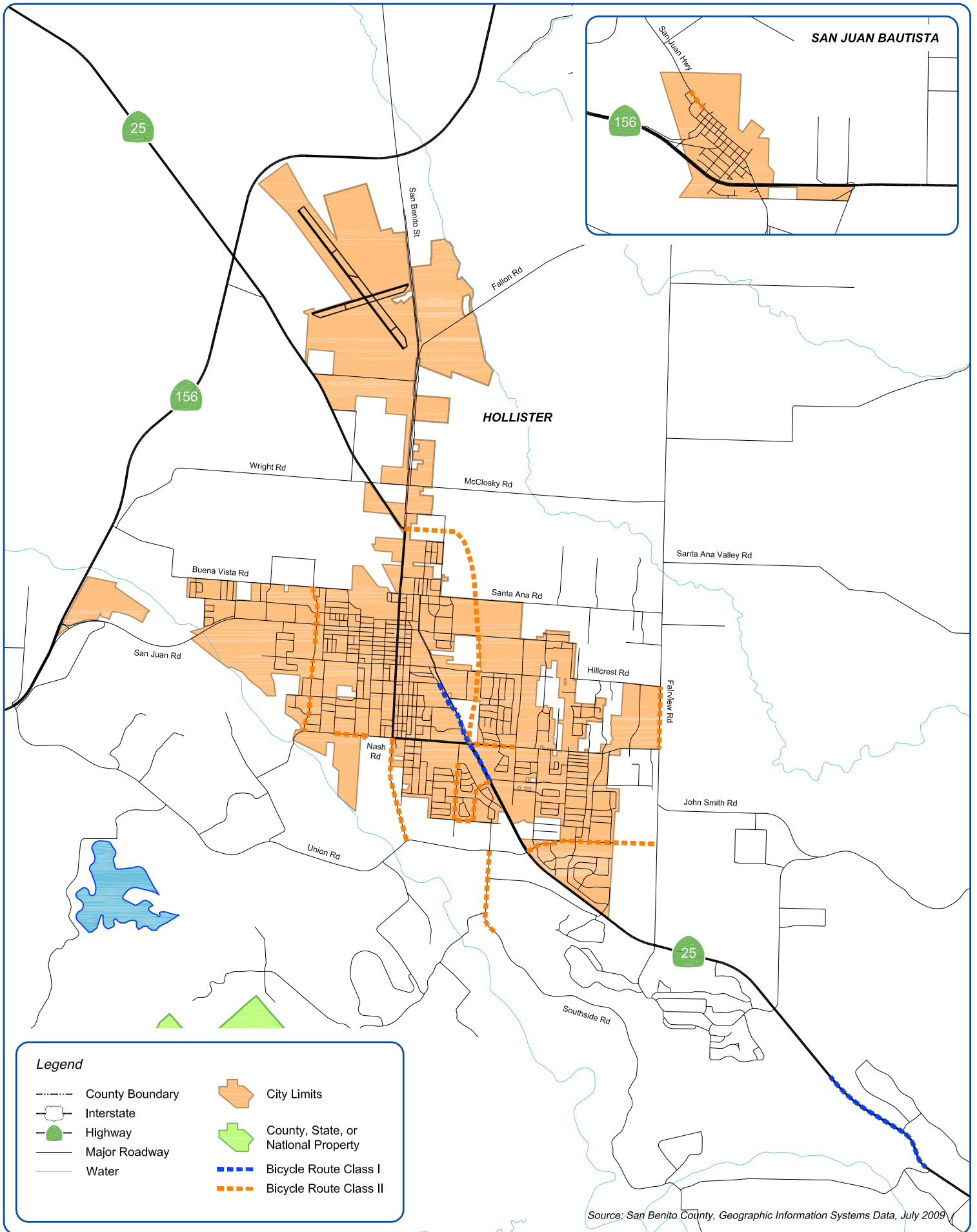


Figure 6-7  
Bicycle Route Map

## Existing Conditions

The following summarizes existing and planned pedestrian and bikeway facilities in the cities of Hollister and San Juan Bautista and the unincorporated areas of San Benito County. This section also describes bicycle connections to transit, bicycle support facilities, and bicycle safety.

### Existing and Planned Pedestrian Facilities

Pedestrian facilities in the unincorporated areas of county are generally discontinuous or non-existent. The cities of Hollister and San Juan Bautista generally have continuous sidewalks on most streets in their central and core areas and in most newer neighborhoods.

The existing (1992) San Benito County General Plan has a policy that requires dedication and construction of sidewalks within large-scale developments or within the vicinity of concentrations of population to facilitate safe pedestrian travel through and internally within the development.

### Existing and Planned Bikeways

Bicycle facilities in San Benito County are classified as one of these classes:

- **Class I Bikeway.** Class I bikeways are bike paths that are physically separated from motor vehicles and feature two-way bicycle travel on a separate path.
- **Class II Bikeway.** Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings.
- **Class III Bikeway.** Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

Bicycle facilities in the county are generally concentrated in and around Hollister. Within San Juan Bautista a short section of San Juan Highway in the north part of town has designated bike lanes. Juan Bautista de Anza National Historic Trail traverses San Juan Bautista and the western part of the county. Near Tres Pinos a multi-use path connects Tres Pinos Elementary School with the community of Tres Pinos. The existing bicycle facilities in San Benito County are shown on Figure 6-7.

