

*2021 Santa Cruz County
Regional Transportation Grants Program*

PROJECT APPLICATION PACKAGE FOR

**SOQUEL SAN JOSE RD/ PORTER ST
SOQUEL DRIVE TO LAUREL GLEN RD**

**ROAD RESURFACING &
MULTIMODAL IMPROVEMENTS**



COUNTY OF SANTA CRUZ
DEPARTMENT OF



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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		N/A	
Project Title			
Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements			
Brief Description/Scope of Work (attach extra pages to fully describe scope)			
This project involves pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. The construction method used shall be isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge. This road segment was originally part of CO83 "Hwy 17 to Soquel Corridor" approved in the 2018 RTIP, this road segment was omitted from that project due to insufficient funds.			
Location, Limits, Length (attach map(s)/photos on separate tab)			
Location/Limits: Soquel San Jose Rd (Paper Mill Rd to Laurel Glen Rd) - 3.15 Miles Porter Street (Soquel Drive to Paper Mill Rd) - 0.18 Miles Total Length: 3.33 Miles			
Roadway Functional Classification: (if applicable) 4-Minor Arterial			
Summary of Project Benefits, Purpose and Need			
(See Response in Section B)			
Funds Requested	\$1,540,000	Total Project Cost	\$1,716,638
		Estimated # of Daily Users	15,380
Was project previously programmed for funds by RTC?		No	RTIP ID N/A
Project Cost by Mode (list approximate percentage of total project costs)			
Mode	% of Total Cost		
Pavement Preservation (rehab, overlay, etc.)	67%		
Road-Auto serving (not rehab)			
Bicycle	33%		
Pedestrian			
Transit			
Transportation System Management (TSM)			
Transportation Demand Management (TDM)			
Other:	100%		
Priority	Project is priority #	1 of	5 applications submitted
Contact Name	Phone	E-mail Address	
Casey Carlson	(831) 454-2160	Casey.Carlson@santacruzcounty.us	

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 regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See **Attachment 2** of the call for projects for examples of type of information to demonstrate benefits.

Project Title:	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements
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Generally, what are the benefits of this project?

(ex. goal/purpose/benefit of project; problem to be addressed; importance to the community)

State Highway 17 to State Highway 1 is the primary North/South commute route for the County, Soquel San Jose Road is a cut through route which bypasses this route taking traffic directly from the Summit Rd exit of Highway 17 to the Porter Street Exit of Highway 1 in Soquel. Soquel San Jose Road was the former Highway of this region, it serves a high volume of commute traffic on a normal day, and during emergencies when Highway 17 is blocked it becomes the primary bypass route of Highway 17. Class 2 Bike Lanes are present on the section closer to Soquel and the remainder of the road is a Class 1 Bike Lane. This route provides access to commuters, cyclists, residents, emergency response vehicles, Mountain School, Soquel High School, Soquel Cal Fire Station, St. Claire’s Retreat, Anna Jean Cummings Park, the communities of Happy Valley and Soquel, and is a vital thoroughfare connecting Highway 17 to Soquel. This project will extend the life of this road so that it may continue to benefit the community.

	Benefit Category <i>(see Attachment 2 of Call for Projects for additional information and supporting data)</i>	How does this project address any of the following? <i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write “N/A”.</i>
1	Safety (reduce fatal or injury collisions)	Project will improve road surface which will benefit all vehicles including cyclists and emergency surfaces and install new striping which will improve visibility. Will also provide improved multimodal striping in the Soquel Village area.
2	System preservation (maintain existing transportation infrastructure, service, or program)	Will improve pavement condition of existing roadway to extend the useful life of this facility.
3	System Performance	Improvements to the pavement surface will enhance ride quality for all users and reduce vehicle wear. Multimodal striping improvements in the Soquel Village area will enhance system performance for bikes and active transportation.
3a	Reduce emissions and/or vehicle miles traveled	N/A
3b	Improve travel times, travel time reliability; reduce delay	N/A
3d	Improve freight or goods movement efficiency	Improved ride Quality & striping visibility.
4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)	Multimodal striping improvements in the Soquel Village area will enhance system performance for bikes and active transportation.

