



SCCRTC- 2021 Consolidated Call for Projects (RSTPX, STIP, HIP, & CRRSAA)

APPLICATION/PROJECT PROGRAMMING REQUEST

A. Project Information

Applicant/Implementing Agency		Public Agency Sponsor (if different)	
County of Santa Cruz			
Project Title			
Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project			
Brief Description/Scope of Work (attach extra pages to fully describe scope)			
The Project involves improvements for bus transit, active transportation, and intersections on Soquel Avenue/Soquel Drive, including: buffered/protected bike lanes, green bike boxes, sidewalk gap closures, ADA ramps, crosswalk upgrades, adaptive signal control, transit signal priority, and pavement rehabilitation.			
Location, Limits, Length (attach map(s)/photos on separate tab)			
5.6 miles of Soquel Avenue/Drive in unincorporated Santa Cruz County between La Fonda and State Park.			
Roadway Functional Classification: (if applicable)		4-Minor Arterial	
Summary of Project Benefits, Purpose and Need			
As an alternative route to Highway 1, Soquel Avenue/Drive is highly congested with vehicle traffic. It is a primary route for SC Metro buses, pedestrians, and bicyclists to access residences, jobs, schools, and medical services. The project is needed to enhance safety of bicyclists and pedestrians where there are significant collisions, improve transit travel times, encourage mode shift, and reduce emissions.			
Funds requested	\$5,500,000	Total Project Cost	\$27,074,359
		Estimated # of Daily Users	23,618
Was project previously programmed for funds by RTC?		RTIP ID	CO18-19
Yes			
Project Cost by Mode (list approximate percentage of total project costs)			
Mode	% of Total Cost		
Pavement Preservation (rehab, overlay, etc.)	24%		
Road-Auto serving (not rehab)	0%		
Bicycle	13%		
Pedestrian	30%		
Transit	9%		
Transportation System Management (TSM)	24%		
Transportation Demand Management (TDM)	0%		
Other:	0%		
	100%		
Priority #	Project is priority # 1 of 5 applications submitted		
Contact Name	Phone	E-mail Address	
Russell Chen	831-454-2160	russell.chen@santacruzcounty.us	



Scope of Work

(Continued from Page 1) The Project improves 5.6 miles of Soquel Avenue/Drive between LaFonda Avenue and State Park Drive to address traffic safety, improve multi-modal mobility, reduce traffic congestion, and decrease collisions along this corridor. Project construction will include rehabilitating the roadway (cape seal), installing new striping to reduce travel lane widths, constructing 2.7 miles of buffered and 2.4 miles of protected bike lanes, and 46 green bike boxes at 23 intersections. The project will include traffic signal upgrades at 23 intersections for installation of Adaptive Traffic Signals (ATS)—bicycle signal heads with push button actuation and Traffic Signal Priority (TSP) for the Santa Cruz Metro #71 bus route, close 31,900 feet of sidewalks gaps, enhance pedestrian crossings at 10 mid-block crossings (4 existing and 5 new) with the installation of Rectangular Rapid Flashing Beacons (RRFB), and upgrade 100 ADA ramps to current standards. The project also improves drainage along the route, adds retaining walls and hardscape. See Figure 1 – Project Cross Sections, Appendix I for a graphical project overview, and Appendix II for project photographs.

Location, Limits, Length – Project Map

See Figure 2 – Project Location Map

Summary of Project Benefits, Purpose and Need

(Continued from Page 1) Soquel Avenue/Drive is a reliever route for Highway 1, a primary route for active travel modes on the inland side of Highway 1, and a route used by transit buses to provide access to residences, jobs, shopping, schools, medical, and other services. The route is highly congested due to overflow traffic from Highway 1, which results in significant delays for transit buses and significant safety issues for bicyclists and pedestrians. With a desire to keep most of the cross-county vehicular trips on Highway 1, the focus for Soquel Avenue/Drive is on active transportation, bus travel time reliability improvements, and operational intersection improvements. The improvements support a mode shift by making transit, biking, and walking more efficient and attractive.

Enhancing the safety of pedestrians and bicyclists is an overarching goal of the Project. The corridor has experienced a significant number of collisions involving bicyclists and pedestrians. Over the past 10 years, there have been 144 collisions involving bicyclists and 53 collisions involving pedestrians within the project limits. Of the bicycle-related collisions, one was a fatality, 17 resulted in severe injury, 85 resulted in visible injury, and 41 complained of pain. Of the pedestrian-related collisions, 3 were fatalities, 11 resulted in severe injury, 23 resulted in visible injury and 16 complained of pain.

The proposed improvements are in the most heavily traveled section of the route between the town of Aptos and the Santa Cruz City limits. The Project improves multimodal access for all ages and abilities and reduces transit delay to critical destinations such as Dominican Hospital, Sutter Health Center, Cabrillo College, Harbor High School, Soquel High School, Green Acres Elementary School, Main Street Elementary School, Santa Cruz Montessori School, Mar Vista Elementary School, and the town of Soquel. This section of the route also provides direct access to both Chanticleer Avenue and Mar Vista Drive, which will include new active transportation overcrossings over Highway 1, connecting to the County of Santa Cruz’s existing active transportation network, and the Monterey Bay Sanctuary Scenic Trail that is underway.