### Bicycle Support Facilities

Only a handful of destinations in the county are equipped with bicycle racks. There are no commute destinations within San Benito County with bicycle lockers nor facilities for changing clothes and showering for bicyclists. San Benito County encourages bicycle use within the county for commuting and recreational uses; however, there currently (2009) are no specific standards in place requiring bicycle facilities in new developments.

### Bicycle Safety

Safety is a major concern of bicyclists, and increased education and enforcement are important tools to help promote bicycle safety. The COG recently (2010) completed a Safe Routes to Schools program for bicycles.



### SECTION 6.5 AVIATION FACILITIES

#### Introduction

This section describes the existing (2009) airport and aviation services in San Benito County. Agricultural producers, fire fighters, emergency medical, and private users all depend on aviation services in the county. Private aircraft users also use aviation facilities for commercial and recreational uses. Airports in the county provide local access to the national aviation system, enabling the traveling public and freight and cargo movers to connect with airports in major metropolitan areas.

San Benito County has one public airport (Hollister Municipal Airport), one private airport (Frazier Lake Airpark), and several landing strips scattered throughout the county. Also, Hazel Hawkins Hospital contains a heliport at its Hollister facility. Regional airport services are provided by San Jose International Airport and Monterey Peninsula Airport.

#### Regulatory Setting

**Federal Aviation Regulations (FARs).** FARs are rules established by the Federal Aviation Administration (FAA) governing all civilian, and to a lesser extent military, aviation activities in the United States. FARs are designed to promote aviation safety. They are approved through a formal Federal rulemaking process and address a wide variety of aviation activities, including aircraft design, flight procedures, pilot training requirements, and airport design. FARs concerning aircraft flight generally preempt any State or local regulations.

**California Code of Regulations, Section 3533 (Title 21, Article 2).** This law grants an exemption to personal-use airports in unincorporated areas and agricultural airports from obtaining an airport permit from the State of California. Aircraft operations at these airports must still comply with applicable Federal aeronautical requirements and local jurisdiction land use permit requirements.

**Airport Land Use Commission (ALUC).** SBCOG serves the region as the Airport Land Use Commission (ALUC) to assure that surrounding land uses are compatible with the two airports located within the county.

#### Major Findings

- San Benito County's aviation system consists primarily of one public-use airport and one private air strip which is open to public use on a membership basis. Airports in nearby counties also provide services to San Benito County residents.
- Hollister Municipal Airport, owned and operated by the City of Hollister, is located about two miles north of Hollister.
- The ALUC has certain authority over airports located within unincorporated parts of the county. The authority to regulate development and land use adjacent to these airports is shared with the airport owners and with the Federal Aviation Administration and State of California. The FAA regulates the manner in which aircraft operate.

- Airports generate noise and safety impacts that extend well beyond their boundaries and affect land uses around them. Together with the airport owner, the County is responsible for ensuring land use compatibility in the environs of airports in its jurisdiction. Information regarding airport impacts is included in Chapter 11 - Safety and Chapter 13 - Noise.

## **Existing Conditions**

### **San Benito County Regional Transportation Plan (2005)**

The SBCOG adopted the Regional Transportation Plan (RTP) in 2005, which includes short-term strategies and long-term goals aimed at improving the overall efficiency of the transportation system through the year 2030. In terms of air transportation the RTP lists three short-term improvement projects for the Hollister airport and 14 long-term projects aimed at improving San Benito County's aviation system. The plan covers the following airports:

#### ***Hollister Municipal Airport***

The Hollister Municipal Airport is located approximately two miles north of Hollister adjacent to SR 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 currently (2009) are 90 aircraft based at the airport with annual operations estimated at 55,000. Facilities at Hollister Municipal Airport include:

- **Runway 6/24.** 3,250 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 also lighted for night operations.
- **Runway 13/31.** 4,000 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, including a 2,300-foot extension, lighting, and visual path indicators.
- **Hangars.** The airport includes 44 T-hangars, six corporate hangars, and four conventional hangars.
- **Aircraft Parking.** The airport includes 100 aircraft parking spaces and 10 transient aircraft parking spaces.

The five-member Hollister Airport Advisory 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 the Airport Master Plan, which projected use and needed improvements through 2005. The Hollister Municipal Airport Master Plan evaluates the airport's capabilities, forecasts future aviation demand, and plans for the timely development of new facilities to meet that demand through 2025. The Master Plan primarily provides systematic guidelines for the overall maintenance, development, and operation of the airport. Figure 6-8 shows the locations of airport facilities in San Benito County.



Eighty-three acres of land to the north of the airport were donated to the City of Hollister in 1990 to extend Runway 6/24 by 2,350 feet. This extension was completed in 1994. The land acquisition has also enabled the City of Hollister to create clear 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.

