2018 Santa Cruz County
Regional Transportation Improvement Program (RTIP)

PROJECT APPLICATION PACKAGE FOR

EMPIRE GRADE
PM 14.88 TO PM 13.71

CHIP SEAL PROJECT

COUNTY OF SANTA CRUZ
DEPARTMENT OF
Public WORKS

APPLICATION CONTENTS

SCCRTC 2017 Call for Projects
Deadline: October 23, 2017 at 2:00 pm
Applications should be completed using MS Word and Excel – download online at:
http://sccrtc.org/funding-planning/project-funding/

PART I: General Project Information

1. **Project Title/Project Name:**

   # Empire Grade Chip Seal Project

2. **Project summary:**

   Project will consist of Asphalt Digout, Chip Seal, and restriping of a portion of Empire Grade in Santa Cruz County. Project purpose is to rehabilitate the roadway surface.

3. **Describe Project Location** and Limits or Service Area:
   PM 13.86 to PM 14.38

   - **Project Length:** 0.52 mi

   - *For projects on local roads,* ***Caltrans Roadway Classification –*** N/A

4. **Total Funding Requested: $** 253,000

   Total Project Cost: $ 286,000

5. **Project Applicant:**
   a. **Implementing Agency:** County of Santa Cruz

   b. **Sponsoring Public Agency that has Master Agreement with Caltrans:** *(if different from implementing agency)* N/A

6. **Project Priority: This is priority number** 1 **of** 12 **applications submitted.**

7. **Detailed Project Description/Scope:**
   This project involves pavement maintenance of approximately 0.52 miles of Empire Grade from PM 13.86 to PM 14.38. The construction method used shall be isolated sections of digout and asphalt replacement where rutting has occurred, followed by an application of Chip Seal to the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.

   Empire Grade is located on the west side of Santa Cruz County adjacent to UCSC and the City of Santa Cruz, and this segment serves motor vehicles and public transit. This section is used by UCSC students & faculty, provides access for residents, emergency response vehicles, Waldorf School, Lockheed Missile Facility, Pogonip Park & Wilder Ranch State Park, and is a vital thoroughfare connecting to Bonny Doon and the San Lorenzo Valley. This project will extend the life of this road so that it may continue to benefit the community.

a. Projects with pavement preservation – Attach supplemental documents (Section VI)
- ☒ Rehabilitation: Attach "Local Road Rehabilitation Project Certification"
- ☒ Preventive Maintenance: Attach "Pavement Management System (PMS) Certification"

8. **What accommodations, if any, are included for bicyclists, pedestrians, and/or transit in the proposed project?**
The roadway currently does not have bike lanes or pedestrian facilities. The roadway cannot feasibly be widened to accommodate bike lanes or sidewalks. Despite lack of bike lanes this route is used by cyclists, who would benefit from an improved roadway surface. This road is served by transit (Santa Cruz Metro) and the project will resurface and repair rutting damage adjacent to all existing transit stops.
9. **If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.**
   - **Cost** *(What would be the cost of the bicycle and/or pedestrian facility and the proportion of the total project cost?)* Existing roadway has no bicycle or pedestrian facilities, project proposes to rehabilitate current roadway width and does not propose to add pedestrian or bicycle facilities. Due to physical constraints, widening roadway would cost significantly more if widening were proposed.
   - **Right-of-way** *(Did an analysis lead to this conclusion?)* Right of Way would also be a factor affecting cost and project design for a road widening to add pedestrian and/or bicycle facilities.
   - **Other** *(Please explain.)* Given physical site constraints and rural nature of this roadway, the addition of bicycle and/or pedestrian facilities are not feasible at this time.