The Project is a key component of the Watsonville-Santa Cruz Multimodal Corridor Program (WSC-MCP) which provides a coordinated approach to improving north-south travel through Santa Cruz County. The WSC-MCP project will:

- Reduce congestion for all modes of travel
- Maximize the efficiency of the existing transportation infrastructure
- Enhance safety for all modes of travel
- Increase multimodal options to increase corridor throughput
- Reduce greenhouse gas (GHG) emissions
- Improve access for emergency services
- Promote business development and improve access to housing, jobs, schools, and medical facilities
- Improve active transportation connectivity
- Promote sustainable development and livable communities including complete streets



FIGURE 1 – TYPICAL CROSS SECTIONS

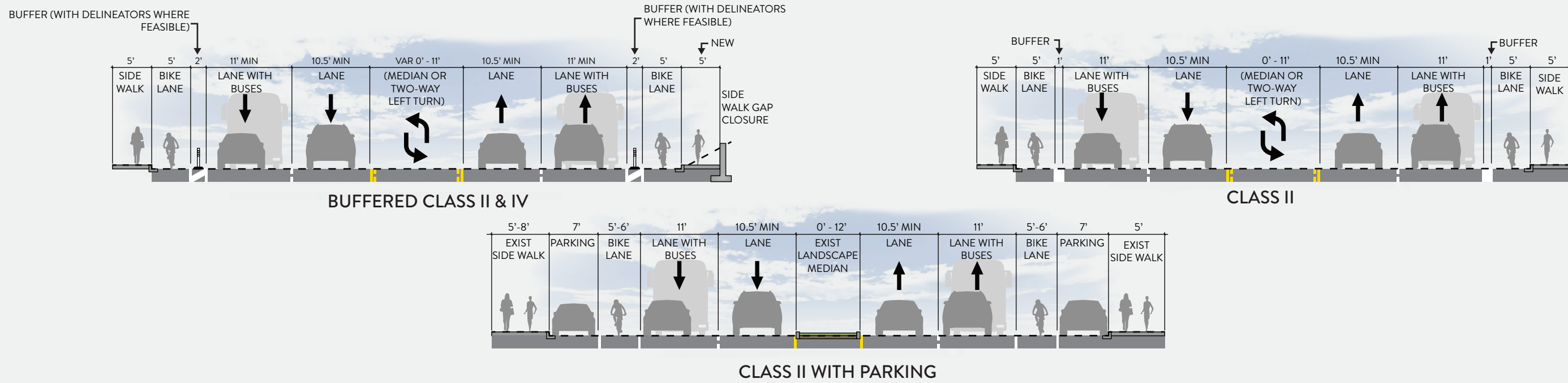
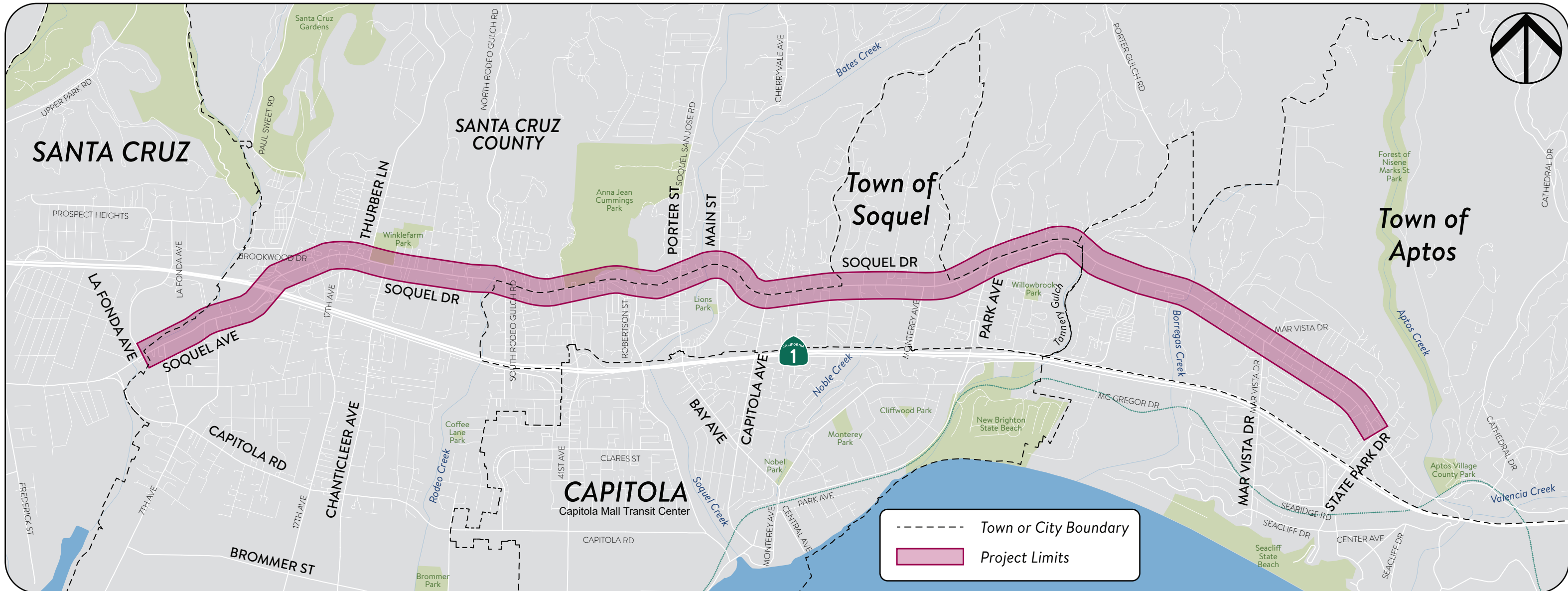


FIGURE 2 – PROJECT LOCATION MAP





B. Project Benefits/Evaluation Criteria

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance

Project Title:	Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project
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Generally, what are the benefits of this project?

