

*2023 Santa Cruz County
Regional Transportation Grants Program*

PROJECT APPLICATION PACKAGE FOR

**GREEN VALLEY RD
MULTI-USE PATH PROJECT**

GREEN VALLEY RD



APPLICATION CONTENTS

- A. Project Information
- B. Project Benefits/ Evaluation Criteria
- C. Schedule, Cost, Funding, & Estimate
- D. Project Vicinity Map/ Site Photos
- E. Certification and Assurances

APPLICATION/PROJECT PROGRAMMING REQUEST

A. PROJECT INFORMATION					
Applicant/Implementing Agency			Public Agency Sponsor (if different)		
County of Santa Cruz			N/A		
Project Title					
The Green Valley Road Multi-Use Trail (GVR MUT) Project					
Brief Description/Scope of Work (attach extra pages to fully describe scope)					
The GVR MUP Project will replace a dilapidated pedestrian trail with a pervious, two-way, multi-use trail to provide a safe, accessible connection between the City of Watsonville and Santa Cruz unincorporated counties to nearby schools, parks, social services, and numerous transit stops. The 2-mile long path will be 10' in width and will be protected by a landscaped buffer or bioswale, containing native and drought tolerant plans. The project will upgrade 5 METRO bus stops with shelters and one more with an accessible landing, all upgrades will include trash receptacle.					
Location, Limits, Length (attach map(s)/photos on separate tab)					
Location/Limits: Along Green Valley Road from Holohan Road to Mesa Verde Drive					
Total Length: 2 miles					
Roadway Functional Classification:			Select If Applicable		
Summary of Project Benefits, Purpose and Need					
The core purpose for the GVR MUP Project is to provide a safe and accessible path of travel through the Watsonville and County of Santa Cruz communities, while also instilling community pride through education, beautification, and greening. There are three tracts/blocks within the project area that are designated as underserved, and Amesti Elementary School has a Free/Reduced Lunch program attendance of 87.2%. The multi-use path will provide much needed bike and pedestrian connection for the underserved residents. The Green Valley Road corridor is heavily trafficked, both by vehicle and multi-modal users. However it is currently dangerous for pedestrians and cyclists; the corridor has had 3 severe injuries and a fatality. Furthermore, the existing "path" is largely unpaved and uneven, leading it to look more like a roadside ditch. Because of this lack of clear purpose, the site currently					
Funds requested	\$3,000,000	Total Project Cost	\$8,916,097	Estimated # of Daily Users	
Are you able/willing to receive federal funds?		Maybe			
Was project previously programmed for funds by RTC?		No		RTIP ID	
Project Cost by Mode (list approximate percentage of total project costs)					
Mode			% of Total Cost		
Pavement Preservation (rehab, overlay, etc.)					
Road-Auto serving (not rehab)					
Bicycle			48%		
Pedestrian			48%		
Transit			5%		
Transportation System Management (TSM)					
Transportation Demand Management (TDM)					
Other:					
Total			100%		
Priority	Project is priority #	1	of	8	applications submitted
Contact Name		Phone		E-mail Address	
Russel Chen		(831) 454-2149		Russell.Chen@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:		The Green Valley Road Multi-Use Trail (GVR MUT) Project
Generally, what are the benefits of this project?		
The Green Valley Road Multi-Use Trail (GVR MUT) Project Area is along Green Valley Road (GVR) from Holohan Road to Mesa Verde Drive. Green Valley Road spans from the City of Watsonville at Holohan Road to the south, into Santa Cruz' unincorporated counties to the north, specifically Freedom, Amesti, and Corralitos. Green Valley Road is the only direct route from the City of Watsonville into the unincorporated counties: no parallel routes exist		
Benefit Category (See Attachment 2 of Call for Projects for additional information and sample supporting data)		How does this project address any of the following? Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".
1	Safety and Collisions (reduce fatal or injury collisions)	<p>The Green Valley Road Multi-Use Trail Project will install a multi-use trail that will be separated from traffic and increase the overall access along the corridor for users of all ages and abilities. The posted speed on Green Valley Road is 35 mph, however actual speeds are as high as 46 mph. This corridor was tragically the site of a recent cyclist fatality in December of 2021. According to Statewide Integrated Traffic Record System (SWITRS), there have been five reported bike and pedestrian collisions from 2017-2021, including one fatality and three resulted in severe injury. As many residents and school-age children walk and bike along the corridor out of necessity, there is a strong safety need for this project.</p> <p>There are many gaps where pedestrians are forced to walk in dirt or on the paved shoulder. The existing pedestrian path along Green Valley Road contains portions that are concrete (see Existing Conditions, Locations A, B, D, E, H, J, K, N, O), asphalt (Locations F, G, I, L, and P), and others that are merely dirt (Locations C, M, P, and Q). Even the paved portions are in varying degrees of dilapidation, including sidewalk upheave from tree roots and non-compliant sidewalk cross slopes. The project will construct a protected, multi-use path to close the gaps in the pedestrians and bicyclists. The project also includes a variable width landscaped buffer that will be filled with drought tolerant and/or native plants. Not only will this buffer increase the pervious area and beautify the space, it will serve as a safety measure by separating the path from traffic and clearly defining the path route.</p> <p>The GVR MUP project will install upgrades to six SCMST bus stops along the corridor, providing a better sense of safety and security. Each of the upgrades will include trash receptacles that will be maintained by SCMST (see Bus Stop Upgrade Exhibit).</p>
2	System Preservation / Infrastructure Condition (maintain existing transportation infrastructure, service, or program)	Project will construct a protected, multi-use path to close the gaps in the pedestrian/bicycle route along Green Valley Road. The project will increase the percentage of facilities in good repair, specifically the sidewalk and transit stops along the corridor.
3	System Performance	Will improve the safety and connectivity for pedestrians and bicyclists, enhancing public health and promoting community connectivity,
3a	Reduce Emissions and/or Vehicle Miles Traveled	The project will improve the safety and connectivity for pedestrians, bicyclists, and transit users, thus increasing the percentage of trips made via alternative transportation. This important gap closure project will encourage mode shift in the community. Similarly, the increase in active and transit ridership will reduce overall greenhouse emissions.
3b	Improve travel times, travel time reliability; reduce delay	N/A
3d	Improve freight or goods movement efficiency	N/A