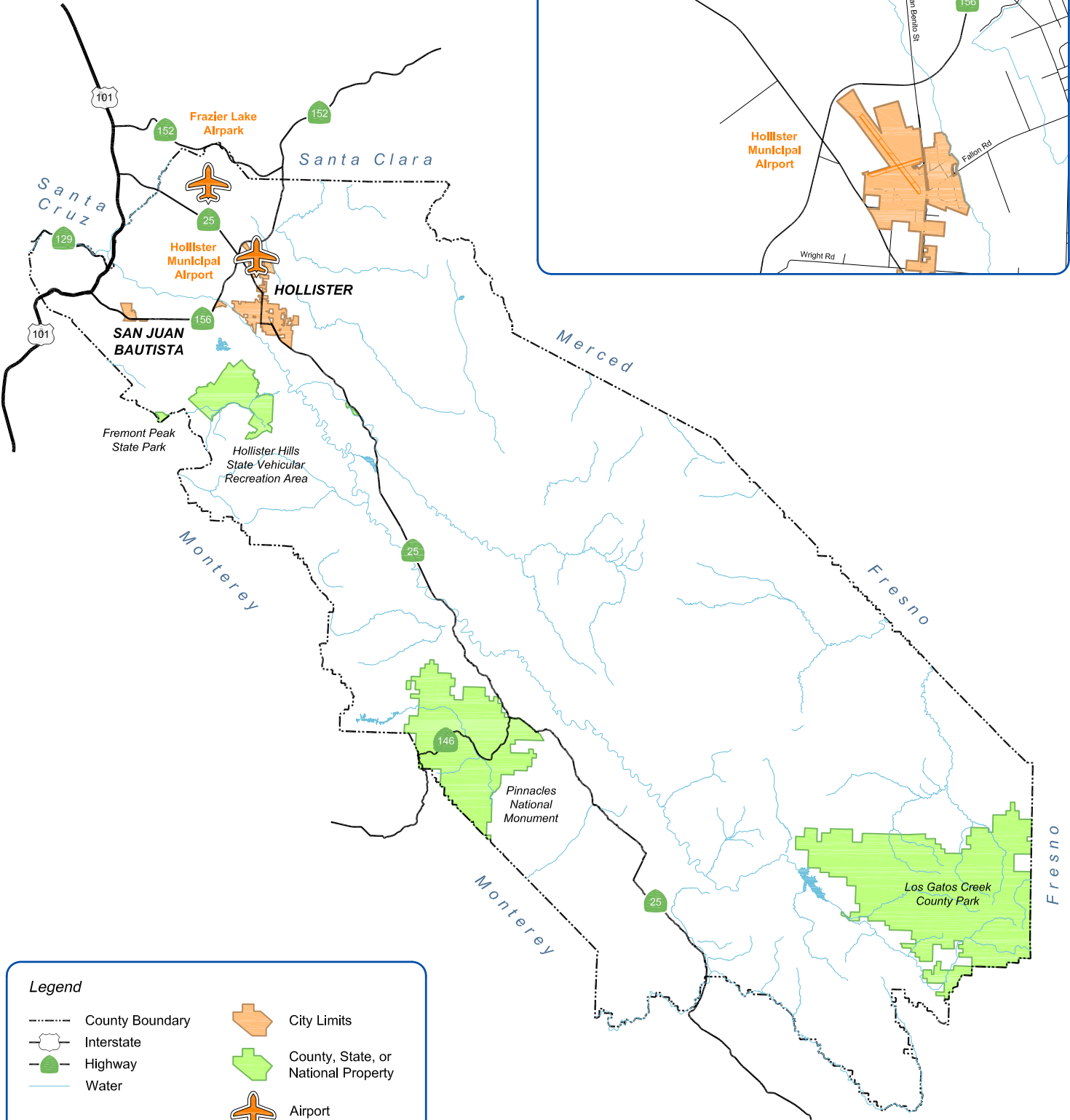
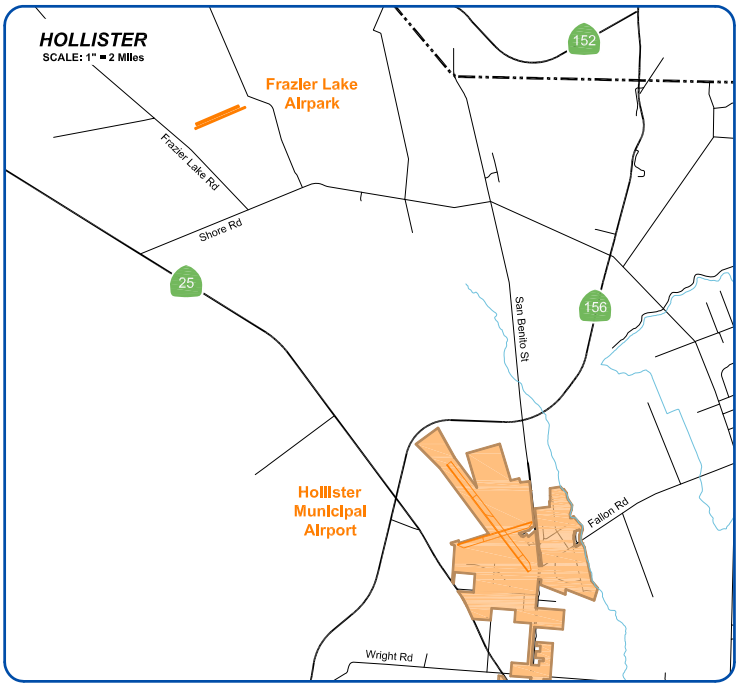
### ***Frazier Lake Airpark***

Frazier Lake Airpark is located approximately six miles northwest of Hollister on Frazier Lake Road and is owned privately. The airport is open for public use and has approximately 100 members. Facilities at Frazier Lake Airpark include a 2,500-foot sod runway, a 2,500-foot water runway, and 40 hangars owned by private members.