The Project will improve bus transit travel time, provide safe and comfortable bicycle facilities, enhance pedestrian safety and improve operations at intersections. The Project provides multimodal access for all ages and abilities, incomes and languages, and reduces transit delay to critical destinations

Benefit Category	How does this project address any of the following?
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1 Safety (reduce fatal or injury collisions)	Enhancing safety is an overarching goal of the Project as the corridor has experienced a significant number of collisions involving bicyclists and pedestrians. As mentioned in the Purpose & Need, there have been 144 collisions involving bicyclists and 53 collisions involving pedestrians over the past 10 years within the project limits, including 4 fatalities. The Project greatly enhances safety for bicycle riders by providing 2.4 miles of protected bike lanes, 2.7 miles of buffered bike lanes, and 46 green bike boxes at 23 intersections for safer left turn movements and reduced conflicts with motor vehicles. The presence of bike lanes has been shown to result in fewer erratic motor vehicle driver maneuvers, more predictable bicyclist riding behavior, and reduced incidents of wrong way cycling. The project enhances safety for pedestrians by improving 100 ADA ramps, installing protected intersection treatments to prevent right-turn conflicts, and upgrading 96 crosswalks, including warning devices at 5 existing and 4 new mid-block locations. Upon completion of the project, collision fatalities are expected to decrease by 22%. Serious injuries are expected to decrease by 13%. Non-motorized fatalities and serious injuries are expected to decrease by 23%.
2 System preservation (maintain existing transportation infrastructure, service, or program)	The Project preserves 5.6 miles of Soquel Avenue/Drive by cape sealing the existing pavement and minor digouts at spot locations which will enhance the useful life of the roadway for buses, bicycles, and other vehicles. The current pavement condition index (PCI) on Soquel Avenue/Drive is 66. With the cape seal, even after 20 years, the resulting PCI is expected to be 76. This improves the state of good repair and longevity for the regional roadway system.
3 System Performance	The Project adds TSP and ATS controls at all 23 intersections. These smarter signals will improve intersection operations, the overall performance of the arterial, and travel time reliability/efficiency for buses and motor vehicles. Travel time savings are expected to be 2,948 hours per day. This is important for this reliever route for Highway 1 and regional arterial and transit route that connects Santa Cruz and Capitola with the communities of Soquel and Aptos.





3a Reduce emissions and/or vehicle miles traveled

The Project will enhance the safety and comfort of pedestrians and bicyclists, encouraging active modes as viable means of transportation in the County. Faster and more reliable transit will also encourage a mode shift to transit. The Unified Corridor Investment Study (UCS) modeled GHG emissions found that decreases in GHG were driven by reductions in vehicle-miles traveled (VMT) as well as the adoption of electric vehicles. As the main VMT reducing project within the preferred alternative, the UCS estimates that GHG emissions will decrease by 718 metric tons per day. The Project's new ATS/ TSP at all 23 intersections will improve corridor operations and reduce GHG by reducing stop-and-go traffic during peak hours and idle time at traffic signals during non-peak hours, as well as providing priority for buses.

3b Improve travel times, travel time reliability; reduce delay

The Project adds ATS and TSP at all 23 intersections to improve operations, travel times, and reliability for all motor vehicles, especially buses. Travel time savings are expected to be 2,948 hours per day as a result. TSP will improve the efficiency and reliability of transit buses by shortening red times or lengthening green times, making transit a more appealing transportation choice. Travelers shifting to bus transit causes a ripple effect that further contributes to reduced congestion and improved travel times.

3c Improve freight or goods movement efficiency

Soquel Avenue/Drive is an arterial dense with businesses and residences. The Project's operational and travel time improvements will improve the efficiency of goods shipped to and from those homes and businesses. This has become more important with the increase in door-to-door shipping due to the uptick in on-line shopping during the COVID 19 pandemic.

4 Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)

The Project will improve mobility for users of all ages and abilities to many key destinations. The project closes sidewalk gaps creating a continuous pedestrian facility along the 5.6 mile corridor where there are currently barriers. It upgrades 100 ADA ramps and 96 crosswalks, adds warning devices at 5 existing and 4 new mid-block locations to improve mobility for pedestrians and wheelchairs users, including children and the elderly. The Project expands multi-modal options by providing continuous buffered and protected bike lanes, and green bike boxes for safer left turn movements at all 23 intersections. The Project also enhances transit travel time and reliability to greatly benefit mobility for those who don't drive. The corridor provides access to key destinations for educational and job opportunities, housing, medical services, retail, restaurants, commercial, and professional services.





5 Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations

Transportation-disadvantaged populations along the corridor include children and youth, the elderly, people living with physical or mental challenges, and those experiencing low income or poverty--those who are often dependent on transit, walking, or bicycling for travel to school, jobs, shopping, recreational opportunities, and health care. Soquel Avenue/Drive features important destinations for these populations, such as employment centers, schools, shopping, Cabrillo College, Dominican Hospital, Sutter Hospital, and recreational opportunities. Many affordable housing opportunities, such as the mobile home parks and apartment complexes, can be found along Soquel Avenue/Drive. Access to these destinations are essential for equity, enhance health, and promote a healthy community. Sections 5a and 5b expand on these benefits.