4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)	<p>The Green Valley Road Multi-Use Path (GVR MUP) Project Area is along Green Valley Road (GVR) from Holohan Road to Mesa Verde Drive. Green Valley Road spans from the City of Watsonville at Holohan Road to the south, into Santa Cruz' unincorporated counties to the north, specifically Freedom, Amesti, and Corralitos. Green Valley Road is the only direct route from the City of Watsonville into the unincorporated counties; no parallel routes exist.</p> <p>In addition to a local road, the project area includes three schools, three parks, and 36 transit stops. The multi-use path will be located on the west side of GVR from Holohan Road to Arroyo Drive, and on the east side of GVR from Arroyo Drive to Mesa Verde Drive. The path will be highly visible as GVR is a well-traveled local road with numerous transit routes. The path will provide a significant gap closure and be highly accessible to the public and will serve as a main bike and pedestrian corridor to increase access for persons with limited mobility, pedestrians, cyclists, and transit users.</p> <p>The Ecology Action managed Walking School Bus (WSB) at Amesti Elementary School and the Community Walking program will emphasize and promote the new multi-use path infrastructure. The non-infrastructure portions of the project have been funded through the Clean CA Local Grant Program.</p>
5	Public Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	<p>The Santa Cruz County's 2017 Vision Zero report reveals that 54% of serious crashes occur on just 6% of County roads. More than half of these high-crash roads are found in low income neighborhoods. Unfortunately, Green Valley Road is one of these high-crash roads in need of infrastructure and community enhancements. The GVR MUP project connects disadvantaged communities (see Disadvantage Community Map) with Amesti Elementary school, Sequoia High School, and three community parks. The GVR MUP directly impacts each of the underserved communities identified below. The project encourages more walking and biking within the disadvantaged community, which will directly benefit the overall public health. Furthermore, within 1/4 mile the path connects high density residences (apartments and senior centers) to places of work, social services (adult education, school offices), cultural centers (2 churches), medical facilities, and community parks (See Community Connectivity Map). One of the high density residences is Schapiro Knolls Low-Income Housing; to be eligible, residents' household income must be 30% to 50% of the Area Median Income. The 88-unit complex houses over 300 people, mostly low-wage workers who labor in agriculture and hospitality.</p>
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	<p>Amesti Elementary School is within the project area and will be directly and intentionally benefitted by the project improvements. Based on 2019/2020 data, 87.1% of students in attendance are eligible for the FRPM program. Many of the families with children enrolled at Amesti Elementary labor in the agricultural fields adjacent to Green Valley, as reported by teachers at the school.</p> <p>The multi-use path will approach Amesti Elementary both from the north and south, terminating at the intersection of Green Valley Road and Amesti Road near the school's entrance. The County will be implementing enhanced pedestrian safety measures (mainly RRFB's) at the intersection to facilitate safe crossing from the GVR MUP corridor to the school; these improvements have been funded through the HSIP program. Non-infrastructure educational and encouragement activities will be conducted at Amesti Elementary School, specifically education programing and outreach to kindergarten, 2nd, and 5th grade students, as well as a walking school bus program. The non-infrastructure portions of the project have been funded through the Clean CA Local Grant Program.</p>