10. **Project Cost by Mode:** *(List the approximate percentage of <u>total</u> project costs related to different transportation modes in the chart below. **Project description** (above) must include explanation of what will be done related to each applicable mode.)*

	% of Total Cost by Mode
Pavement Preservation (rehab, overlay, etc)	100 %
Road –Auto Serving	97 %
Bicycle	0 %
Pedestrian	0 %
Transit	3 %
TSM*[1]	0 %
TDM*	0 %
Planning	0 %
TOTAL	100%

11. **Regional Transportation Plan (RTP):**
   a. **Is project included in the 2014 RTP or draft 2040 RTP?** No
   b. **If yes, RTP Project Number (ID#):** *(from <u>RTP Project List</u>)*
   c. **Project costs are identified as:** ☐ "Constrained" and/or ☐ "Unconstrained" in the RTP

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

12. **Project Schedule** *(Capital Project)*

A. Capital Projects:

Project Milestone – Capital Projects			**Month/Year**
Begin Environmental (PA&ED) Phase	Document Type (ex. EIR, Cat Ex, Neg Dec, etc)	Click here to enter document type.	10/16/2017
Circulate Draft Environmental Document			10/16/2017
End Environmental Phase (PA&ED Milestone)			12/18/2017
Begin Design (PS&E) Phase			1/16/2018
End Design Phase (complete PS&E)			4/16/2018
Begin Right of Way Phase			3/12/2018
End Right of Way Phase (Right of Way Certification Milestone)			4/16/2018
Request Authorization to Proceed with Construction (completion of all prior tasks)			4/16/2018
Advertise/go out to bid			4/23/2018
Award Contract			7/16/2018
End Construction Phase (Construction Contract Acceptance Milestone)			10/22/2018
End Closeout Phase (Closeout Report)			12/17/2018

B. Non- Infrastructure Projects/Programs:

Activity Schedule *(For non-capital projects, summarize work/activities to be completed - ex. preliminary planning, project implementation, public outreach project completion and timeline for each. Add additional lines if needed to reflect all tasks. Add additional lines if needed.*	**Start Activities (month/year)**	**End Activities (month/year)**
List activity	Month/year	Month/year
List activity	Month/year	Month/year
List activity	Month/year	Month/year
List activity	Month/year	Month/year

13. **Contact** Person/Project Manager Name: Casey Carlson

Telephone Number: (831) 454-2160 E-mail: dpw316@co.santa-cruz.ca.us

PART II: 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 (*Regional Transportation Plan*), the achievement of one or more transportation goals, and implementation of state and federal policies including the California Complete Streets Act of 2008, SB375, and the Federal FAST Act.

Information in this section will be used to evaluate projects. ***Projects are <u>not</u> expected to address all of the following. Please write <u>N/A</u> if 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)*
   Empire Grade is located on the west side of Santa Cruz County adjacent to UCSC and the City of Santa Cruz, and this segment serves motor vehicles and public transit. This section is used by UCSC students & faculty, provides access for residents, emergency response vehicles, Waldorf School, Lockheed Missile Facility, Pogonip Park & Wilder Ranch State Park, and is a vital thoroughfare connecting to Bonny Doon and the San Lorenzo Valley. This project will extend the life of this road so that it may continue to benefit the community.

2. **How many people will directly use or directly be served by this project per day?**

   # of direct users per day: (See AADT Below)

   # of indirect users: (N/A)

   Basis for estimates: AADT 2,329

3. **Which groups will be the primary users of this facility/project/program?** (Pick applicable)

☒ Commuters	☐ Youth	☒ College Students
☐ Low income residents	☒ Elementary Schools	☒ Visitors
☐ Seniors	☒ Middle Schools	☒ Trucks (goods movement)
☐ Disabled	☒ High Schools	☒ Recreational users
☐ Other:_____		

   a. Briefly describe any indirect or secondary beneficiaries of the project:
   N/A

4. **What are the key destinations served by this project and distance from project/facility?**

☒ Employment centers 2.6 mi	☒ Senior centers 4.0 mi
☒ Senior housing 4.5 mi	☒ K-12 Schools 0 mi
☒ Groceries/Services 2.6 mi	☒ Retail/Commercial cent 2.6 mi
☒ Transit centers 4.2 mi	☒ Visitor destination 0.0 mi
☒ Parks/recreational area 0.0 mi	☒ Civic/public facilities 1.0 mi
☒ Other destinations: 1.4 mi – UCSC	

a. Are planned (future) land use projects anticipated to increase travel through project area?