5a Improve public health or promote healthy communities, provide outreach to targeted users/health issues

The Project provides facilities that enhance the health and safety of the community. The Project implements bicycle and pedestrian safety measures to reduce the occurrence and severity of collisions. The Project provides essential accommodations for youth, the elderly, and those with disabilities. This Project encourages healthier, active transportation choices and creates a safer, more walkable community. Walking and biking reduce obesity and improve public health results. The Project will improve the health and well-being of the community by encouraging a more active lifestyle, enhancing safety, reducing emissions, and improving air quality.

5b Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges

The Project serves transportation disadvantaged users of all incomes, ages and abilities, by implementing safety measures, removing barriers such as incomplete sidewalks, providing safe and continuous bike lanes, and improving transit reliability and travel times. The California Healthy Places Index shows that between 25% to 36% of residents along the corridor pay more than 50% of their income in housing costs. Although many affordable housing opportunities can be found along Soquel Avenue/Drive, the high housing costs severely limit transportation affordability. With this burden, providing safe and affordable transportation options is critical to serving these communities. In the Live Oak area greater than 20% of households earn less than \$25,000/year. The area of the Project south of Highway 1 crosses through and connects low income communities where greater than 65% of households earn less than \$75,000/year, which is considered low income for the area. Roughly 20% of the population served is elderly and nearly 12% are youth under age 10. The project provides safe, walkable and bikeable facilities, as well as better transit reliability to serve these populations.

Additional Considerations in Project Evaluation:

A RTP Consistency: list RTP Project Number

The Project is included in the priority/constrained project list in the 2040 Regional Transportation Plan – Project #CO-P18 and #CO-P19





<p>B Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements</p>	<p>The purpose of this Project under the WSC-MCP is to “promote sustainable development and livable communities, including Complete Streets.” As the Complete Street portion of the WSC-MCP Cycle 2 suite of projects, it is consistent with the Complete Streets guidelines set for in the Monterey Bay Area Complete Streets Guidebook and complies with California Complete Streets legislation (AB 1358). In accordance with guidance, the Project includes elements to address user needs across multiple modes—transit, pedestrian, bicycle, and motor vehicle—creating the backbone of a regional complete street network. As described in the Project Scope, the Project removes barriers and enhances safety for pedestrians and bicyclists, and improves transit reliability and travel time, in accordance with Complete Streets principles.</p>
<p>C. Consistency with other plans. What other plans is this project listed in, if any?</p>	<p>The Project is in the priority/constrained project list for the 2040 AMBAG Metropolitan Transportation Plan & Sustainable Communities Strategy (MTC/SCS) - Project #CO-P18 and #CO-P19. Other plans include:</p> <ul style="list-style-type: none"> - The Project is a significant element of the preferred scenario developed in the UCS. The UCS Final Report was approved by the RTC in January 2019. - This Project is described in the WSC-MCP. - The Project is consistent with the County’s General Plan Circulation Element (updated 2/18/2020) which prioritizes VMT reduction, public and special needs mobility, roadway function, bicycle and pedestrian facilities. -The Project is consistent with the County Health Services Agency’s Vision Zero initiative.
<p>D. Public engagement: How was this project determined to be a priority? What outreach will occur during implementation?</p>	<p>Extensive community outreach on this Project was conducted as part of the UCS, which identified and defined this Project. During the study thousands of community members helped identify transportation priorities and project groupings for consideration in the UCS beginning December 2012 through January 2019. Outreach was targeted to partner agencies, stakeholders, RTC advisory committees, local business leaders, employers, transit/bicycle/ pedestrian advocacy groups, community organizations, neighborhood associations, environmental organizations, low-income/ disadvantaged and disabled community advocates, and county citizens.</p> <p>Along with continual outreach through social media, print media, radio, website, and eNews list, specific engagement opportunities that took place include: Public meetings (14), RTC advisory committee meetings (15), Public workshops (6), Partner agency meetings (5), Online surveys (3), Focus group meetings with community organizations (7), Presentations to city councils and the Santa Cruz METRO board (6)</p>





D. continued

Outreach was also conducted during the development of the WSC-MCP which identified the Project. Outreach for the WSC-MCP Cycle 2 suite of projects is ongoing. Once construction is funded for the Project, public outreach will take place prior to construction to inform the community about the project and its construction timeline. Such activities may include radio and print media, mailings and door hangers, pop-up events, as well as stakeholder meetings with local businesses, Dominican Hospital, Cabrillo College, other local schools, and local bicycle groups.

E. Scale of Benefits- How many users are expected to use the facility, service or program? What is the source of this estimate?

Operational improvements for vehicles, improved facilities for transit and safer bike and pedestrian facilities will all add to improved accessibility for residents and visitors to Santa Cruz County. Destinations on Soquel Avenue/Drive, such as Dominican Hospital, Sutter Hospital and Cabrillo College, draw visitors from throughout the County.

Traffic counts in 2016 indicate 23,618 average daily traffic (vehicular) on Soquel Drive at its highest point between Rodeo Gulch and 41st Avenue. This figure doesn't include pedestrian or bicycle traffic by local residents. CalEnviroScreen 3.0 population data of census tracts directly along Soquel Avenue/Drive indicate there are 21,242 residents in the area who will benefit from the Project. An additional 10,420 residents live in census tracts adjacent to the end points of the project.

F. Potential Risks (and plans to mitigate them)

F1 Funding - Is this project fully funded?

The Project received \$16,463,000 from SB1 Local Partnership Program (LPP) and Solutions for Congested Corridors Program (SCCP) for construction. Local funds were to be used for project design (\$2,623,000), right of way (\$710,000) and for a portion of construction costs (\$5,755,000). Providing local funds will burden the County and will siphon local funds away from other priorities on non-regional facilities. Funding could delay the project as the County allocates about \$3,000,000 of funding on an annual basis, making it difficult to allocate this substantial amount in only one or two years. The County is requesting \$5,500,000 in funds from the RTC to offset the County's local fund commitment, speed the delivery of the project, and avoid postponing other needed projects.