5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	<p>Out of financial necessity many Watsonville area residents walk and bike. A recent survey of two of the most disadvantaged census tracts within City boundary (the Clean Mobility Options Community Transportation Needs Assessment, 2021) shows that 62% of respondents within these tracts walk every day or a few times a week. In addition, nearly 20% of Spanish speaker respondents bike every day or a few times a week and nearly 60% walk or roll every day or a few times a week. Furthermore, 70% of respondents traveled within Watsonville for their daily work/school commute so there is significant need for safe, connected bike and pedestrian routes across the city. The Green Valley corridor is also an area of great need – housing primarily Latino farmworker families. The agricultural fields that residents work in ring the Green Valley southern area before GV enters the City. A quick visit to google maps captures pedestrians and cyclist all along GVR in 'street view' demonstrating an active pedestrian and bike corridor despite the hazardous conditions.</p>
5c	What percent of the population in the project area is minority or low-income?	<p>94%</p> <p>Underserved communities were identified in several ways: Free and Reduced Lunch Program Enrollment, Area Media Income, Healthy Places Index, and through the regional definitions for disadvantaged communities.</p> <p>Other areas were identified as underserved through the American Community Survey census data for Area Median Income. Each of the tracts and/or block groups considered in this analysis directly touch the project corridor. Because the unincorporated communities of Freedom, Amesti, and Interlaken have populations of less than 15,000, the Block Group designation was utilized rather than Census Tract. Of the block groups identified, two were identified as underserved: Block Group 2, Census Tract 1225, has an AMI of \$53,453; and Block Group 4, Census Tract 1225 has an AMI of \$54,844. Census Tract 1206 has a Healthy Places Index score of 24%, and it should be noted that the area closest to the project (Block Group 4, Census Tract 1106) has an extremely low AMI of just \$19,587.</p> <p>The GVR MUP immediately abuts the City of Watsonville, whose city limits end at Holohan Road, and the corridor will directly benefit Watsonville residents. The City of Watsonville is a young, migrant community with a large percentage of residents learning English. Watsonville has an Area Median Income of \$55,470. The City of Watsonville's population is 83% Latino, 37% are foreign born, 33% are under the age of 20, and 30% of adults have less than a 9th grade education.</p> <p><u>The project area also meets regional definitions of disadvantaged based on income.</u></p>
5d	Will the proposed project increase traffic in low-income and minority neighborhoods?	No
6	Climate Change and Resiliency (reduces greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita)	<p>Improvements proposed through this Project are documented to have both great need and great usage; will realize wholly aligned local, regional, and state goals to reduce non-automobile travel; reduce greenhouse gas (GHG) emissions; and increase safety, equity, and personal and community health.</p>

