

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:**

Cruz511 Transportation Demand Management and Traveler Information Program

2. Project summary: (briefly describe the project in 1-2 sentences)

Cruz511 provides traveler information and transportation demand management services including traffic map, traffic congestion, traffic incidents, outreach, education, and incentives with the mission of reducing single occupancy vehicle (SOV) trips, vehicle miles traveled and roadway congestion. The program also acts a traveler information hub for commuters and visitors looking for information on road conditions or sustainable transportation modes.

3. Describe Project Location and Limits or Service Area: (Under Section III attach an 8 1/2" x 11" map and/or photos if available/applicable; include street names)

Countywide

- **Project Length:** (in miles or feet, if applicable)
- For projects on local roads, **Caltrans Roadway Classification** –

4. Total Funding Requested: \$ 500,000 (2 years at \$250,000/year)

Total Project Cost: \$ 626,000 (\$313,000/year)

5. Project Applicant:**a. Implementing Agency:**

Santa Cruz County Regional Transportation Commission (SCCRTC)

b. Sponsoring Public Agency that has Master Agreement with Caltrans: (if different from implementing agency)**6. Project Priority:** This is priority number # 1 of # 1 applications submitted. (Agencies are encouraged to provide if requesting funds for more than one project and would like project sponsor priorities to be considered.)

7. **Detailed Project Description/Scope:** *(Prior to developing scope of work, project sponsors should consider the [Complete Streets Guidebook](#) and benefits checklist in Section II of this application and consider incorporating appropriate complete streets components where feasible. Include all capital improvements, program characteristics, and improvements associated with each mode of transportation as applicable. Attach additional information if needed.)*

Cruz511 provides traveler information and transportation demand management services including traffic map, traffic congestion, traffic incidents, outreach, education, and incentives with the mission of reducing single occupancy vehicle (SOV) trips, vehicle miles traveled and roadway congestion. In past years these services have focused on promotional campaigns, employer coordination, rideshare matching, and personalized commute planning. These are typical methods for reducing SOV trips that have been used for many years by public sector agencies to address increasing congestion in our communities. The program also acts a traveler information hub for commuters and visitors looking for information on road conditions or sustainable transportation modes.

The Cruz511 program was recently evaluated through interviews with stakeholders and partner agencies. Based on this input the program goals have been updated to provide clear direction for future work efforts and incorporate new technology into the planning process. The program goals are related to equity, safety, and improving user experience. The new goals are: 1) focus on equity by providing customized services to low income and minority populations; 2) support other agencies in Vision Zero efforts and incorporate more messaging related to safety into RTC work products and Cruz511 marketing; and 3) provide an improved user experience by collaborating with other agencies and non-profits who are on the front end to provide resources and tools on the back end such that user facing services are seamless.

Table 1 below provides a set of strategies to implement each goal. While these strategies are still in draft form they demonstrate a new approach to TDM that prioritizes equity, safety, and the customer experience. The strategies are classified into short, mid and long term based on potential cost and complexity of implementation.

Table 1: Draft Revised Cruz511 Goals and Strategies

	Short (now)	Mid (2-3 yrs)	Long (4-5 yrs)
Equity	<ul style="list-style-type: none"> • Implement modern rideshare services • Work with employers through Ecology Action to develop customized services for Watsonville residents. 	<ul style="list-style-type: none"> • Continue Cruz511 in Your Neighborhood in Watsonville • Secure grant funding to improve access and safety for non-drive alone modes in Watsonville 	<ul style="list-style-type: none"> • Identify and secure a Watsonville park and ride facility
Safety	<ul style="list-style-type: none"> • Support safety campaigns (Watsonville and Santa Cruz) 	<ul style="list-style-type: none"> • Work with CTSC, police, CHP and hospitals to improve safety data. Consider crowd sourced data. • Provide data resources and/or analytical support for Watsonville. • Coordinate a Countywide one month safety campaign. 	<ul style="list-style-type: none"> • Incorporate safety into all project ranking/scoring systems.
User Oriented	<ul style="list-style-type: none"> • Website improvements • Provide back end services/resources that are promoted/used by others: e.g. Scoop subsidies promoted by Ecology Action, maps used by the County Traffic Safety Coalition, & safety gear for kids Bike Santa Cruz County. • Improve coordination with non-profits and cities around TDM 	<ul style="list-style-type: none"> • Monitor TAMC Ride Amigos • Additional website improvements • Continue working with employers through EA 	<ul style="list-style-type: none"> • Roll out “one stop shop” platform similar to Ride Amigos

