

FUNDING REQUEST PACKET

2012

Regional Surface Transportation Program (RSTP)

CONTENTS

1. Project Information Form
 - a. Exhibit A: Project Budget and Funding Plan
 - b. Exhibit B: Sample Engineers Estimate
 - c. Exhibit C: Project Benefits
 - d. Exhibit D: Certification

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

**1523 PACIFIC AVENUE
SANTA CRUZ, CALIFORNIA, 95060
TELEPHONE: 831-460-3200; FAX 460-3215
Attn: Rachel Moriconi
rmoriconi@scrtc.org**

PROJECT INFORMATION FORM

If you have any questions about this application or would like an electronic copy of the funding request packet, please call or email Rachel Moriconi at 831-460-3203 or rmoriconi@sccrtc.org.

A. Project Information

1. Project Title: **Highway 1 Freeway Service Patrol (FSP)**
2. Amount of RSTP Funding Requested: **\$ 405,000**
3. Implementing Agency: **Santa Cruz County Regional Transportation Commission**
4. Sponsoring Public Agency that has Master Agreement with Caltrans (if different from implementing agency): **Santa Cruz County Regional Transportation Commission**
5. This is priority number 1 of 1 projects submitted. *(If requesting funds for more than one project)*

Project Description/Scope: *(Please describe the scope of work for the project, including all capital improvements or program characteristics. Please describe the improvements associated with each mode of transportation as applicable. Attach additional information if needed.)* **The Freeway Service Patrol on Highway 1 includes one tow truck dedicated to patrolling the highway and assisting disabled motorists, assisting the California Highway Patrol in removing incidents from the highway, and clearing other obstacles impeding traffic flow. The funding requested would provide FSP service for 3 years on Highway 1 on weekdays and weekends during the summer.**

6. Project Cost by Mode:
Please list the approximate percentage of total project costs related to different transportation modes in the chart below. Project description (#6) must include explanation of what will be done related to each applicable mode.

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
%	100%	%	%	%	%	%	%	100%

*TDM=Transportation Demand Management (ex. rideshare programs); TSM=Transportation System Management (ex. ITS, signal sync)

7. Project Location/Limits (attach an 8 1/2" x 11" map and/or photos if available/applicable, include street names): **Highway 1 at Highway 9 to Highway 1 at State Park Drive. See attached map.**
 - a. Project Length (in miles or feet, if applicable): **7.02 miles**
 - b. For road projects: What is the functional classification of this road, as defined by FHWA?
(Note: STP funds cannot be used on roads functionally classified as “local” or “rural minor collectors” except for bridges not on federal-aid highways and as shown under [STP Eligible Activities](#))
Freeway or Expressway
8. Contact Person/Project Manager Name: **Amy Naranjo, Project Manager**
Telephone Number: **831.460.3214** E-mail: **anaranjo@sccrtc.org**

B. Project Delivery Milestones - Complete either #10a or 10b

(Enter the proposed schedule or actual completion of various project milestones):

10a. Capital Projects - Schedule:

Project Milestone	Date
Begin Environmental (PA&ED) Phase	
Circulate Draft Environmental Document Document Type (ex. EIR)	
End Environmental Phase (PA&ED Milestone)	
Begin Design (PS&E) Phase	
End Design Phase (complete PS&E)	
Begin Right of Way Phase	
End Right of Way Phase (Right of Way Certification Milestone)	
Request Authorization to Proceed with Construction (completion of all prior tasks)	
Award Contract	
End Construction Phase (Construction Contract Acceptance Milestone)	
End Closeout Phase (Closeout Report)	

10b. Non- Capital Projects - Schedule:

	Activity 1 – Freeway Service Patrol (FSP)	Activity 2*	Activity 3*
Start Activities (month/year)	July 8, 2013		
End Activities (month/year)	July 7, 2018		

*Please state the activity to be completed (ex. preliminary planning, project implementation, project completion).

C. Project Cost Summary - Complete either #11a or 11b

11a. Capital Projects – Total Cost Estimate:

Environmental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost

*What is included in other? _____

11b. Non-Capital Projects - Cost Estimate: (these are sample categories, modify to match your project implementation plan)

Administration/Staffing	Operations/Staffing	Consultant	Materials	Other
	\$675,000			

D. Required Attachments

- Attached is the *Project Budget* documentation. (Exhibit A)
- Attached is the *Engineers Estimate (Sample Exhibit B)* for capital projects; or detailed project cost estimate for non-capital/planning projects. - N/A
- Attached is the *Project Benefits* sheet (Exhibit C)
- Attached is the signed certification by the project-administering agency (Exhibit D) relating to agency administrative requirements.

Freeway Service Patrol (FSP) Santa Cruz County - Highway 1 Beat 2



Prepared by Santa Cruz County
Regional Transportation Commission

Published December 2012



EXHIBIT A
FSP Project Budget & Funding Plan
Project Cost by Phase

Non-Capital Projects:

Provide information on the amount to be expended for each project phase by funding source.
Totals should calculate automatically if electronic file is used.