### **Regional Airports**

There are two regional airports near, but not within San Benito County:

- **San Jose International Airport.** 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. The primary access to San Jose International Airport is via SR 25 and US 101.
- **Monterey Peninsula Airport.** 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. The primary access to Monterey Peninsula Airport is via SR 156 and US 101.



**Legend**

County Boundary	City Limits
Interstate	County, State, or National Property
Highway	Airport
Water	

Source: San Benito County, Geographic Information Systems Data, July 2009

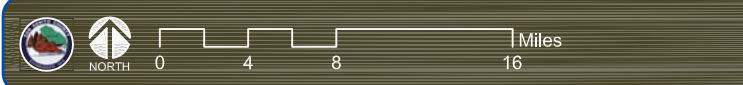


Figure 6-8  
San Benito Airport Location Map



### SECTION 6.6 GOODS MOVEMENT

#### Introduction

This section summarizes the movement of goods through San Benito County. The movement of goods through the county, either via highway, rail, or airport, is a key component of the economic vitality and growth of the region.

#### Regulatory Setting

**Surface Transportation Assistance Act Routes (STAA – Federal Designation).** Act passed in 1982 that allows large trucks to operate on the interstate and certain primary routes collectively called the National Network. These routes, referred to as STAA routes, have larger turning radii than most local roads can accommodate.

**Regional Transportation Plan (2005).** The Regional Transportation Plan (RTP) was adopted by the Council of San Benito County Governments (SBCOG) to comply with State and Federal requirements for a comprehensive and long-range transportation plan. The RTP includes a goal and three policies to facilitate the safe and efficient movement of commodities in ways that are compatible with existing and planned land uses.

See Regulatory Setting, Section 6.1, for other applicable regulations.

#### Major Findings

- Growing congestion on the State highway system, specifically on SRs 25 and 156 between Hollister and US 101, pose potential problems for the efficient movement of goods in and out of San Benito County.
- Truck traffic on local streets and rural roads in San Juan Bautista, Hollister, and unincorporated areas of the county is becoming a growing concern for area residents.

#### Existing Conditions

The following is a description of the key elements in San Benito County's multimodal system related to goods movement.

##### Highway Transportation Infrastructure System

The Highway Transportation Infrastructure System links San Benito County to major California urban markets. Trucks move goods almost exclusively on the State highways within the county (Figure 6-9). The following is a summary of these highways:

- US 101 provides regional truck travel to the San Francisco Bay Area and southern California.
- SR 25 bisects the county from north to south and carries most north-south traffic within the county.

- SR 25 provides a direct connection from Hollister to US 101 and Santa Clara County.
- SR 156 runs from east to west across the northern part of the county.
- SR 156 accommodates traffic traveling within the county, and through the county between the Monterey Bay Area and I-5 in the Central Valley.
- SR 129 accommodates truck travel between San Benito and Santa Clara Counties and Santa Cruz County.

### **Union Pacific Railroad**

The only 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. In past decades commodities were transported via rail on the Hollister Branch Line.

### **Hollister Municipal Airport**

While Hollister Municipal Airport has some air freight, it is not a significant component of the goods movement system in San Benito County since its air cargo capacity is very limited.





**Legend**

County Boundary	City Limits
Interstate	County, State, or National Property
Highway	Water
STAA	
CA Legal Network & CA Advisory Route	

Source: San Benito County, Geographic Information Systems Data, July 2009

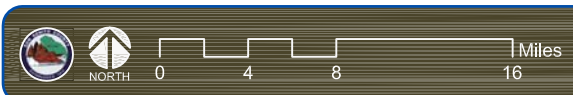


Figure 6-9  
Truck Routes

## SECTION 6.7 TRANSPORTATION COORDINATION WITH LAND USE

### Introduction

This section provides a summary of the coordination efforts between transportation and land use planning in San Benito County. Coordination between transportation and land use planning is critical to addressing potentially significant traffic impacts before proposed projects are approved. Determining the transportation impacts at an early stage gives the jurisdiction the opportunity to develop appropriate mitigation and fee measures to address impacts.

### Regulatory Setting

**County Traffic Impact Guidelines.** San Benito County has established guidelines that determine when a traffic impact analysis must be prepared for a specific development project in the unincorporated areas of the County. According to Appendix D, Chapter 2 of the County's Subdivision Ordinance, a traffic impact study must be prepared for a development project if it is expected to generate more than 50 trips per day or if it generates less than 50 trips per day, but there are special circumstances that require a traffic study. Assessment of traffic impacts are based on maintaining the County's adopted intersection and roadway level of service standards (see Section 7.1).

**Airport Land Use Commission (ALUC).** The SBCOG serves as the ALUC, which reviews projects for consistency with the Airport Land Use Capability Plan around the airport areas of influence. The purpose of these regulations is to provide for orderly growth of each public access airport and the areas surrounding each airport. Noise, height and safety issues are regulated through regional standards set by the ALUC. General plans, general plan amendments, specific plans, environmental impact reports, and development applications that fall within an airport's Area of Influence are reviewed to ensure compliance with the appropriate standards.

