

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 19-20, 2016
Reference No: 2.3a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Timothy Craggs, Chief
Division of Design

Subject: **ROUTE ADOPTION – CONTROLLED ACCESS HIGHWAY
05-SBt-25 PM 51.5/60.1, 04-SCI-25 PM 0.0/2.6
RESOLUTION HRA 16-02**

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 16-02 and a route location map for State Highway Route (SR) 25. The California Department of Transportation (Department) recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. The resolution grants approval of State highway route adoption of SR 25 in San Benito County from Post Mile (PM) 51.5 to 60.1 and in Santa Clara County from PM 0.0 to 2.6.

ISSUE:

The City of Hollister (City), through the Council of San Benito County Governments (SBtCOG) in coordination with the Santa Clara Valley Transportation Authority (VTA), requested the Department to initiate this project that proposes to adopt a new corridor for SR 25, to enhance interregional system connectivity and regional traffic operations. A California Environmental Quality Act (CEQA) - Environmental Impact Report (EIR), which serves as a planning document, was signed on June 6, 2016. The Project Report recommending the route adoption was approved on July 8, 2016.

Recommended by: KARLA SUTLIFF
Chief Engineer

BACKGROUND

The purpose of this route adoption is to define and protect a SR 25 four-lane controlled access highway alignment that, when funded, would improve peak hour commute times; increased operations and safety along the route; decrease demand on alternate routes; reduce conflicts between commuter and other traffic with agricultural traffic; eliminate two railroad at-grade crossings; and improve interregional movement of goods.

Being a primary route between employment opportunities in the Silicon Valley and affordable housing in San Benito County, SR 25 carries a growing mix of local, regional, and interregional traffic. Along this stretch, slower moving farm vehicles readily use the route. Increasing traffic, a lack of alternate routes, and conflicts between slower moving agricultural and commuter traffic gives rise to increasing congestion and safety concerns through this corridor. The existing level of service is “E,” which indicates unstable flow, but operating at capacity.

SR 25 extends from its southern terminus at SR 198 in Monterey County near King City, traveling north into San Benito County, through the unincorporated communities of Paicines and Tres Pinos, passing through the City of Hollister and continues to the northern terminus at US 101 in Santa Clara County.

Existing SR 25 is a two-lane undivided conventional highway consisting of one 12-foot lane in each direction of travel, with a paved outside shoulder that varies from 8 to 10 feet. Through San Benito County, SR 25 passes through agricultural fields and provides unrestricted access for agricultural equipment and activities, as well as rural residential housing. Through Santa Clara County, SR 25 passes through predominately agricultural farming area. SR 25 was originally defined in 1933 as Legislative Route Number 119. In 1935, it was signed as State Route 25. SR 25 was originally adopted as a conventional highway in Santa Clara County, dated July 2, 1971.

On April 2, 2001 a Project Study Report-Project Development Support (PSR-PDS) was signed that scoped improvements to the existing two-lane conventional highway by constructing four lanes along the existing two-lane conventional highway alignment or on new alignments. In 2003, at the request of Santa Clara VTA, the two-mile segment of US 101 between SR 25 and Monterey Road (south edge of Gilroy) was added to the project. Congestion along this segment of US 101 and commute patterns warranted increasing the scope of the project. In 2006, the scope of work on US 101 was removed. A separate project was developed for the US 101 improvements.

The public had an opportunity to visit display stations, review the exhibits, as well as make comments and ask questions about the project alternatives prior to preparation of the Draft Environmental Document. The public was in general accord with the scope and proposal. The Draft Project Report was completed in April 2010, quickly followed by a Public Hearing on May 11, 2010. Between 2012 and 2014, work was suspended for a lack of support dollars. Without construction funding, the Final Project Report proposes the Route Adoption, with no near-term construction programming.

The approved Project Report scoped constructing SR 25 on a new alignment that will be near parallel to the existing SR 25 alignment. Nearly all of the existing SR 25 conventional highway alignment within the project limits will be relinquished upon construction of the four-lane expressway, thereby separating

terminal access (farmland, business and residential) trips from interregional trips. Relinquishment of the existing SR 25 would not occur until the pavement is brought to a state of good repair.

The Project Report recommending the controlled access highway route adoption was approved on July 8, 2016. The environmental document for the Route Adoption Study was approved at the August 2016 Commission meeting with Resolution E-16-60.

Controlled access highway agreements will be executed with the City of Hollister, San Benito and Santa Clara Counties. The recommendation is that the Commission approve the resolution and the route location map.