Additional Considerations in Project Evaluation:		
A.	RTP Consistency: If project is included in the 2045 Regional Transportation Plan (RTP) Project List, list RTP Project Number	The 2045 Regional Transportation Plan (RTP) calls for two improvement projects along Green Valley Road (GVR), both of which include pedestrian and/or bike safety upgrades. The GVR Pedestrian Safety Improvements Project was identified in 2007 as a Safe Routes to School project; the GVR MUP Project is an extended version of this previously identified SRTS Project.
B.	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements	The project will adhere to Complete Streets practices improving the level of service and comfort for pedestrians and bicyclists by providing a 10' continuous width path where limited facilities exist currently. Landscaping will also be incorporated.
C.	Consistency with other plans. What other plans is this project listed in, if any?	County of Santa Cruz Active Transportation Plan and Safe Routes to Schools Plan
D.	Public engagement: How was this project determined to be a priority? What outreach will occur during implementation?	<p>The County of Santa Cruz and Ecology Action are currently finalizing an Active Transportation Plan for the region. As part of the plan, the County held a multiuse path pop-up project on Green Valley Road in June of 2021. The Temporary Installation Survey received 156 replies: 69% of users stated that they would you like to see the temporary improvements made permanent and 48% said they would "definitely" use the facility if it were made permanent.</p> <p>Ecology Action collected responses from GVR residents through various means, including fliers, surveys, door-to-door distribution, and scoial media campaigns. The consensus from the residents was frustration at the lack of infrastructure, hesitation to let students bike or walk along the corridor because of safety concerns, and support for the proposed multi-use path. This project has been identified as a priority, not only by the County of Santa Cruz, but by the residents themselves.</p> <p>The County has had the support of the Pajaro Valley Unified School District and the community for over ten years. The project is designed to avoid unnecessarily ROW acquisition, particularly in regards to valuable farmland. As a result of the County's careful and context sensitive approach, balancing various stakeholders interests, public and private needs, there have been no objections to the project in the last decade.</p> <p>The project area and surrounding communities are comprised of severely disadvantaged populations, especially those who work in the neighboring agricultural fields. There is also a sub-population of Mixtecos, whom are indigenous people from Mexico. It can be difficult to engage the Mixteco community as communication requires both Mixteco to Spanish and Spanish to English translators.</p>
E.	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	<p>23,524 users. This numbers is based on the number of residents in the project area tracts that qualify as underserved.</p> <p>Key Community Destinations include:</p> <ul style="list-style-type: none"> · Amesti Elementary School · Pajaro Vista Senior Living · Sequoia High School · Northgate Apartments · Watsonville-Aptos Adult Education · Pinto Lake Mobile Estates · Pinto Lake City Park · Church of the Nazarene · Pinto Lake County Park · Watsonville Hispanic SDA Church · Mesa Village County Park · Valle Verde Medical Center · Harvest Moon Market · Agricultural Fields (Various) · Shapiro Knolls Low-Income Housing · 36 transit stops. · Paloma Del Mar Senior Apartments