### Major Findings

- A significant portion of county residents commute to other counties for employment. This places a significant burden on the State highway system and principal arterial connections between San Benito County and adjacent counties.
- To date all long-range transportation planning decisions and future traffic forecasts were based on the San Benito County travel demand model. However, Caltrans and AMBAG are currently (2009) recommending that the appropriate model to use for planning decisions and traffic forecasts in San Benito County is the AMBAG model. It is not yet known whether the AMBAG model contains sufficient detail to evaluate local planning issues within San Benito County.
- The County currently (2009) does not have adopted thresholds of significance for identifying when a development or roadway project causes a significant transportation-related impact. Therefore, project impacts may be evaluated inconsistently and mitigation measures may not be determined in an equitable fashion, with respect to all responsible parties.



### **Existing Conditions**

San Benito County and the City of Hollister operate and jointly maintain a regional traffic forecasting model of future traffic conditions for all major roadways in the county. This computer model uses widely accepted transportation planning algorithms to convert forecasts of future land use into forecasts of the number and distribution of vehicle trips that will be made in the future. These vehicle trips are then assigned to paths along the highway system, which ultimately result in forecasts of the future traffic volumes on the highway network. One of the major functions of the model is to project traffic impacts of potential and actual land use decisions on the regional transportation system. For planning analyses, the model volume forecasts are then compared to the roadway design capacities to identify transportation corridors, roadway segments, or intersections where a prescribed level of service will likely be exceeded. Currently (2009) the model forecasts traffic volume through 2023.

Historically, all long-range transportation planning decisions and future traffic forecasts were based on the San Benito County travel demand model. AMBAG has developed a regional travel demand model, which includes the three-county Monterey Bay area (San Benito, Santa Cruz, and Monterey Counties). The current (2009) version of the model has been expanded to include all of Santa Clara County. Caltrans and AMBAG are also currently (2009) recommending that the appropriate model to use for planning decision and traffic forecasts in San Benito County is the AMBAG model. However, it is not yet known whether the AMBAG model contains sufficient detail to evaluate local planning issues within San Benito County. It is possible that a considerable work effort will be required to add enough detail to the AMBAG model so that it could be used for San Benito County planning applications.

### **Thresholds of Significance for Identifying Transportation Impacts**

The County currently (2009) does not have adopted thresholds of significance for identifying when a development or roadway project causes a significant transportation-related impact. Therefore, thresholds of significance used in traffic studies and environmental analyses tend to vary from project to project and consultant to consultant.

### **Jobs-Housing Balance**

Land use patterns influence not only the need for San Benito County residents to travel between different areas within the county, but also to adjacent counties. The extent to which the county's land use plans provide a balance between job and housing opportunities relative to different areas within and outside the county will influence work trip travel distances, travel patterns, and congestion.

Current (2009) commute traffic patterns indicate an overwhelming trend of traffic leaving the county during the morning commute period and traffic returning to the county during the evening commute period. This indicates either a shortage of jobs or lack of acceptable wages within the county to serve the current population.

## SECTION 6.8 TRANSPORTATION DEMAND MANAGEMENT

### Introduction

This section summarizes the County's Transportation Demand Management (TDM) programs, which are strategies designed to reduce the demand for the automobile as a mode of travel. By encouraging the use of alternative transportation modes or alternative types of commuting, the vehicle demand on the existing roadway system is reduced and system efficiency is improved. TDM strategies can also help reduce the need for capacity-enhancing improvement projects on county roadways.

### Regulatory Setting

**California Clean Air Act.** Established in 1988, this act requires non-attainment areas to achieve and maintain the state ambient air quality standards by the earliest practicable date and local air districts to develop plans for attaining the state ozone, carbon monoxide, sulfur dioxide, and nitrogen dioxide standards.

**Federal Clean Air Act.** This Federal law passed in 1970, and last amended in 1990, forms the basis for the national air pollution control effort. Basic elements of the act include national ambient air quality standards for major air pollutants, hazardous air pollutants standards, State attainment plans, motor vehicle emissions standards, stationary source emissions standards and permits, acid rain control measures, stratospheric ozone protection, and enforcement provisions.

**Monterey Bay Unified Air Pollution Control District.** In compliance with the California Clean Air Act, the Monterey Bay Unified Air Pollution Control District was established to improve the health and quality of life for all Monterey Bay Area residents while balancing economic and air-quality considerations.

**Regional Transportation Plan.** The Regional Transportation Plan (RTP) was adopted by the Council of San Benito County Governments (SBCOG) to comply with State and Federal requirements for a comprehensive and long-range transportation plan. The RTP includes a goal (Goal 7) that makes maintaining the existing transportation system a priority.

### Major Findings

- The Council of San Benito County Governments operates a ride-matching database designed to assist commuters transition from driving alone to a convenient ridesharing option, such as car or vanpooling.
- In San Benito County there are currently (2010) three park-and-ride lots with a total of 39 parking spaces. Both of these lots have bicycle parking facilities.

### Existing Conditions

Transportation Demand Management strategies include ridesharing and vanpooling, park-and-ride lots, increased parking prices, decreased parking supply, bus transit, rail transit, and bicycle and pedestrian facilities. SBCOG provides ridesharing services and park-and-ride lot facilities to help manage the growth in demand for highway capacity. These programs include:



- **Ridesharing.** SBCOG has provided ridesharing services to San Benito County residents since 1987, and the programs focus on commuters who travel to Santa Clara 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. In addition, the San Benito County Ridesharing Program operates one 14-passenger vanpool that operates daily to Santa Clara County.
- **Park-and-Ride Lots.** Park-and-ride lots are free parking facilities for commuters to use as a convenient meeting place for carpools, vanpools, and transit. San Benito County currently (2009) has two park-and-ride lots serving area commuters. One location is at the intersection of US 101 and SR 156 near Searle Road and has 20 parking spaces. The other location is in Hollister at the intersection of Hillcrest and Memorial Drives and has 19 parking spaces. Both of these lots have bicycle locker accommodations.