Attachments:

Resolution HRA 16-02
Location Map
Route Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
05-SBt-25 PM 51.5/60.1
04-SCI-25 PM 0.0/2.6

Resolution HRA 16-02

WHEREAS, the City of Hollister, the San Benito County of Governments (SBtCOG), the Santa Clara Valley Transportation Authority, and the California Department of Transportation (Department) request approval of this Route Adoption as State Highway; and

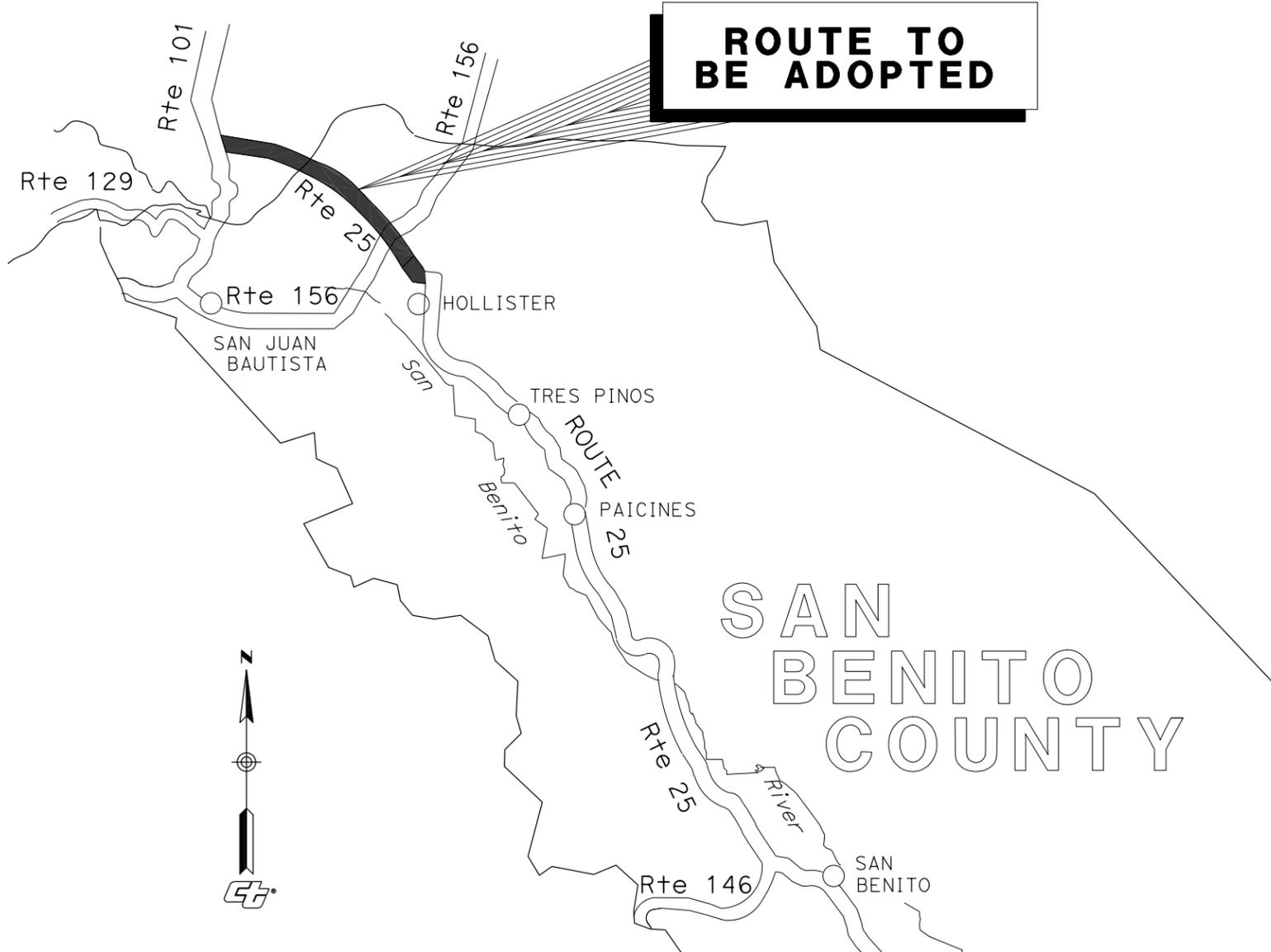
WHEREAS, the Final Environmental Impact Report, in accordance with California Environmental Quality Act, was signed on June 6, 2016; and

WHEREAS, the Project Report recommending the controlled access highway route adoption was approved on July 8, 2016; and

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission (Commission) that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 25 from San Felipe Road to Route 101, in the counties of San Benito and Santa Clara, and officially designate it as 05-SBt-25 and 04 SCI-25, a controlled access highway as said location is shown on the Route Adoption map submitted by David Fapp, Design II Office Chief.