How will potential cost increases be funded?

With the assistance provided by the RTC, the County will fund potential cost increases through annual public works allocations.





F2 Schedule: Describe any potential delays to schedule	<p>The County has the staff and experience to oversee the delivery of this project in a timely manner. The design consultant has begun the project by moving forward with several concurrent tasks to deliver final plans and estimate by January 2022. The firm is working on avoiding or mitigating right of way and utility impacts even as they complete the 35% design. The Project schedule is dependent on these two items. Knowing these impacts early in the process will allow the County to make any adjustments before they affect the schedule.</p> <p>The Project involves implementing ATS at intersections on the Caltrans system. Caltrans does not yet have a statewide policy or directive related to adaptive systems. A Memorandum of Understanding (MOU) is under development to begin early approval for these systems and avoid delays for Caltrans approval.</p>
F3 Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	<p>County Public works has the staff and experience to oversee and deliver this project. The County oversees many regional public works projects a year, providing planning, design, right-of-way acquisition and construction. The County has experience overseeing work similar to this Project, including drainage improvements, pedestrian safety improvements, road improvements, and traffic safety projects. Further, the County has experience delivering RTC-funded projects such as the Pioneer to Varni Road Resurfacing (RSTP) and Zayante Corridor Resurfacing (STIP/RSTP), for example.</p>
F4 Environmental: potential environmental issues, mitigations, risks associated with current and future environmental conditions	<p>The Project has an approved Categorical Exception under CEQA. The addition of any federal funding would require a Categorical Exclusion under NEPA and the completion of additional technical studies to support the exclusion. This would risk the timely completion of the project and jeopardize SB1 funding commitments.</p>
F5 Other: Describe any other potential risks and plans to mitigate risks	<p>While the majority of the corridor improvements are within the existing curb lines, the Project constructs new sidewalks that will require right of way acquisition. There is a risk to acquiring the right of way needed to complete the project. The County has enlisted a highly qualified consultant to implement a strategy to gain the needed right of way without resorting to eminent domain. The goal is to avoid right of way as much as possible, use temporary permits during construction where impacts are minimal, use waiver valuations to avoid the time and expense of appraisals, offer incentive payments, and offer accelerated offers-by-mail. This approach has proven successful on similar projects to reduce right of way acquisition risk.</p>





C.i. Capital Projects: Schedule, Cost and Funding Summary

Non-infrastructure projects/programs - see NI tab

Project Title:	Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project
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Project Schedule/Milestone	Date
Project Cost Estimates/Scope Developed	
Begin Environmental (PA&ED) Phase	09/18/19
Circulate Draft Env. Document Document Type Categorical Exception	09/18/19
Draft Project Report	09/18/19
End Environmental Phase (PA&ED Milestone)	09/18/19
Begin Design (PS&E) Phase	06/08/21
End Design Phase (Ready to List for Advertisement Milestone)	11/30/22
Begin Right of Way Phase	06/01/21
End Right of Way Phase (Right of Way Certification Milestone)	11/30/22
Begin Construction Phase (Contract Award Milestone)	03/01/23
End Construction Phase (Construction Contract Acceptance Milestone)	11/01/24
Begin Closeout Phase	12/01/24
End Closeout Phase (Closeout Report)	05/01/25

Project Cost Summary/Funding Information

Total Project Cost (\$1,000s) - AUTO FILLS (do not enter numbers here)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	2,623	0	0	0	0	0	2,623
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	0	0	0	0
R/W	0	710	0	0	0	0	0	710
CON	0	0	23,741	0	0	0	0	23,741
TOTAL	0	3,333	23,741	0	0	0	0	27,074

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC								SCCRTC is expected to consider proposals for new RTC Discretionary funds at its December 2021 meeting We request that these be state or regional funds. Federal funds will cause project delays for additional studies under NEPA
Fiscal Year									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			5,500					5,500	
TOTAL	0	0	5,500	0	0	0	0	5,500	



Fund No. 2: Santa Cruz County									Committed
Component									Santa Cruz County
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)								0	
PS&E		2,623						2,623	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W		710						710	
CON			1,778					1,778	
TOTAL	0	3,333	1,778	0	0	0	0	5,111	

Fund No. 3: State SB1 LPP - Local Partnership Program - Competitive Program									Committed?
Component									Cycle 2 request. SCCP Funds
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			1,596					1,596	
TOTAL	0	0	1,596	0	0	0	0	1,596	

it concerns me they don't show they know they only got SCCP...