☐ Yes – significant growth in travel
☐ Yes – mild growth in travel
☒ No – No growth in travel

List planned transportation and/or land use projects that could affect circulation in the project area in the future – if any: N/A

5. Existing Roadway Conditions

a. Provide information on existing and projected conditions/context for projects on roadways

	Existing	**With project** *(write "N/C" if no change)*
Functional classification of this road*	FC 5 (Major Collector)	N/C
# of automobile lanes (2, 4, 3, etc)	NB/EB: 1 SB/WB: 1	NB/EB: 1 SB/WB: 1
2-Way Center Turn Lane (Yes/No)	No	N/C
Sidewalks (none, one side or both?)	None	N/C
Sidewalk width (in feet)	N/A	N/C
Landscaping (Yes/No)	No	N/C
On-Street Parking (Yes/No)	No	N/C
Bike lane width	N/A	N/C
Intersections (Signalized/unsignalized)	N/A	N/C
Pavement condition (PCI if available - or poor, fair, good)	PCI=68-82	PCI=100
Posted speed limit	40	N/C
Traffic Volumes	AADT=2,329	N/C
Transit Route/Stops (Yes/No)	No	N/C
Truck Route (Yes/No)	No	N/C

**Note: STIP and STBG funds cannot be used on roads functionally classified as "local" or "rural minor collectors". See: http://dot.ca.gov/hq/tsip/hseb/crs_maps/index.php for classification information.*

6. What travel condition(s) are improved or impacted as a result of the proposed project?

☒ Safety: Improves transportation safety

How will project improve safety? Will significantly improve pavement surface condition and striping visibility which will improve driving conditions and reduce travel times for commuters and emergency services.

☐ There is a history of collisions in the project area
☐ Number of severe injury or fatal incidents in project area in past 10 years: _____
☐ Reduces potential for conflict between cyclists and/or pedestrians and vehicles
☐ Safety improved for youth, vulnerable users (pedestrians/bicyclist), and/or transportation disadvantaged (low income, seniors, disabled, minority status)
☒ Provides access to/for emergency services
☐ There are currently perceived safety issues in the project area
☐ Reduces automobile speeds (e.g. traffic calming, speed limit, etc)

☒ System Preservation: Preserves existing transportation infrastructure/facilities or services

☒ Improves Pavement Condition
☒ Extends useful life of a facility
☒ Maintains service

☒ Maintains state of good repair
☒ Repair/replace existing infrastructure/facility
☐ Other: N/A

Why is this location/facility a priority over other facilities? *(e.g. is project part of a pavement management plan?)*

_____

☐ Reduces Vehicle Miles Traveled (VMT)

☐ Shifts automobile travel to alternative modes.

Number of **trips per day** expected to shift from automobile to alternative mode as a result of this project: _____

☐ Decreases the number of people traveling in single occupancy vehicles
☐ Improves access to alternative modes (walk, bike, bus, carpool, etc)
☐ Increases the percentage of people that could walk, bike, or take transit to key destinations within 30-minutes or less
☐ New bike or pedestrian path
☐ Increases ridesharing
☐ Increases telework options
☐ Expands Transportation Demand Management (TDM) Programs

☐ Reduces the need for travel

☐ Increases walking

☐ There are currently lacking/insufficient pedestrian facilities
☐ There are currently NO safe parallel pedestrian facilities
☐ Improves connectivity, fills gap in sidewalk/pedestrian path network
☐ Reduces distance to walk trip between locations by _____miles
☐ Adds new sidewalks or paths on: ☐ one or ☐ both sides of the street
☐ Widens sidewalk path of travel for current and projected pedestrian volumes
☐ Adds missing curb ramps
☐ Upgrades facility to meet ADA accessibility requirements, implement ADA Implementation Plan
☐ Reduces pedestrian crossing distance
☐ Adds pedestrian signal heads
☐ Adds pedestrian-actuated traffic signals or automatic pedestrian cycles
☐ Adds audible countdown at intersection
☐ Adds pedestrian-level lighting
☐ Adds high visibility crosswalks
☐ Adds illumination at crosswalks
☐ Other crosswalk enhancements
☐ Adds median safety islands
☐ Minimizes driveways
☐ Adds wayfinding signage
☐ Adds shade trees (street trees)
☐ Adds planter or buffer strips
☐ Adds benches or other types of seating