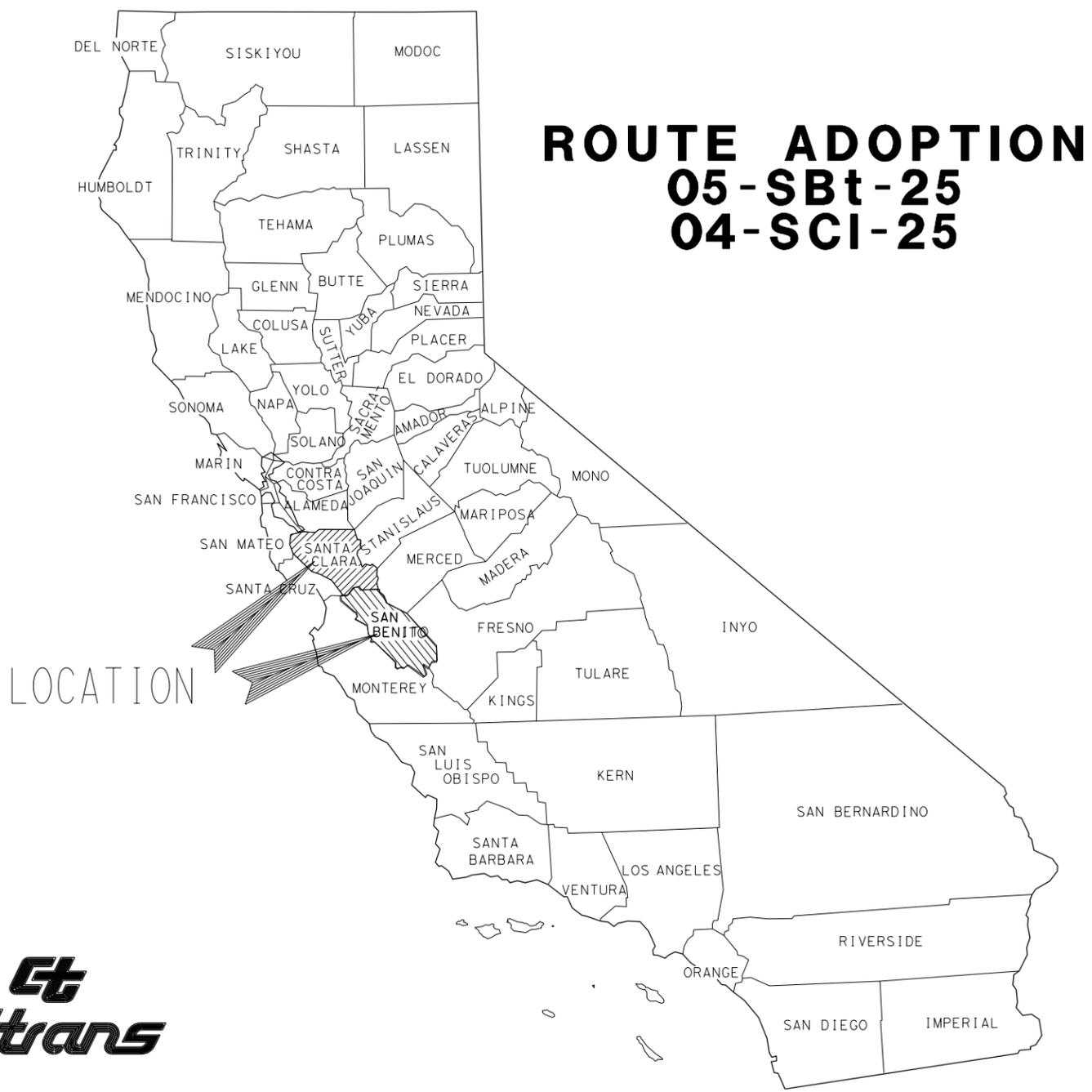
BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such location of said State Highway is for the best interest of the State.

SANTA CLARA COUNTY



ROUTE TO BE ADOPTED

SAN BENITO COUNTY



**ROUTE ADOPTION
05-SBt-25
04-SCI-25**

LOCATION



I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 25.
 Date Submitted: _____
 David Fapp, Design 2 Office Chief
 Civil Engineer License No. _____

COUNTY OF SAN BENITO

ROUTE 101
ADOPTED AS FREEWAY
JULY 2, 1971

COUNTY OF SANTA CLARA

END OF ADOPTION

ROUTE 156
ADOPTED AS STATE HIGHWAY
JUNE 6, 1995

BEGINNING OF ADOPTION

LOCATION OF STATE HIGHWAY

EXISTING HIGHWAY TO BE RELINQUISHED

EXISTING HIGHWAY TO BE RELINQUISHED

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

MAP SHOWING
LOCATION OF
STATE HIGHWAY

IN SAN BENITO AND SANTA CLARA COUNTIES
FROM SAN FELIPE ROAD
TO ROUTE 101

05-SBt-25
04-SCI-25

A CONTROLLED ACCESS HIGHWAY

ROUTE 25
ADOPTED AS STATE HIGHWAY
MARCH 20, 2014

I hereby certify that by resolution of the California Transportation Commission on _____ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 25 and declared a controlled access highway.

Attest: _____
 Executive Director,
 California Transportation Commission