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 Cruz511 program currently provides information that travelers can use to more easily travel by transit, bicycle or walking. However, best practice research has shown that the most effective way to change commute behavior is through employer incentives, marketing, and communications. Under the revised program TDM services for transit, bicycling and walking would be tailored to specific populations and would have an emphasis on coordination with services already provided to employers by other non-profits and agencies. For example, Ecology Action has submitted an application to work with major employers on customized bicycle commuter resources and marketing that encourage employee adoption of bicycling versus driving alone. The Cruz511 program would support those efforts and expand on them by using Ecology Action’s relationship with those employers to also provide information and services related to transit and pedestrian facilities and resources to those employees.

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?*)
- **Right-of-way** (*Did an analysis lead to this conclusion?*)
- **Other** (*Please explain.*)

N/A

10. **Project Cost by Mode:** (List the approximate percentage of total 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)	%pave%
Road –Auto Serving	%road%
Bicycle	%bike%
Pedestrian	%ped%
Transit	%transit%
TSM*	%TSM%
TDM*	100%
Planning	%plan%
TOTAL	100%

11. **Regional Transportation Plan (RTP):**

- a. Is project included in the 2014 RTP or draft 2040 RTP? YES
- b. If yes, RTP Project Number (ID#): (from [RTP Project List](#)) RTC-P34
- 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** (Enter the proposed schedule or actual completion of various project milestones. Complete either section A. Capital Projects or B. Non-Capital Projects, as appropriate.)

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.	Enter estimated start (month/year)
Circulate Draft Environmental Document			Month/year
End Environmental Phase (PA&ED Milestone)			Month/year
Begin Design (PS&E) Phase			Month/year
End Design Phase (complete PS&E)			Month/year
Begin Right of Way Phase			Month/year
End Right of Way Phase (Right of Way Certification Milestone)			Month/year
Request Authorization to Proceed with Construction (completion of all prior tasks)			Month/year
Advertise/go out to bid			Month/year
Award Contract			Month/year
End Construction Phase (Construction Contract Acceptance Milestone)			Month/year
End Closeout Phase (Closeout Report)			Month/year

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)
Cruz511 TDM and Traveler Information Program	7/1/2018	6/30/2020
List activity	Month/year	Month/year
List activity	Month/year	Month/year
List activity	Month/year	Month/year

13. **Contact Person/Project Manager Name:** Anais Schenk

Telephone Number: (831) 460-3209

E-mail: aschenk@sccrtc.org

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 not expected to address all of the following. Please write N/A 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)

PURPOSE: The purpose of the Cruz511 program is shift single occupancy vehicle trips to sustainable modes of transportation including ridesharing, bicycling, walking and riding transit in order to reduce traffic congestion, vehicle trips, vehicle miles traveled, greenhouse gases and improve health and air quality.

BENEFITS: Cruz511 influences people's travel behavior by demonstrating the benefits and convenience of using sustainable transportation and making sustainable modes easier to use. Cruz511 also provides a free traveler information service for up-to-the minute traffic, transit, bicycle and pedestrian information in Santa Cruz County via a mobile-responsive website. These services support community values such as conservation, environmental protection and reducing traffic congestion. For those without online access, a traveler help desk is available for personalized assistance by email or phone.