### SECTION 6.9 TRANSPORTATION SYSTEMS MANAGEMENT

#### Introduction

This section describes Transportation Systems Management (TSM) programs that are designed to increase the capacity and efficiency of the existing transportation facilities without construction of new roads or major widening of existing roadways or intersections. Like TDM strategies discussed in the prior section, TSM strategies can help reduce the scope of or delay the need for capacity-enhancing improvement projects on county roadways.

#### Regulatory Setting

**Central Coast ITS Implementation Plan (2007).** This plan was developed by AMBAG to identify ITS opportunities and needs in the five-county central coast region (Santa Cruz, San Benito, Monterey, San Luis Obispo, and Santa Barbara). The plan is a blueprint for how technology may be used to enhance the transportation system in both the short- and long-term.

#### Major Findings

- Currently (2009) ITS applications in the field in the unincorporated areas of San Benito County are limited to a few locations with basic traffic signal control systems as well as motorist call boxes on the State highways in the county.

#### Existing Conditions

Transportation Systems Management includes operational strategies that yield optimal benefits from the existing system through active management. These strategies include traffic signal timing management, pavement management, and intelligent transportation systems. The following are descriptions of these system management strategies:

## **Intelligent Transportation Systems**

Intelligent Transportation Systems (ITS) involve the use of advanced computer, electronic, and communication technologies to increase the safety and efficiency of the highway transportation system.

Currently (2009) ITS applications in San Benito County are limited to the following:

- Traffic Signal Control systems on SRs 25 and 156 near Hollister
- Motorists aid call boxes on US 101, and SRs 25, 146, and 156

In 1999 with the financial assistance of the Federal government, the California Department of Transportation and the California Highway Patrol initiated the development of the Central Coast ITS Strategic Plan to pursue ITS for the region. Development of the ITS Strategic Plan is overseen by a steering committee including regional, State, and Federal transportation agencies. Over the past decade, considerable work has been done in terms of developing and deploying ITS programs in the region. The latest planning document to be produced with respect to ITS in San Benito County is the Central Coast ITS Implementation Plan, prepared in 2007 by AMBAG and the Central Coast ITS Coordinating Group.

The Central Coast ITS Implementation Plan recommends the following ITS projects for San Benito County:

### Short-Range ITS Projects:

- Traffic signal control (signal timing, synchronization, and central control) along SRs 25 and 156 near Hollister;
- Changeable message signs on SR 156;
- Advanced crosswalks along Nash Road near San Benito High School, SR 25 near Hollister, and Hazel Hawkins Hospital in Hollister;
- A transit automated vehicle locations (AVL) system; and
- A transit electronic fare collection system.

### Long-Range ITS Projects:

- A network surveillance (CCTV) system along US 101;
- A network surveillance system with roadway sensors along SR 25 from the Hollister city limits to Santa Clara County line, and along SR 156 from US 101 to SR 152/Santa Clara County line;
- A network surveillance system of smart call boxes along SR 156 from the Santa Clara County line to US 101;
- Signal synchronization/coordination (surface streets) improvements along SRs 25 and 156 near Hollister;



- Permanent changeable message signs along US 101, SRs 25 and 156, and Hollister Municipal Airport Road (SR 156);
- Road weather information system along SR 156 from the Santa Clara County line to US 101; and
- Transit ITS projects including:
  - off-line route/schedule management,
  - automated passenger counting,
  - security video surveillance,
  - voice/data communication system for transit security,
  - static transit route/schedule information,
  - real-time transit schedule information, and
  - station and bus stop information system.

### **Pavement Management**

A pavement management system is a tool for rating the pavement condition of a roadway, establishing a consistent maintenance and repair schedule, and evaluating the effectiveness of maintenance strategies. It can identify pavements that are headed for rapid decline so that preventative maintenance can be applied in a timely fashion.

San Benito County's Public Works Department uses a system of this type to assess damage, prioritize repairs objectively, and manage costs. A sampling of road segments is surveyed and analyzed, the roads are given ratings based on condition, and software models how the cost of repairs may increase as deterioration continues. The software also tracks progress in maintenance efforts and serves as an aid to pavement design.

## **SECTION 6.10 COSTS AND REVENUES FOR MAJOR IMPROVEMENTS**

### **Introduction**

This section describes the costs associated with maintaining existing and future county roadways and the expected revenue streams anticipated to be available for these improvements. This section also describes financial plans for funding short-term transportation improvements in the county. The project costs and funding revenues identified in this section are consistent with the short- and long-term projects contained in the Draft 2010 San Benito County Regional Transportation Plan and the San Benito County 2008 Regional Transportation Improvement Program. It should be noted that these costs and revenues are preliminary. These costs are "order of magnitude" estimates only, and are not based upon specific engineering studies.



## Regulatory Setting

**TIMF & RTIF – AB 1600.** Traffic impact fees are one-time fees typically paid when a building permit is issued and imposed on development projects by local agencies responsible for regulating land use (cities and counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted AB 1600 in 1987. The Act, contained in California Government Code Section 66000-66025, establishes requirements on local agencies for the imposition and administration of fee programs. The Act requires local agencies to document the following five findings when adopting a fee: 1) purpose of fee revenues; 2) use of fee revenues; 3) benefit relationship; 4) burden of relationship; and 5) proportionality.