5	Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	Resurfacing & restriping of bike lanes and Multimodal striping improvements in the Soquel Village area will benefit bikes and active transportation.
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	Resurfacing & restriping of bike lanes and Multimodal striping improvements in the Soquel Village area will benefit bikes and active transportation.
5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	N/A

Additional Considerations in Project Evaluation:

A.	RTP Consistency: If project is included in the 2040 or Draft 2045 Regional Transportation Plan (RTP) Project List, list RTP Project Number	Was originally a part of CO 83 but was removed from that project due to funding constraints. Will resurface & restripe existing bike lanes and make multimodal striping improvements near Soquel Village, which is consistent with elements of CO P36 & CO P26r
B.	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements	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. Multimodal improvements are also planned as part of this project to serve active transportation users.
C.	Consistency with other plans. What other plans is this project listed in, if any?	N/A
D.	Public engagement: How was this project determined to be a priority? What outreach will occur during 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, we work with each district supervisor to determine top priorities for their district.
E.	Scale of Benefits- How many users are expected to use the facility, service or program? What is the source of this estimate?	An estimated 15,380 vehicles are served by this route. No data is available for number of bikes or pedestrians served.
F.	Potential Risks (and plans to mitigate them)	
F1	Funding - Is this project fully funded?	Yes, local match is available to cover full grant request.
	How will potential cost increases be funded?	Cost increases will be dealt with either by truncating project scope or limits, or by increasing use of local funds (if available).
F2	Schedule: Describe any potential delays to schedule	None.

F3	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	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 perform this work and can schedule the work for summer as soon as grant funds are available.
F4	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	None.
F5	Other: Describe any other potential risks and plans to mitigate risks	N/A

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

Non-infrastructure projects/programs - see NI tab

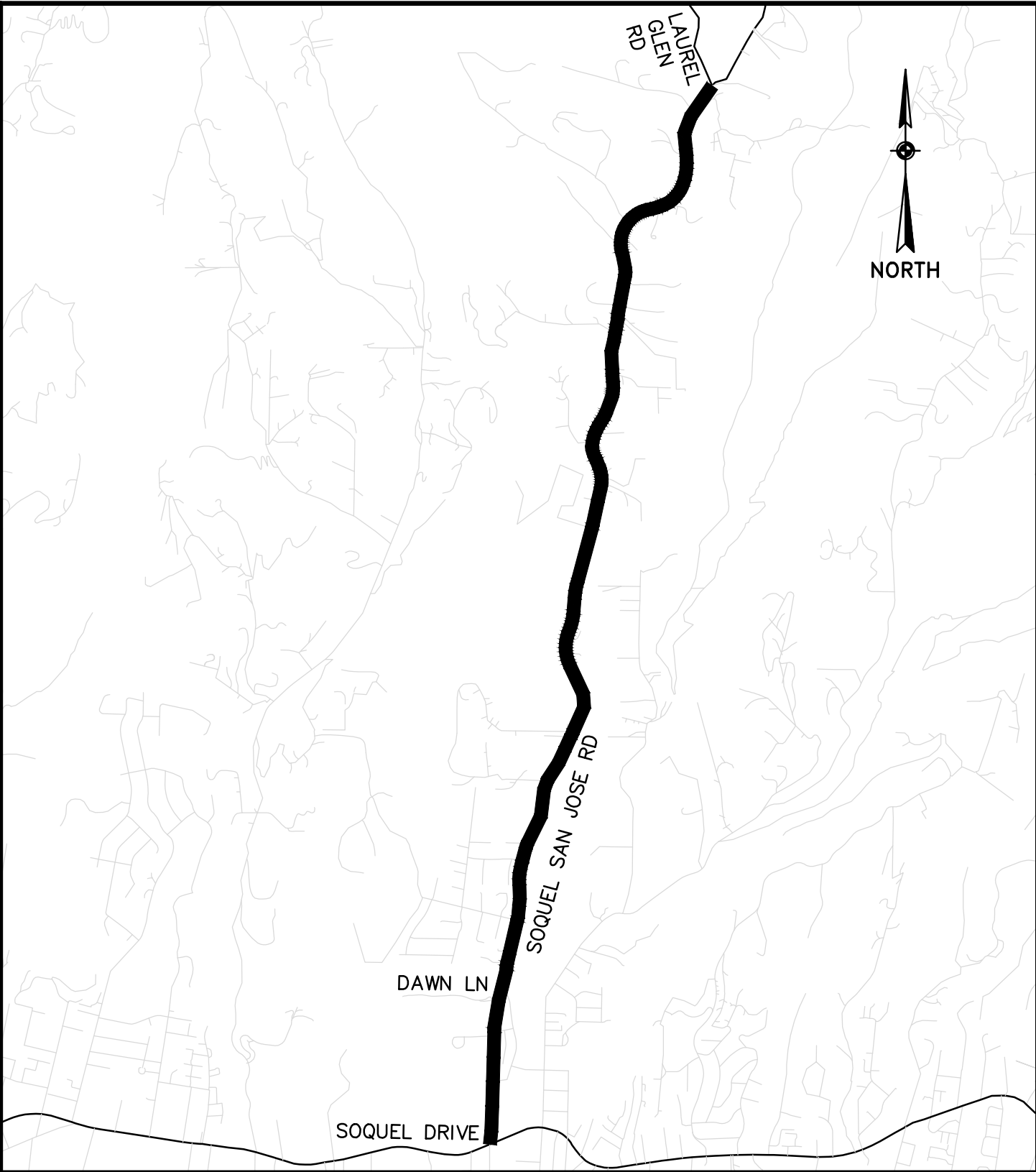
Project Title:	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements
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Project Schedule/Milestone		Date
Project Cost Estimates/Scope Developed		09/27/21
Begin Environmental (PA&ED) Phase		09/27/21
Circulate Draft Environmental Document	Document Type CAT-EX	11/15/21
Draft Project Report		11/15/21
End Environmental Phase (PA&ED Milestone)		12/17/21
Begin Design (PS&E) Phase		01/17/22
End Design Phase (Ready to List for Advertisement Milestone)		04/15/22
Begin Right of Way Phase		03/14/22
End Right of Way Phase (Right of Way Certification Milestone)		04/15/22
Begin Construction Phase (Contract Award Milestone)		07/11/22
End Construction Phase (Construction Contract Acceptance Milestone)		10/24/22
Begin Closeout Phase		10/24/22
End Closeout Phase (Closeout Report)		12/19/22