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

of direct users per day: 1,000-15,000/day

of indirect users: _____

Basis for estimates: Google Analytics, MTC RMS Database

(provide information about ADT/traffic volumes, avg. number of people directly served/day; number of users of facility/day; current transit riders on facility; Non-infrastructure anticipated direct program participants; see also <http://www.ite.org/tripgeneration/otherresources.asp>)

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

<input checked="" type="checkbox"/> Commuters	<input checked="" type="checkbox"/> Youth	<input checked="" type="checkbox"/> College Students
<input checked="" type="checkbox"/> Low income residents	<input checked="" type="checkbox"/> Elementary Schools	<input checked="" type="checkbox"/> Visitors

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Seniors | <input checked="" type="checkbox"/> Middle Schools | <input type="checkbox"/> Trucks (goods movement) |
| <input checked="" type="checkbox"/> Disabled | <input checked="" type="checkbox"/> High Schools | <input checked="" type="checkbox"/> Recreational users |
| <input type="checkbox"/> Other: _____ | | |

a. Briefly describe any indirect or secondary beneficiaries of the project:
 All users of the transportation system benefit from the traffic congestion that is reduced by people using alternative modes.

4. What are the key destinations served by this project and distance from project/facility?
 (including on a map is encouraged, but not required)

- | | |
|--|---|
| <input type="checkbox"/> Employment centers Enter distance | <input type="checkbox"/> Senior centers Enter distance |
| <input type="checkbox"/> Senior housing Enter distance | <input type="checkbox"/> K-12 Schools Enter distance |
| <input type="checkbox"/> Groceries/Services Enter distance | <input type="checkbox"/> Retail/Commercial cent Enter distance |
| <input type="checkbox"/> Transit centers Enter distance | <input type="checkbox"/> Visitor destination Enter distance |
| <input type="checkbox"/> Parks/recreational area Enter distance | <input type="checkbox"/> Civic/public facilities Enter distance |
| <input checked="" type="checkbox"/> Other destinations: The project is countywide and would serve many different key destinations. | |

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 – Projects on Roadways only – N/A for other projects

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*	No	N/C
# of automobile lanes (2, 4, 3, etc)	None	N/C
2-Way Center Turn Lane (Yes/No)	N/A	N/C
Sidewalks (none, one side or both?)	No	N/C
Sidewalk width (in feet)	No	N/C
Landscaping (Yes/No)	N/A	N/C
On-Street Parking (Yes/No)	N/A	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)	N/A	N/C
Posted speed limit	No	N/C
Traffic Volumes	No	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?

Check all that apply and describe how if the nexus is not obvious in project description. Note- several of these items are from the [Complete Streets Guidebook](#) and include treatments or facilities that make up a complete street.

Safety: Improves transportation safety

How will project improve safety? The project will include new messaging and support services/resources to improve safety throughout the County including but not limited to improving access to safety data, promoting safety campaigns at the countywide level, and providing non-profits who are actively improving traffic safety in the County with staff resources and Cruz511 incentives to promote ongoing awareness.

- 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: _____

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: currently unknown

- 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 - Increased carpooling, vanpooling bus and bike riding results in fewer vehicles on the road and shorter commute times during peak period travel hours
 - Reduces total traffic congestion - Reduces congestion by moving more people in the same number or fewer vehicles
 - Reduces peak period traffic congestion ✓ AM peak ✓ PM peak - Increased carpooling, vanpooling, bus and bike riding results in fewer vehicles on the road and shorter commute times during peak periods
 - Shifts peak travel to off-peak periods
 - Reduces freight traffic congestion
- Improves efficiency of the transportation system. Which modes? Auto, transit, bicycle, and pedestrian
 - 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: The project will reduce disparities for low income minority populations by providing services in Spanish and customizing commute services to people who travel from low income bedroom communities to high cost job centers.

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:

Improves the convenience and quality of trips

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. *If yes, please explain why this condition is unavoidable and if bicycle and pedestrian accommodations are provided on an adjacent/parallel street.*

8. **Has RTC previously funded a project in this area, what project and what year?** *(e.g. facility being upgraded, removed, modified, or replaced was previously funded by RTC)*
Yes, Commute Solutions Rideshare was funded through the RSTP 2014 cycle and Cruz511 was funded through the RSTP 2016 cycle.