**SB-45.** Enacted in 1997, SB 45 governs transportation planning and programming under State law. Under SB 45, three-quarters of State Transportation Improvement Program funds (including all State Highway Account, Public Transportation Account, and Federal transportation funds, minus State administrative and other costs) are committed to regional improvement programs. The remaining 25 percent of funds are for interregional improvement programs that are administered by the State. Regional improvement programs are developed by RTPAs and MPOs, in accordance with the regional transportation plan, to improve “State highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, sound wall projects, intermodal facilities, and safety.”

**SAFETEA LU.** Safe, Accountable, Flexible, Efficient Transportation Equity Act: Enacted in 2005, A Legacy for Users (SAFETEA LU) governs transportation planning and programming under Federal law. It guarantees nationwide funding for highways, highway safety, and public transportation totaling \$244.1 billion. Key regulatory programming requirements are specified in Federal law (23 CFR Part 450).

**Regional Transportation Plan.** The Regional Transportation Plan (RTP) was adopted by the Council of San Benito County Governments (SBCOG) to comply with State and Federal requirements for a comprehensive multi-modal and long-range transportation plan. Per State/Federal transportation planning regulations, regionally significant projects must be included in an adopted RTP to be eligible for State or Federal funding.

## Major Findings

- Transportation improvements through 2035 that will be needed throughout the county are anticipated to cost approximately \$761.9 million.
- The anticipated revenue from local, State, and Federal sources through 2035 for transportation improvements is approximately \$477.1 million.
- The projected costs of needed transportation improvements is higher than expected revenues, with a deficit over the long-term of approximately \$284.8 million.





### **Existing Conditions**

#### **County Funding Programs**

There are various sources of transportation funding that the County is eligible to receive for roadway maintenance and improvements. These sources include revenues from gas tax and the rail bond measures, the regional transportation improvement mitigation fee program, the County's local traffic impact mitigation fee program, revenues from Measure A local one-half-cent sales tax for transportation improvements, revenues from the Federal government (SAFETEA LU), revenues from anticipated miscellaneous Federal and State transit operation assistance programs, and from fare box receipts.

Countywide transportation planning in San Benito County is the responsibility of AMBAG. AMBAG is a Metropolitan Planning Organization (MPO) responsible under Federal law for coordinating State and Federal transportation funding programs at the regional level. SBCOG is responsible for producing the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), two planning documents that identify needed capital projects and program available funds.

The RTP is a long-range transportation planning document with a 2035 planning horizon. The RTP is designed to satisfy State and Federal requirements so that capital projects listed in the RTP can be eligible for State and Federal funding. The RTP is a countywide transportation planning document that addresses the needs of the unincorporated area and the two cities in the county.

The RTIP is a five-year capital improvement program with projects drawn from the RTP. State statutes require regional transportation planning agencies to prepare and submit an RTIP to the California Transportation Commission (CTC) for approval. The RTIP is used to budget State, Federal, and other transportation funding sources to capital projects in the near-term for the unincorporated area and the seven cities in the county.

According to the Draft 2010 Regional Transportation Plan, San Benito County can expect to receive approximately \$477.1 million in revenues from various local, State, and Federal sources between 2010 and 2035. Table 6-14 provides a summary of anticipated transportation revenues through 2035 from all funding sources.

<b>TABLE 6-14</b> <b>ESTIMATED TRANSPORTATION REVENUE</b> <b>San Benito County</b> <b>2010-2035</b>	
Revenue Source	Estimated Revenue (000's) 2010-2035
<b>Federal</b>	
Sec. 5310 Elderly and Disabled (FTA)	740
Sec. 5311 Non-Urbanized Area (FTA)	8,053
Regional Surface Transportation Program (RSTP)	20,999
Highway Safety Improvement Program (HSIP)	158
<i>Subtotal</i>	<i>29,950</i>
<b>State</b>	
State Transportation Improvement Program	
Regional Improvement Program (STIP)	52,903
Interregional Improvement Program (STIP)	50,000
Transportation Enhancements (STIP)	3,765
Caltrans - Operations	11,019
Caltrans - Maintenance	289
State Highway Operations & Protection Program	430
Safe Routes to Schools (SR2S)	1,611
Bicycle Transportation Account (BTA)	22
California Aid to Airports Program (CAAP)	250
Environmental Enhancement & Mitigation (EEM)	375
<i>Subtotal</i>	<i>120,664</i>
<b>Local</b>	
Proposition 42	46,420
Regional Sales Tax	0
Fuel Tax Subvention (Highway User Tax)	65,480
Regional Developer Fees (Traffic Impact Fees)	154,994
AB 2766 (Air District)	3,382
Transportation Development Act (TDA)	48,641
Registered Vehicle Revenue SAFE	1,300
Transit Farebox Revenue	5,602
Vanpool Lease	625
<i>Subtotal</i>	<i>326,444</i>
<b>TOTAL</b>	<b>477,058</b>

Source: Draft 2010 San Benito County Regional Transportation Plan, Association of Monterey Bay Area Governments, 2010.