F.	Potential Risks (and plans to mitigate them)	The County has already completed the Environmental, ROW, and PS&E Phases for the project, and is ready to begin construction once all of the funding has been secured.
F1	Funding - Is this project fully funded? What other funding has been secured for the project?	The County received the maximum award of \$5M through the State's Clean CA Local Grant Program. The total cost of the project is \$8,916,097, which will be funded through local matching funds and additional grant funding. Other funds include Measure D, County General funds, and Road Fund.
	How will potential cost increases be funded?	Cost increases have been accounted for in this request and will be covered by additional grant funds.
	Will funds programmed by RTC be used to leverage other grants? If funds are not approved by the RTC during this competitive grant cycle, will other funding be at risk of being lost?	N/A
	Is this project eligible for any other competitive grants?	Project has already received funding through the Clean CA Local Grant Program and would not be competitive for additional state funds.
F2	Schedule: Describe any potential delays to schedule	The project has completed environmental clearance, design, and ROW phases. The County is on tract to obtain a contractor to complete the construction and does not foresee any significant delays.
F3	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	The County is ready to bid the project and has staff available to complete project management during construction. The County has historically completed RTC funded projects on time.
F4	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions	Environmental clearance has already been obtained.
F5	Other: Describe any other potential risks and plans to mitigate risks	N/A

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY

Non-infrastructure projects/programs - see NI tab

Project Title:	The Green Valley Road Multi-Use Trail (GVR MUT) Project		
Project Schedule/Milestone <i>(For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)</i>	Anticipated Date	Notes on schedule (flexibility, worst-case schedule)	
Project Cost Estimates/Scope Developed	02/01/22		
Begin Environmental (PA&ED) Phase	05/01/23		
Circulate Draft Env'l Docu ^{The} _{Green} Env'l Document CEQA - CAT-EX	09/25/23		
Draft Project Report	11/13/23		
End Environmental Phase (PA&ED Milestone)	10/18/23		
Begin Design (PS&E) Phase	09/22/22		
End Design Phase (Ready to List for Advertisement Milestone)	08/17/23		
Begin Right of Way Phase	09/22/22		
End Right of Way Phase (Right of Way Certification Milestone)	08/17/23		
Begin Construction Phase (Contract Award Milestone)	04/15/24		
End Construction Phase (Construction Contract Acceptance Milestone)	12/15/24		
Begin Closeout Phase	01/08/25		
End Closeout Phase (Closeout Report)	04/19/25		

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)	100	####	0	0	0	0	0	#VALUE!
PS&E	375	####	0	0	0	0	0	#VALUE!
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	5,561	cured.	0	0	0	0	0	5,561
TOTAL	6,036	####	0	0	0	0	0	#VALUE!

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC								SCCRTC is expected to consider proposals at its December 7, 2023 meeting
Fiscal Year									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29	Total	Are there certain fund sources (e.g. federal, STIP)
E&P (PA&ED)	jects on time.							0	RSTPX/STBG funds preferred if available; however the County is open to all available funding
PS&E	een obtained.							0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON		3,000						3,000	
TOTAL	0	3,000	0	0	0	0	0	3,000	

Fund No. 2:	Clean California Local Grant Program								Funding status	
Fiscal Year										
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29	Total	Are these funds secured?	Yes
E&P (PA&ED)								0	If no, when will you know if funds are secured?	
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0	What risks are there to these funds, if any?	N/A
CON	5,000							5,000		
TOTAL	5,000	0	0	0	0	0	0	5,000		

Fund No. 3:	Local Funds - Road Fund								Funding status	
Fiscal Year										
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29	Total	Are these funds secured?	Yes

E&P (PA&ED)									0	If no, when will you know if funds are secured?	
PS&E									0		
R/W SUP (CT)									0	What risks are there to these funds, if any?	N/A
CON SUP (CT)									0		
R/W									0		
CON	120								120		
TOTAL	120	0	0	0	0	0	0	0	120		

Fund No. 4:	Local Funds - Measure D								Funding status	
	Fiscal Year								Are these funds secured?	Yes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29	Total		
E&P (PA&ED)	100							100	If no, when will you know if funds are secured?	
PS&E	300							300		
R/W SUP (CT)								0	What risks are there to these funds, if any?	N/A
CON SUP (CT)								0		
R/W								0		
CON								0		
TOTAL	400	0	0	0	0	0	0	400		

Fund No. 5:	Local Funds - County General Fund								Funding status	
	Fiscal Year								Are these funds secured?	Yes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29	Total		
E&P (PA&ED)								0	If no, when will you know if funds are secured?	
PS&E	75							75		
R/W SUP (CT)								0	What risks are there to these funds, if any?	N/A
CON SUP (CT)								0		
R/W								0		
CON	441							441		
TOTAL	516	0	0	0	0	0	0	516		

C2. ENGINEERS ESTIMATE

Replace with categories/format appropriate to your project. Shown below are examples only.