9. **For ROADWY Projects - Complete Streets Implementation/Design. Given the street design and existing and future conditions, please complete the following** *(for projects on roadways). (See the [Monterey Bay Area Complete Street Guidebook](#) for more information, definitions.)*

a. Describe how this project is consistent with recommendations for street type in guidebook:
N/A

b. Is the project area a candidate for the following? N/A

- 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:
- | | |
|--|---|
| <input type="checkbox"/> Lack of ROW width | <input type="checkbox"/> Insufficient Funding |
| <input type="checkbox"/> Trees/environmental constraints | <input type="checkbox"/> Existing Structures |
| <input type="checkbox"/> Other: _____ | |
- 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: _____

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?*

Cruz511 is by its nature a public input project. Program staff conducts a number of outreach activities throughout the year to promote sustainable forms of transportation. The revitalized program also incorporates input from program stakeholders including Ecology Action, Bike Santa Cruz County, the County’s Community Traffic Safety Coalition, and other local jurisdictions. During this cycle a new emphasis on equity will result in improved services to low income and minority populations.

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	X		Transit Agency	X	
Business Association			Adjacent jurisdictions	X	
Property Owners			Transportation Disadvantaged		
Bicycle Committees	X		Senior Group		
Pedestrian Committee	X		Other (define)		

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

Stakeholders have expressed the opinion that the program needs clearer messaging and should do more to support safety. To address these concerns program staff have developed specific goals and strategies as described above that will allow for clear direction for the program.

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.)*

Cruz511 is an on-going TDM/Rideshare program of the RTC. Funding has been

secured to operate the program for FY 17/18; however additional funding is necessary to continue providing services and information about availability and benefits of alternative transportation modes, including ridesharing, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Additional funding is also necessary to continue providing travelers with real-time traffic information including traffic speeds, incident details, lane closures, and construction alerts.

PART III: Project Budget and Funding Plan

Non-Capital Projects (e.g. Programs)

Complete both sections A. "Cost/Funding Summary" and B. "Detailed Cost Estimate"

A. Cost/Funding Summary

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

Project Title: Cruz511 TDM and Traveler Information Program

Sources (Specify fund source type - ex. STBG, Local, STIP, AB2766, etc)	Component						Source TOTAL
	Staff - Admin	Staff - Operations	Consultant Services	Other Services (specify)	Materials	Other (specify)	
Total Cost by component	\$0	\$420	\$0	\$0	\$80	\$126	\$626
New Funds Requested from RTC:	\$0	\$420	\$0	\$0	\$80	\$0	\$500
Measure D	\$0	\$0	\$0	\$0	\$0	\$26	\$26
SAFE funds	\$0	\$0	\$0	\$0	\$0	\$100	\$100
	\$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	FY 18/19 FY 19/20	FY 18/19 FY 19/20	FY 18/19 FY 19/20	FY 18/19 FY 19/20	FY 18/19 FY 19/20	FY 18/19 FY 19/20	

Complete Spreadsheet/electronic Excel file available at:
[ProjectBudget-NI.xlsx](#)

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



Traffic Conditions

View current travel speeds, road conditions, traffic alerts, and traffic cameras.



Plan Your Trip

Planning trips by bus, bike, car or on foot is quick and easy with Google's Trip Planner.



Share a Ride

Green your commute and explore all your rideshare options.



Bike Maps

Everything you need to find your way around Santa Cruz County by bike.



Accessible Travel

Discover transportation options for seniors and people with disabilities.



Emergency Services

Be prepared and stay informed. Know what to do and where to go in an emergency.



Workplace Programs

Take the work out of getting to work. Improve commuter options at your workplace.



True Cost of Driving

Calculate your drive-alone commute costs with this handy tool.

PART V: CERTIFICATIONS & ASSURANCES

I, George Dondero, as authorized representative of SCCRTC (*agency*) hereby certify that the information contained in this application for Cruz511 TDM and Traveler Information Program (*project title*), 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: 10/23/17
 Printed (Name and Title) George Dondero, Executive Director
 Implementing Agency SCCRTC

Project Sponsor – if different

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

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://scrtc.org/funding-planning/project-funding/>

N/A