Sources (Specify fund source type - ex. RSTP, Local, TEA, STIP, AB2766, etc)	Component						Source TOTAL
	Staff - Admin	Staff - Operations	Consultant Services	Other Services (specify)	Materials	Other (specify)	
Total Cost by component	\$0	\$0	\$0	\$405	\$0	\$0	\$405
RSTP:	\$0	\$0	\$0	\$405	\$0	\$0	\$405
Source 2:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 3:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 5:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 6:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 7:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Source 8:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fiscal Year each component to begin							

Pending Funds: Highlight any funds that are yet not secured, describe below status/anticipated receipt date:

Please see separate electronic Excel attachment
[NomPktExhibitA-ProjBudgets.xls](#)

EXHIBIT C
Project Benefits

Given the large backlog of transportation needs in the region and the extremely limited amount of funding available, it is important to ensure that funds are used cost effectively to maximize benefits to the transportation system. Additionally state and federal rules, as well as RTC policies, require consideration of how projects will contribute towards implementation of the long-range transportation plan and the achievement of one or more transportation goals. Therefore, project benefits will be taking into consideration when evaluating projects. ***Projects are not expected to address all of the following. Please write N/A where something is not applicable to your project.***

- 1. Generally, what are the benefits of this project?** (ex. goal/purpose/benefit of project; problem to be addressed; importance to the community):

FSP service on Highway 1 reduces non-recurrent congestion, which is estimated to be responsible for between 30-50% of congestion, reduces auto emissions generated by slow traveling and idling vehicles, improves safety by reducing the likelihood of secondary collisions, and smoother traffic flow by reducing distractions to drivers on highway. The benefit-cost ratio for the FSP Program which considers delay savings and emissions is 5:1 as of FY09/10.

- 2. How many travelers will be served by/benefit from this project per day?** _____

AADT volumes (if applicable): 85,000 to 100,000

Other (e.g. avg. number of people directly served/day; number of users of facility/day; TDM-direct participants and indirect beneficiaries): 3 motorists per day (avg.)

The Highway 1 segment to be served by the FSP experiences the highest average annual daily traffic (AADT) of any highway segment in Santa Cruz County. On average the FSP assists 3 motorists per day but the people served are not just those 3 motorists who receive free roadside assistance per day on average but more importantly all of the other drivers on the highway are not subject to the full impact of the congestion caused by stranded motorists and collisions because the FSP removes from the roadway quickly to minimize any resulting congestion.

- 3. What are the destinations served by this project?** (e.g. employment centers, senior centers, schools, groceries, transit centers, etc.)

N/A

- 4. Does this project preserve existing transportation infrastructure/facilities or services?**

N/A

- 5. Does this project increase access or reduce pollution? If so, how? If not applicable, put N/A.**

FSP helps save fuel and reduce air polluting emissions by reducing stop-and-go traffic.

- 6. Does this project increase safety? Describe. If not applicable, put N/A.**

The FSP tow trucks reduce traffic congestion by efficiently getting disabled cars running again or by quickly removing those cars from the freeway. FSP also greatly reduces the chances of further incidents caused by onlookers and impatient drivers.

- 7. How does the project increase access and safety cost effectively, equitably and responsive to the needs of all users and/or benefit the natural environment? If not applicable, put N/A.**

The FSP is a cost-effective complement to the motorist services that are provided by the California Highway Patrol. FSP improves the overall efficiency of highway operations for the motoring public by alleviating traffic congestion and reducing traffic delay and accidents caused by stranded or disabled vehicles or their resulting congestion. FSP tow truck drivers are frequently the first to respond to highway incidents and carry out preliminary measures to stabilize and protect the scene to ensure safety and minimize the risk of secondary collisions. Rapid removal of freeway obstructions also reduces fuel consumption and minimizes automobile emissions by reducing the time vehicles spend idling in stopped traffic. By reducing incident related congestion, the FSP helps to maximize the capacity of the highway and diminish the need for costly and resource intensive capacity increasing highway construction projects.

8. Has public input been sought on this project? What is the public engagement plan for implementing this project? Is it identified in an adopted plan or other document?

The FSP program provides many options for public input. FSP tow truck drivers are the primary point of contact to the public and request feedback from assisted motorists via mail-in or online survey forms. A dedicated hotline is also publicly available for program suggestions and feedback. Additional opportunities for public input are available at RTC board meetings and through our partnering public agencies (Caltrans, CHP, SAFE, etc.).

EXHIBIT D
AGENCY CERTIFICATION & ASSURANCES

I, _____, as authorized representative of _____ (agency) hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

1. The project implementing agency possesses legal authority to nominate federal-aid projects and to finance, acquire, construct, and/or implement the proposed project and I am authorized to nominate projects for funding from the Regional Transportation Commission (RTC);
2. This project is among the highest priorities for this agency;
3. The proposed transportation investments have received the full review and vetting required by law;
4. Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;
5. The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;
6. The agency will commit the funds necessary to ensure this project is fully funded;
7. If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;
8. The agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;
9. Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved by the applicable federal or state agency (FHWA, FTA, Caltrans, etc) and that the project will be carried to completion with reasonable diligence;
10. The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations; and
11. The agency shall comply with all reporting requirements outlined by FHWA, RTC and/or Caltrans, as applicable.

Signed _____ Date _____

Printed (Name and Title) _____

Agency _____