☐ Increases bicycling

☐ There are currently lacking/insufficient bicycle facilities
☐ There are currently NO safe parallel bicycle facilities

☐ Improves connectivity, fills gap in bicycle network
☐ Reduces distance to bike (on bike lane or path) between locations by **miles** miles
☐ New Class I bicycle path
☐ New Class II bicycle path
☐ New Class IV bikeway (e.g. "protected bikeway" or a "cycle track")
☐ Shared-Lane Marking (Sharrow)
☐ New bicycle boulevard
☐ Widens bicycle lanes from ____ feet to _____feet wide
☐ Widens outside lanes or improve shoulders
☐ Adds bicycle actuation at signals (i.e., loop detectors and stencil or other means to make signals responsive to bicycles)
☐ Adds bicycle box at intersection
☐ Adds color-treated bicycle lane
☐ Adds floating bicycle lane
☐ Adds signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities
☐ Adds route/wayfinding signage
☐ Adds long-term bicycle parking (e.g., for commuters and residents)
☐ Adds short-term bicycle parking

☐ Increases public transit usage
☐ There are currently lacking/insufficient transit facilities
☐ There is currently lacking/insufficient transit service
☐ Improves connectivity of transit, fills gap in transit network
☐ Improves transit service ☐reliability, ☐frequency and/or ☐efficiency
☐ ITS/signal priority
☐ Priority bus lane
☐ Bus bulbs/pull outs
☐ Increases transit service, reduces headways
☐ Increases access to transit
☐ Adds sidewalks to bus stops
☐ Adds bicycle racks on buses
☐ Improves access for people with disabilities
☐ Adds bus stop(s)
☐ Improves bus stop/station (adds/upgrades seating, lighting, shade/shelter, trash can, route information/maps, etc)
☐ Provides real time bus arrival information
☐ Adds Wi-Fi on bus

☒ Reduces air pollution
☐ Reduces greenhouse gas emissions (GHG)
☒ Reduces fuel consumption
☐ Cold in-place recycling or other lower emission paving process
☐ Other: _____

☒ Change in travel times and travel time reliability for what modes: _____
☒ Makes travel times more reliable/predictable (consistency or dependability in travel times)
☐ Reduces travel times
☐ Reduces total traffic congestion

☐ Reduces peak period traffic congestion ___AM peak ____PM peak
☐ Shifts peak travel to off-peak periods
☐ Reduces freight traffic congestion

☐ Improves efficiency of the transportation system. Which modes? _____
☐ Implements Transportation System Management (TSM) programs/projects
☐ Increases miles facility/service can carry ☐ passengers and/or ☐ freight/goods

☒ Reduces disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, minority status, or limited English proficiency

How does project reduce disparities?
☐ Provides access to low income housing
☐ Improves access to jobs
☒ Provides access to senior life services (e.g. hospital, doctors office, senior center, etc.)
☐ Other: _____

☐ Increases ecological function (such as: ☐ increases tree canopy; ☐ improves habitat; ☐ improves water quality; ☐ reduces storm water runoff; ☐ enhances sensitive areas)

☐ Other benefit(s). Please explain, if not addressed in prior questions:

_____

7. Will project result in the elimination or reduction of an existing bike path or sidewalk? Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement? ☐ Yes ☒ No.

8. Has RTC previously funded a project in this area, what project and what year?
N/A

9. For ROADWAY Projects - Complete Streets Implementation/Design.

a. Describe how this project is consistent with recommendations for street type in guidebook:
The goal of the complete streets guidebook is to plan transportation projects such that the maximum number of people in the community are benefited by transportation funding. This project is designed to provide longevity to a critical piece of roadway infrastructure that serves a great number of people in the community both in terms of travel to destination and in access to emergency services.