### **Local Funding Sources**

According to the Draft 2010 Regional Transportation Plan, a total of approximately \$326.4 million in revenues for transportation improvements in the county is anticipated from local funding sources from 2010 to 2035. The following describes the various 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 road maintenance and operational requirements.

#### ***San Benito County Traffic Impact Fee Program***

In order to mitigate the impact of development on transportation infrastructure, the City of Hollister and the 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. Originally adopted in December 1986 (Resolution 86-113), the San Benito County Traffic Impact Fee (TIF) Program was developed to help finance transportation improvements needed to accommodate new and expanding development, including residential, commercial, and industrial projects, within the unincorporated areas of San Benito County. Since its inception, the County has revised the Program as necessary for clarification, conformance with the County's General Plan, and to better serve the unincorporated communities. The program was last revised in June 2007. The TIF is estimated to generate approximately \$155 million for county transportation improvements through 2035.

#### ***AB 2766 (Air District)***

The Monterey Bay Unified Air Pollution Control District has assessed a \$4.00-per-vehicle registration surcharge on 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 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 street and road 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 the 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, and 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.

### ***Proposition 42***

In March 2002 70 percent of the State 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.

Through 2008 the State's share of the sales tax on gasoline was to be spent largely on 141 transportation projects contained in the State's Traffic Congestion Relief Plan (TCRP). After 2008 the money is to be divided as follows: 20 percent for city street repairs; 20 percent for county road repairs; 20 percent for mass transit and intercity rail; and 40 percent for new highway and transit capital investments (this portion is administered through the STIP discussed below). Proposition 42 will provide the STIP with approximately \$560 million annually and each of the other programs with \$280 million annually.

### **State Funding Sources**

According to the Draft 2010 Regional Transportation Plan, a total of approximately \$120.7 million in revenues for transportation improvements in the county is anticipated from State funding sources from 2010 to 2035. The following describes the various State transportation revenue sources:

#### ***State Transit Improvement Program (STIP)***

SB 45, signed into law by the Governor in October 1997, simplified the transportation funding process by consolidating various transportation programs into the State Transportation 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 consists of two broad programs: 1) the Regional Improvement Program (RIP), funded from 75 percent of new STIP funding; and 2) the Interregional Improvement Program (IIP), funded from 25 percent of new STIP funding. RIP funds are further allocated by formula to counties (also referred to as "regional shares"). Regional shares are available solely for projects nominated by regions in their RTIP. IIP funds are commonly referred to as "interregional shares." The California Department of Transportation nominates projects for interregional share funding in its Interregional Transportation Improvement Program (ITIP).



### ***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. The purpose of this program is to assist in establishing and improving a statewide system of safe and environmentally-compatible airports whose primary benefit is for general aviation.

### ***State Highway Operation and Protection Program***

The State Highway Operation and Protection Program (SHOPP) is a four-year program of projects that focused on 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 2008 SHOPP emphasizes the delivery of projects from the 2006 SHOPP that were not constructed due to funding constraints.

### ***Safe Routes to School Program***

This is a program that funds pedestrian and bicycle projects that provide safe routes for children to travel to school. The program is funded through the State Highway Account, and applications are due in April of each year. The main focus of the program is to increase the number of children that walk or bike to school by funding projects that remove the barriers that currently prevent them from doing so.

## **Federal Funding Sources**

According to the Draft 2010 Regional Transportation Plan, a total of approximately \$30.0 million in revenues for transportation improvements in the county is anticipated from Federal funding sources from 2010 to 2035. The following describes the various Federal transportation revenue sources:

### ***Federal Transit Administration (FTA)***

FTA has many programs to assist transit operators; however, most do not apply to the small, rural system providers 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 5307 and 5310 funds are awarded on a competitive basis and are not guaranteed for San Benito County. 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.

### ***Regional Surface Transportation Program (RSTP)***

Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. Approximately 76 percent (\$225 million dollars per year) of the State's RSTP funds must be obligated to

projects that are located within the 11 urbanized areas of California with populations greater than 200,000 people. The remainder of funds are obligated to other areas of the state. San Benito County is not located within one of the 11 urbanized areas of California. Each area receives an allocation based on population.

Some San Benito County projects may be eligible for RTSP funding. Projects eligible for RSTP funding include: construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements on:

- Federal Aid Highways not functionally classed local or rural minor collectors;
- Bridges on public roads of all functional classifications;
- Mitigation of damage to the environment by projects funded through RSTP;
- Capital costs for transit projects eligible under the Federal Transit Act;
- Carpool projects;
- Highway and transit safety improvements and programs and hazard elimination;
- Highway and transit R&D and technology transfer programs;
- Surface transportation planning programs;
- Transportation enhancement activities; and
- Transportation control measures listed in Section 108 of the Clean Air Act.

### ***Highway Safety Improvement Program (HSIP)***

Highway Safety Improvement Program (HSIP) funds are eligible for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users. It is the intent of the HSIP that Federal funds be expended on safety projects that can be designed and constructed expeditiously. Projects should not require the acquisition of significant rights-of-way (not more than 10 percent of the construction cost), nor should they require extensive environmental review or mitigation.

### **Future Improvement Costs**

According to the Draft 2010 Regional Transportation Plan, the cost of transportation improvements through 2035 is expected to be approximately \$761.9 million. During the same time period, the anticipated revenues for transportation improvements from Federal, State, and local sources is \$477.1 million. This results in a projected deficit in the long-term (through 2035) transportation budget of approximately \$284.8 million.