Project:	The Green Valley Road Multi-Use Trail (GVR MUT) Project				
Item No.	Engineer's Estimate				
1	Environmental Studies and Permits				\$100,000
2	Plans, Specifications, and Estimate				\$875,000
	Right of Way				
3	Right of Way Acquisition				\$0
4	Right of Way Support				\$50,000
5	Utility Relocation (exclude if included in construction)				\$100,000
	TOTAL RIGHT OF WAY COMPONENT COST				\$150,000
	Construction (update items to match actual items for project)				
	Item Description	Quantity	Units	Unit Cost	Total
6	Mobilization	1	LS	\$195,000.00	\$195,000
7	Traffic Control	1	LS	\$50,000.00	\$50,000
8	Stormwater Protection Plan	1	LS	\$6,000.00	\$6,000
9	Clearing and Grubbing	1	LS	\$10,000.00	\$10,000
10	Construction Area Signs	1	LS	\$5,000.00	\$5,000
11	Erosion Control	1	LS	\$5,000.00	\$5,000
12	Permeable Pavement (includes base)	48184	SF	\$35.00	\$1,686,440
13	Landscape Buffer	30960	SF	\$12.00	\$371,520
14	Hot Mix Asphalt	1115.27	TON	\$150.00	\$167,290
15	Aggregate Base	637.159	CY	\$100.00	\$63,716
16	Flow-Thru Bioswale	15496	SF	\$65.00	\$1,007,240
17	Combined Pedestrian and Bike Ramps	6	EA	\$5,000.00	\$30,000
18	Bus shelter	5	EA	\$16,500.00	\$82,500
19	Bus Landing (Sidewalk)	120	SF	\$25.00	\$3,000
20	PCC Sidewalk	2171	SF	\$20.00	\$43,420
21	Trees (24" Box)	10	EA	\$1,000.00	\$10,000
22	Median Curb (along AC Path at roadway)	5225	LF	\$50.00	\$261,250
23	Pin-on Curb (along inside of AC Path)	5225	LF	\$15.00	\$78,375
24	Art Installations	1	EA	\$76,500.00	\$76,500
25					\$0
26					\$0
27					\$0
28					\$0
	SUBTOTAL CONSTRUCTION ITEMS				\$3,957,251
	CONTINGENCY			5.0%	\$197,863
	TOTAL CONSTRUCTION COST				\$4,155,113
	Escalation Rate Used:			%	
Total Cost					\$ 5,280,113.34

E. CERTIFICATION AND ASSURANCES

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:

Project:	Green Valley Rd Multi-Use Path Project	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	<i>[Handwritten initials]</i>
2	This project is among the highest priorities for this agency;	<i>[Handwritten initials]</i>
3	The proposed transportation investments have received the full review and vetting required by law;	<i>[Handwritten initials]</i>
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;	<i>[Handwritten initials]</i>
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;	<i>[Handwritten initials]</i>
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;	<i>[Handwritten initials]</i>
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;	<i>[Handwritten initials]</i>
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;	<i>[Handwritten initials]</i>
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;	<i>[Handwritten initials]</i>
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;	<i>[Handwritten initials]</i>
11	The agency will commit the funds necessary to ensure this project is fully funded.	<i>[Handwritten initials]</i>

Implementing Agency Representative:

Signed *[Handwritten Signature]* Date 10/25/23
 Printed (Name and Title) Matt Machado, Deputy CAO/Director of Community Development and Infrastructure
 Implementing Agency County of Santa Cruz