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	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	
CON	0	0	1,716,638	0	0	0	0	1,716,638	
TOTAL	0	0	1,716,638	0	0	0	0	1,716,638	

Fund No. 1: NEW FUNDS REQUESTED FROM RTC									SCCRTC is expected to consider proposals for new RTC Discretionary funds at its December 2021 meeting
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			1,540,000					1,540,000	
TOTAL	0	0	1,540,000	0	0	0	0	1,540,000	

Fund No. 2: LOCAL FUNDS									note funding status here
Component									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)								0	Local funding sources are available, will be allocated to project upon award of grant
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			176,638					176,638	
TOTAL	0	0	176,638	0	0	0	0	176,638	



**SOQUEL SAN JOSE ROAD/ PORTER ST
LAUREL GLEN ROAD TO SOQUEL DRIVE**

2021 CONSOLIDATED REGIONAL TRANSPORTATION GRANT VICINITY MAP	DESIGN: CRC	DATE: 9/1/21	SHEET D1
	DRAFTING: CRC	SCALE: 1"=2000'	
	CHECKED:	JOB NO: -	

Part D – Site Photos (Soquel San Jose Road)



Part D – Site Photos (Soquel San Jose Road)



Part D – Site Photos (Soquel San Jose Road)



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

Project Title: **Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Imp.**


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;
- 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; 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;
- 4 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;
- 5 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;
- 6 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;
- 7 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;
- 8 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
- 9 The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;
- 10 The agency will commit the funds necessary to ensure this project is fully funded.
- 11

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Implementing Agency Representative:

Signed  Date 9/28/21
Printed (Name and Title) **Matt Machado, Deputy CAO/ Director of Public Works**
Implementing Agency **County of Santa Cruz**

Project Sponsor – if different

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

MATT MACHADO
 DEPUTY CAO
 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 : 9/21/21

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: Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements
 Project will consist of Asphalt Digouts, Cape Seal, and restriping of project roadways on the following road segments:

- Soquel San Jose Rd (Paper Mill Rd to Laurel Glen Rd)
- Porter Street (Soquel Drive to Paper Mill Rd)

Street/Road (Noted Above)	From: (Noted Above) To: (Noted Above)	Local Road Facility Pavement Preservation	PPNO TBD	Rehabilitation Strategy Rubberized Cape Seal	Service Life (Years) 10

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: 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

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(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

MATT MACHADO
DEPUTY CAO
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 : 9/21/21
PPNO: TBD

Project Description: Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements
Project will consist of Asphalt Digouts, Cape Seal, and restriping of project roadways on the following road segments:

- Soquel San Jose Rd (Paper Mill Rd to Laurel Glen Rd)
- Porter Street (Soquel Drive to Paper Mill Rd)

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 586
Total lane miles (or equivalent units) 1189
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 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 at (831) 454-2160.
(Name) (Phone No.)

Signature  Title: Senior Civil Engineer