Fund No. 4: State SB1 SCCP - Solution for Congested Corridors Program									Committed?
Component									Cycle 2 request. Either LPP or SCCP Funds
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			14,867					14,867	
TOTAL	0	0	14,867	0	0	0	0	14,867	





C.ii. Detailed Cost Estimate - Capital Projects

Project Title: Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project						
No.	Engineer's Estimate					
1	Environmental Studies and Permits					
2	Plans, Specifications, and Estimate					\$2,623,000
	RIGHT OF WAY					
3	Right of Way Acquisition					\$709,777
4	Right of Way Support					\$0
5	Utility Relocation (exclude if included in construction)					\$0
	TOTAL RIGHT OF WAY COMPONENT COST					\$709,777
	CONSTRUCTION (update items to match actual items for project)					
	Description (unhide rows to see detailed estimate)	Unit	Quantity	Unit Price	Cost	Total
6	STRUCTURE ITEMS					\$ 100,000
	ROADWAY ITEMS					
7	SECTION 1: EARTHWORK					\$ 433,000
8	SECTION 2: PAVEMENT STRUCTURAL SECTION					\$ 3,608,266
9	SECTION 3: DRAINAGE					\$270,800
10	SECTION 4: BARRIERS, RETAINING WALLS & HARDSCAPE					\$3,373,323
11	SECTION 5: ENVIRONMENTAL MITIGATION, LANDSCAPE & NPDES					\$342,800
12	SECTION 6: TRAFFIC ITEMS					\$6,567,684
	<i>6A: Traffic Electrical</i>					
	<i>Subtotal Traffic Electrical</i>					\$ 4,765,445
	<i>6B: Traffic Signing & Striping</i>					
	<i>Subtotal 6B: Traffic Signing & Striping</i>					\$ 932,239
	<i>6C: Stage Construction & Traffic Handling</i>					
	<i>Subtotal 6C: Stage Construction & Traffic Handling</i>					\$ 870,000
13	SECTION 7: DETOURS					\$0
14	SECTION 8: MINOR ITEMS					\$729,800
15	SECTION 9: MOBILIZATION					\$1,532,600
16	SECTION 10: SUPPLEMENTAL WORK					\$0
17	SECTION 11: STATE FURNISHED MATERIALS & EXPENSES					\$0
18	SECTION 12: TIME RELATED OVERHEAD					\$0
	SUBTOTAL CONSTRUCTION ITEMS					\$16,958,273
	CONSTRUCTION MANAGEMENT, SUPPORT, INSPECTION					\$2,543,741
	CONTINGENCY (25%)					\$4,239,568
	TOTAL CONSTRUCTION COST					\$23,741,582
	Escalation Rate Used:				0%	0
Total Cost						\$ 27,074,359



E. Certification and Assurances - After reading each item, initial and sign to certify your agency agrees to each.

Project Title:

Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project

INITIALS

As authorized representative for my agency, I 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 projects and to finance, acquire, construct, and/or implement the proposed project;

initial

2 This project is among the highest priorities for this agency;

initial

3 The proposed transportation investments have received the full review and vetting required by law;

initial

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 4 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;

initial

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 5 Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;

initial

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;

initial

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;

initial

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;

initial

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

initial

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;

initial

11 The agency will commit the funds necessary to ensure this project is fully funded.

initial

Implementing Agency Representative:

Signed

[Signature]

Date

9/29/21

Printed (Name and Title)

Matt Machado, Deputy CAO/ Director of Public Works

Implementing Agency

County of Santa Cruz



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

MATT MACHADO
 DEPUTY CAO
 DIRECTOR OF PUBLIC WORKS

LAPG Exhibit 25-K: Local Road Rehabilitation Project Certification

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

Date: 9/30/21

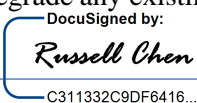
The County of Santa Cruz submits the following local road rehabilitation project for certification that the project is in compliance with California Transportation Commission guidelines.

Project Description: Project will consist of cape sealing the existing pavement and minor digouts at spot location to extend the useful life of the roadway on Soquel Avenue & Soquel Drive between La Fonda Way and State Park Drive. The project also includes buffered/protected bike lanes, green bike boxes, sidewalk gap closures, ADA ramps, crosswalk upgrades, and traffic signal upgrades.

<u>Street/Road</u>	<u>From</u>	<u>Local Road Facility</u>	PPNO	<u>Rehabilitation Strategy</u>	<u>Service Life</u>
<u>Soquel Avenue & Soquel Drive</u>	La Fonda Way to State Park Drive	5.6 Centerline Miles Pavement, drainage		Cape Seal	10 Years

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 II-D-9: "Eligibility of Rehabilitation Projects" of the Procedures for Administering Local Agency Grant Projects in the State Transportation Improvement Program.
- 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 year 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. (Attach PMS certification if appropriate).
- The work does not degrade any existing safety or geometric aspect of the facility.

City/County Signature:  Title: Senior 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

MATT MACHADO
DEPUTY CAO
DIRECTOR OF PUBLIC WORKS

LAPG Exhibit 25-L: Pavement Management System (PMS) Certification

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

Date: 9/30/21
PPNO: TBD

Project Description: Soquel Avenue/Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project

Project will consist of cape sealing the existing pavement and minor digouts at spot location to extend the useful life of the roadway on Soquel Avenue & Soquel Drive between La Fonda Way and State Park Drive. The project also includes buffered/protected bike lanes, green bike boxes, sidewalk gap closures, ADA ramps, crosswalk upgrades, and traffic signal upgrades.

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 City/County jurisdiction.
Centerline miles: 586
Total lane miles (or equivalent units): 1,189
The last update of the inventory was completed: May 2018
- Identification of sections of pavement needing rehabilitation:
Total lane miles (or equivalent units): 925
- Estimate of the cost to rehabilitate deficient sections: \$ 490,000,000
- A procedure to identify rehabilitation strategies that are cost effective:

The County uses 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 of that section.