b. Is the project area a candidate for the following?
- Road Diet (3 or more lanes, but ADT <20,000, history of bicycle collisions) ☐ Yes ☒ No
- Traffic Calming: ☐ Yes ☒ No
- Roundabout: ☐ Yes ☒ No
- Transit/Bike/Ped Prioritization at Intersection: ☐ Yes ☒ No
- Transit-Oriented Development/Transit Corridor (15 min. headways): ☐ Yes ☒ No
- Neighborhood Shared Street (e.g. "greenway" that reduces vehicle speeds, partial street closures, public spaces and amenities that encourage biking or walking): ☐ Yes ☒ No
- Pedestrian place/universal street (ex. roadway or alley with restricted vehicle access which often is serves as a plaza for assorted businesses): ☐ Yes ☒ No

c. Is the complete streets cross section/design for this type of street (as recommended in the Guidebook)

supportable for this project? ☐ Yes ☒ No
If not, explain why:
☒ Lack of ROW width ☒Insufficient Funding
☒Trees/environmental constraints ☒Existing Structures
☒ Other:
Pedestrian – Wide shoulder is largely unavailable, constrained by steep natural slopes and existing structures.
Street Furniture (OK) – Transit Stops do not have covered shelters or lighting, does have signage.
Green (OK) – Existing roadside ditch along inboard edge, consistent with complete streets recommendations.
Motor Vehicle – Due to terrain constraints, wide shoulder is not available in all areas due to steep natural slopes and existing structures.
Bicycle – Lane widths are sufficient but wide shoulder not available in all areas due to steep natural slopes and existing structures.
Parking (OK) – On street parking not provided, consistent with complete streets recommendations.

d. What alternative designs were considered, if any?
N/A

e. What refinements of the cross section/design were needed?
- Removed/partial zones (Guidebook Ch. 5) for:
☒ Pedestrians ☒Bicyclists ☐Landscaping ☒Vehicles ☐Parking

- Considered alternative routes/locations for:
☒ Pedestrians ☒Bicyclists ☐Landscaping ☒Vehicles ☐Parking

f. Exemptions to Complete Streets (refer to Ch. 6 of the Guidebook)
- Is the project exempt from accommodating certain users? ☐ Yes ☒ No
- Is the cost excessively disproportionate to the need or probable use? ☒ Yes ☐ No
- There is a documented absence of current and future need? ☐ Yes ☒ No
- Other: Project is routine pavement maintenance and will not change roadway geometry

10. **Describe the public input plan for this project.** *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? What has been/will be done to maximize participation for diverse members of the public in project planning and implementation?*
This project has been reviewed and approved by the County of Santa Cruz Board of Supervisors. Pavement maintenance projects are typically not subject to a public review process, in our experience the public is generally very receptive to pavement maintenance projects.

11. **Stakeholder Outreach: Which stakeholder groups have already provided input, or will be asked to provide input in future, on project scope and design?**

Group	Provided input	Will seek input	Group	Provided input	Will seek input
Neighborhood Group	N/A	N/A	Transit Agency	N/A	N/A
Business Association	N/A	N/A	Adjacent jurisdictions	N/A	N/A
School	N/A	N/A	Environmental Groups	N/A	N/A
Property Owners	N/A	N/A	Transportation Disadvantaged	N/A	N/A
Bicycle Committees	N/A	N/A	Senior Group	N/A	N/A
Pedestrian Committee	N/A	N/A	Other (define)	N/A	N/A

Have specific changes to the project/program been requested by stakeholders? ☐ Yes ☒ No
Please explain:
N/A

12. **Describe project readiness/deliverability and potential risks to project schedule:** *Include additional information on the project schedule and if there are potential delays to the schedule.* (*For example: What tasks have already been completed? What potential delays might be experienced during project development, if any? What is the status of right-of-way acquisition (if applicable)? Have the property owners been contacted? If so, are they willing to sell the property? What permits may be needed for this project? Are there any adjacent jurisdictions, agencies, property owners, etc., who would be impacted by the proposed project? Are there potential challenges to the environmental analysis? If yes, please list and describe outreach efforts, dates, participants and any results/issues that could impact the project's schedule.)*

Since the project involves pavement maintenance of an existing facility within existing County right of way, the project will require no right of way acquisition, and only a CEQA categorical exemption in terms of environmental permitting. The County is eager to begin work on this project, and would plan to schedule work for Summer 2018 if funding is granted.