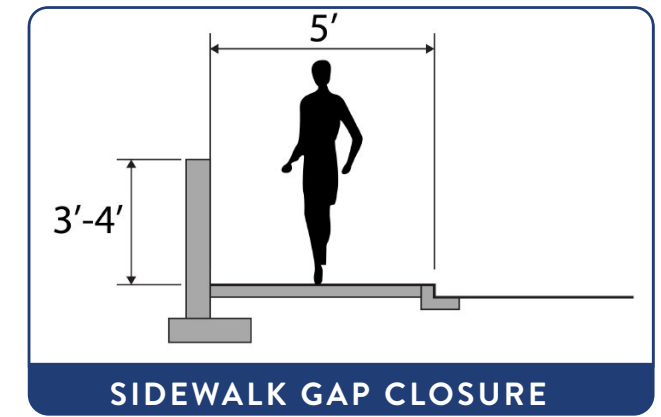
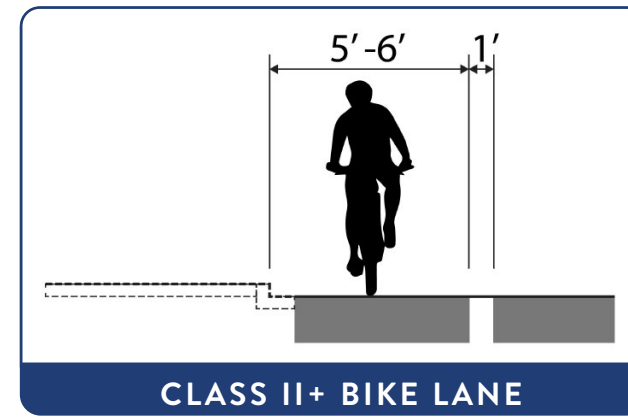
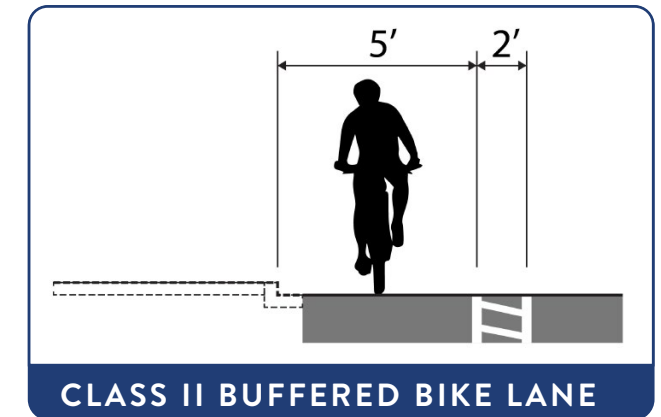
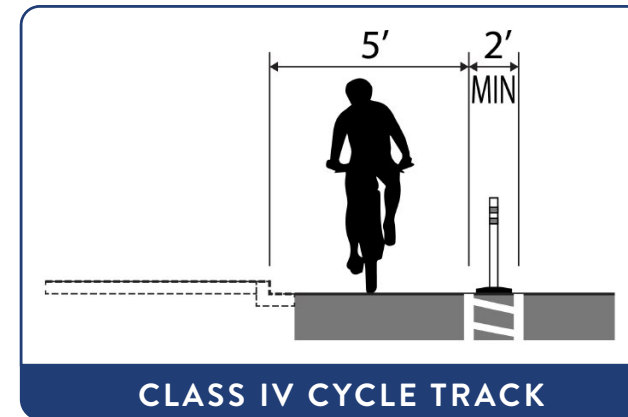
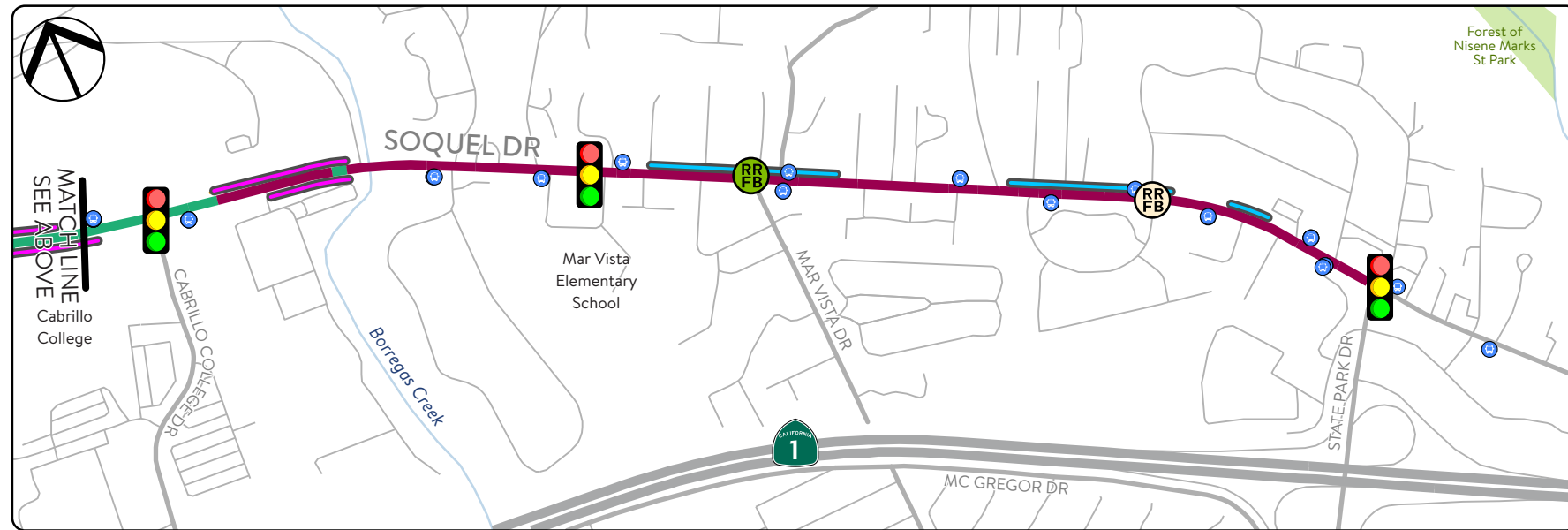
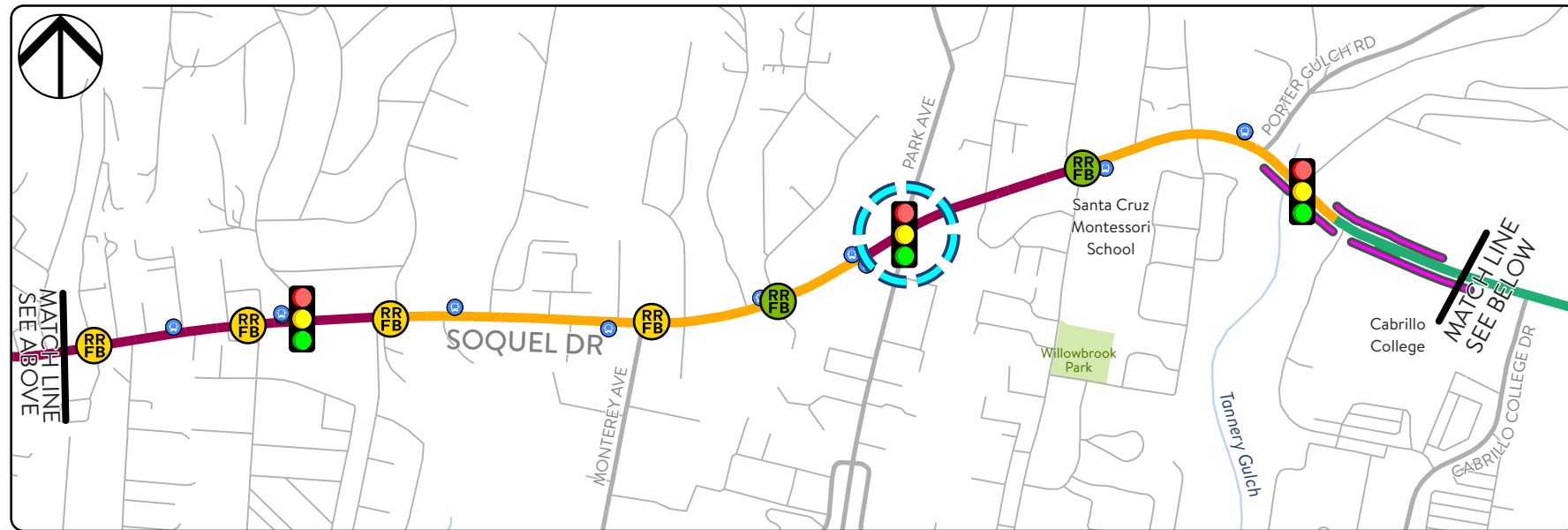
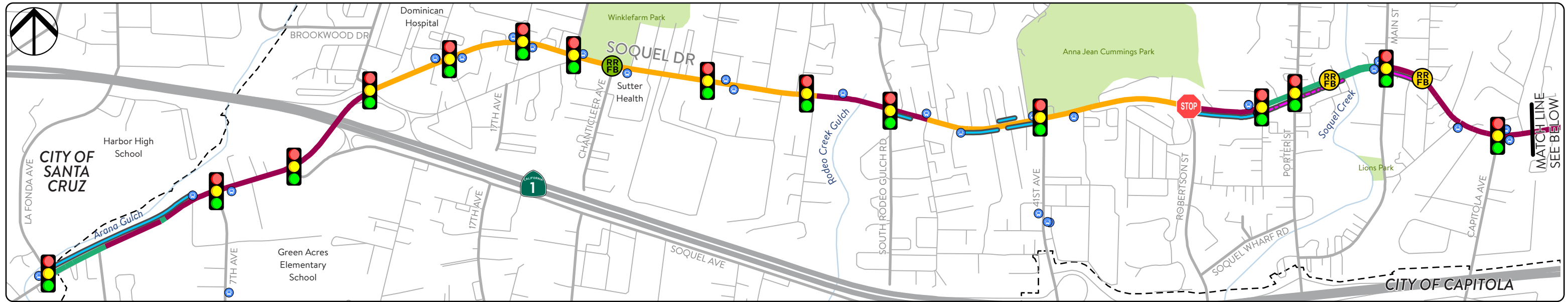
You may direct any questions regarding the system to Russell Chen at 831-454-2160

Signature Russell Chen Title: Senior Civil Engineer



APPENDIX I: Project Overview





LEGEND

- Santa Cruz Metro Bus Stop
- Signalized Intersection
- Stop-Controlled Intersection
- Consider protected intersection treatment to prevent right-turn conflicts with bikes
- Install RRFB at existing crossing
- Install RRFB at new crossing
- Existing crossing with RRFB
- Install RRFB at new crossing
- Sidewalk Gap Closure
- On-Street Parking

Proposed Bike Routes

- Class II
- Enhanced Class II
- Class IV / Buffered Class II



APPENDIX II: Project Photographs





Lack of sidewalks along Soquel Drive



Retaining wall and fencing



High speed vehicle turn movement at Highway 1



Non-continuous sidewalks





Existing midblock crossing to be upgrade



Lack of ADA compliant curb ramp



Lack of sidewalks



Pavement distress