PART III: Project Budget and Funding Plan

Complete Spreadsheet/electronic Excel file available online at:
http://sccrtc.org/funding-planning/project-funding/

Note- there are different downloadable excel documents for capital and non-infrastructure projects. Each file has two tabs – applicants must provide both summary budget/cost information and a detailed cost estimate.

PART IV: Project Map, Photos, and other supporting materials

Provide a map of project area, photos, and any other supporting materials.

PART V: CERTIFICATIONS & ASSURANCES

All applicants must complete and sign Certifications & Assurances document for each project – downloadable online at: http://sccrtc.org/funding-planning/project-funding/

PART VI – ROADWAY PRESERVATION PROJECTS ONLY

If a project or portions of the project scope involve roadway preservation, agencies must complete supplemental Caltrans Local Assistance documents which can be downloaded online at:
http://sccrtc.org/funding-planning/project-funding/

PART III
Project Budget & Funding Plan

CAPITAL PROJECTS
A. Cost/Funding Summary

Project Title:	**Empire Grade Chip Seal Project**

Round figures to the nearest thousand dollars

			Phase of Work			
Sources (Specify fund source type - ex. STBG, RSTP,STIP, AB2766, Local, TDA, etc)	**Source Total**	**Committed or Uncommitted?**	**Environmental (PA/ED)**	**Design (PS&E)**	**Right-of-Way (ROW)**	**Construction**
2017 RTIP Funds	**$253,000**	Uncommitted	$0	$0	$0	$253,000
County Road Fund	**$33,000**	Uncommitted	$0	$0	$0	$33,000
Total	**$286,000**		**$0**	**$0**	**$0**	**$286,000**

Fiscal Year each component to begin			FY 17/18	FY 17/18	FY 17/18	FY 18/19
(e.g. FY16/17, FY17/18, FY18/19)			**Environmental (PA/ED)**	**Design (PS&E)**	**Right-of-Way (ROW)**	**Construction**

COUNTY OF SANTA CRUZ
DEPARTMENT OF PUBLIC WORKS
ENGINEER'S ESTIMATE

Made by CRC
Checked by
Job Number
Bid Opening

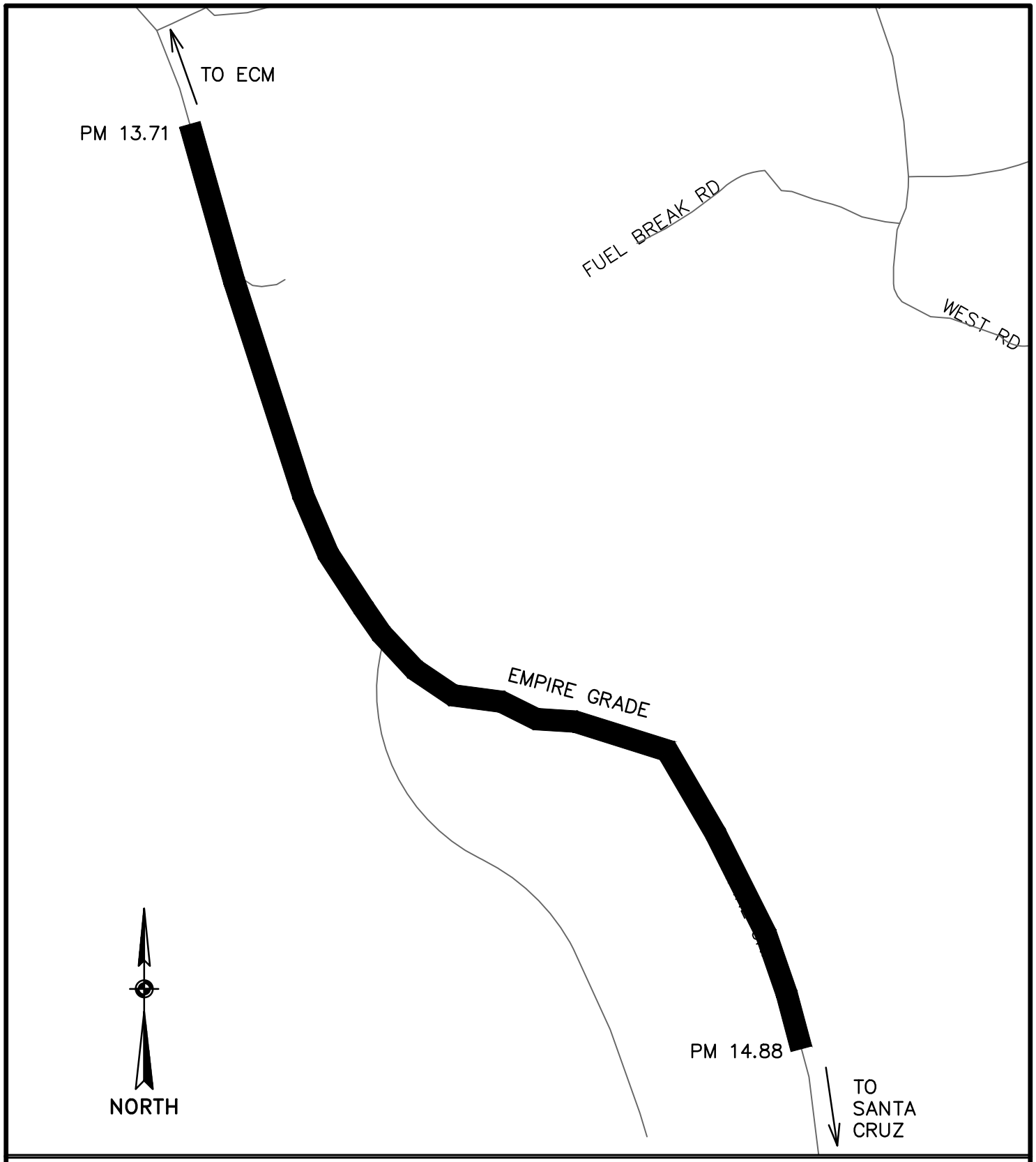
PROJECT: 2017 STIP Grant Application
LOCATION: Empire Grade (PM 14.88 to Alba Rd)
DESCRIPTION: Rubberized Chip Seal (10% digouts)

Item No.	Item Description	Unit	Quantity	Unit Price	Amount
1	TRAFFIC CONTROL SYSTEM	LS	1	$15,000.00	$15,000.00
2	4" DIGOUT	SF	22,077	$4.00	$88,307.76
3	ASPHALT RUBBER CHIP SEAL	SY	16,424	$4.25	$69,802.00
4	INSTALL STREET MONUMENT BOX OVER EXISTING MONUMENT	EA	5	$800.00	$4,000.00
5	(S) DTL 22 (CL DBL YELLOW) THERMOPLASTIC STRIPING	LF	6,159	$1.35	$8,314.65
6	(S) 4" WHITE THERMOPLASTIC STRIPE	LF	12,318	$0.60	$7,390.80
7	(S) RETROREFLECTIVE PAVEMENT MARKER - BLUE TYPE BB	EA	5	$25.00	$125.00
8	EXTRA WORK	LS	1	$20,000.00	$20,000.00

Funding Information

Job Number	Source	Appropriation

Contract Total	=	$212,940
Contingency	10%	$21,294
Sub-Total	=	$234,234
Inspection	10%	$23,423
Sub-Total	=	$257,658
Overhead	11.0%	$28,342
TOTAL	**=**	**$286,000**



EMPIRE GRADE

PM 13.71 TO PM 14.88

2017 STIP GRANT **VICINITY MAP**	DESIGN: CRC	DATE: 10/13/17	SHEET
	DRAFTING: CRC	SCALE: 1"=300'	
	CHECKED:	JOB NO: –	

Empire Grade

PART V: Agency Certification and Assurances

I, John J. Presleigh, as authorized representative of The County of Santa Cruz, hereby certify that the information contained in this application for Empire Grade Chip Seal Project including required attachments, is accurate and hereby certify the following:

1. The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;
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. 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;
7. The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;
8. Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;
9. 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
10. The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;
11. The agency will commit the funds necessary to ensure this project is fully funded.

Implementing Agency:

Signed _____ Date 10/18/2017
Printed (Name and Title) **John J. Presleigh, Director of Public Works**
Implementing Agency **County of Santa Cruz**

Project Sponsor – if different

Signed N/A Date _____
Printed (Name and Title) **Enter Name/Title**
Sponsor Agency **Enter Agency Name**

County of Santa Cruz

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060-4070
(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

JOHN J. PRESLEIGH
DIRECTOR OF PUBLIC WORKS

EXHIBIT 23-K LOCAL ROAD REHABILITATION PROJECT CERTIFICATION

To: Santa Cruz County Regional Transportation Commission
1523 Pacific Ave
Santa Cruz, CA 95060
Attn: Rachel Moriconi

Date : 10/13/17

The County of Santa Cruz submits the following local road rehabilitation project for certification that the project is in compliance with California Transportation Commission guidelines.

Project Description: Empire Grade Chip Seal Project

Project will consist of Asphalt Digouts, Chip Seal, and restriping of a portion of Empire Grade in Santa Cruz County. Project purpose is to rehabilitate the roadway surface.

Street/Road	From:	Local Road Facility	PPNO	Rehabilitation Strategy	Service Life
Empire Grade	PM 13.71 To: PM 14.88	Pavement Preservation	TBD	Chip Seal	(Years) 5

The project listed above meets the following standards:

- The type of work is eligible for local road rehabilitation, and excludes routine maintenance work, as described in Section 23.2.4 "Eligibility of Local Road Rehabilitation Projects", Chapter 23 of the Local Assistance Program Guidelines.
- For pavement rehabilitation, the estimated number of years the work will extend the service life of the facility is documented in a PSR or equivalent signed by a registered civil engineer.
- Pavement rehabilitation strategies with less than 10 years service life have been determined by a Pavement Management System (PMS) to be cost-effective and have a service life of 5 years or more.
- The work does not degrade any existing safety or geometric aspect of the facility.

City/County Signature: _____ Title: Civil Engineer

Regional Transportation Planning Agency/County Transportation Commission Certification:

The _____(Regional Transportation Planning Agency/County Transportation Commission) certifies the projects listed above meet California Transportation Commission guidelines.

Signature: _____ Title: _____ Date: _____

County of Santa Cruz

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060-4070
(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

JOHN J. PRESLEIGH
DIRECTOR OF PUBLIC WORKS

EXHIBIT 23-L PAVEMENT MANAGEMENT SYSTEM (PMS) CERTIFICATION

STATE TRANSPORTATION IMPROVEMENT PROJECTS

To: Santa Cruz County Regional Transportation Commission
1523 Pacific Ave
Santa Cruz, CA 95060
Attn: Rachel Moriconi

Date : 10/13/17
PPNO: TBD

Project Description: Empire Grade Chip Seal Project

Project will consist of Asphalt Digouts, Chip Seal, and restriping of a portion of Empire Grade in Santa Cruz County. Project purpose is to rehabilitate the roadway surface.

The County of Santa Cruz certifies that it has a Pavement Management System (PMS) and the project meets the criteria described in Section 23.2 of this chapter. A system must be in place to meet standards for pavement rehabilitation projects programmed in the STIP or RSTP/STBG.

The system was developed by StreetSaver, MTC and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the County jurisdiction.
  Centerline miles 596
  Total lane miles (or equivalent units) 1212
  The last update of the inventory was completed July 20, 2012

- Identification of sections of pavement needing rehabilitation
  Total lane miles (or equivalent units) 925

- Estimate of the cost to rehabilitate deficient sections $ 271,000,000

- A procedure to identify rehabilitation strategies that are cost effective

The County uses the StreetSaver pavement management system to catalog County maintained road sections and maintain pavement condition assessments of those sections using the Pavement Condition Index (PCI) ranking system. This program has a built in decision tree which specifies appropriate and cost effective resurfacing treatments for different PCI ranges. Based on the current PCI of the road section in question, the program can identify appropriate resurfacing techniques for that section.

You may direct any questions regarding the system to Casey Carlson (Name) at (831) 454-2160 (Phone No.).

Signature _____ Title: Civil Engineer