

## APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION					
<b>Applicant/Implementing Agency</b>			<b>Public Agency Sponsor (if different)</b>		
City of Santa Cruz					
<b>Contact Name</b>	<b>Phone</b>	<b>E-mail Address</b>			
Claire Gallogly	(831) 420-5107	<a href="mailto:cgallogly@santacruzca.gov">cgallogly@santacruzca.gov</a>			
<b>Project Title</b>					
Bay Paving					
<b>Agency Priority Number (e.g. 1 of 3)</b>			2		
<b>Description and Scope of Work (attach extra pages to fully describe scope)</b>					
Repave Bay Street between Mission Street and Escalona Drive, inclusive paving and concrete work within the roadway.					
<b>Location, Limits, Length (attach map(s)/photos separately)</b>					
Bay Street between Mission Street and Escalona Drive in the City of Santa Cruz					
<b>Roadway Functional Classification</b> <small>(see Caltrans map <a href="#">link</a>):</small>		3-Other Principal Arterial			
<b>Summary of Project Benefits, Purpose and Need</b>					
Increase PCI of roadway from 67 to 100.					
<b>Funds requested</b>	\$2,191,806	<b>Total Project Cost</b>	\$2,475,778	<b>Estimated # of Daily Users</b>	11,000
<b>Are you able/willing to receive federal funds?</b>		Yes			
<b>Was project previously programmed for funds by RTC?</b>			No	<b>RTIP ID</b>	
<b>Project Cost by Mode (list approximate percentage of total project costs)</b>					
<b>Mode</b>		<b>% of Total Cost</b>			
Pavement Preservation (rehab, overlay, etc.)		80%			
Road-Auto serving (not rehab)					
Bicycle		10%			
Pedestrian		10%			
Transit					
Transportation System Management (TSM)					
Transportation Demand Management (TDM)					
Other: <i>Include description</i>					
<b>Total</b>		<b>100%</b>			

## 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.**

<b>Project Title:</b>		Bay Paving
<b>Generally, what are the benefits of this project?</b>		
<b>How does this project address any of the following criteria?</b>		<i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
1	<b>Access for All</b>	The Bay Corridor is a primary route north-south through the westside of Santa Cruz. Along the length of the corridor, transit headways are 15 minutes or better, offering excellent mobility options. The existing roadway segment is in poor condition, leading to a poor experience for those traveling on all modes. This is especially notable within the bike lane, where recent utility work has led to a very bumpy and inconsistent ride for cyclists. Repaving this entire segment will allow for a smooth surface for all roadway users. The Bay Corridor includes many destination land uses, including Bay View Elementary. Currently, the corridor is not designed to support multimodal travel options for all users, especially with low-street facilities. The envisioned design will include ADA accessible walkways and transit access, improve connectivity to key destinations, and enhance the environment for all roadway users.
2	<b>Collisions and Safety</b>	From 2019-2024, there were 17 collisions on this segment of Bay. These included 3 serious injury, 7 visible injury, and 7 complaint of pain. Ten of these were broadside collisions. Automobile right of way (37.5%) followed by unsafe speed (25%) were the primary collision factors. While this project only requests funds for the paving and concrete work, the complimentary Bay Corridor Complete Streets work will address these collisions through speed reduction measure, improved physical separation of active users from cars, and enhanced signage and striping.
3	<b>System Preservation &amp; Infrastructure Condition</b>	The existing PCI is 67. This project will improve the PCI to 100, improve the infrastructure condition, and assist in system preservation by extending the useful life of the asset.
4	<b>System Performance</b>	This corridor is a truck route. Improving the PCI on this route is important to improve the rideability and to extend the useful life of the facility. Additionally, While this project only requests funds for the paving and concrete work, the complimentary Bay Corridor Complete Streets work improves multimodal mobility and access via improved bike, pedestrian and transit facilities.
5	<b>Public Health</b>	
6	<b>Benefits to Equity Priority Communities</b>	The Bay Corridor is a primary transit route, offering 15 minute transit service connecting UCSC and Downtown Santa Cruz. This corridor will be transformed into a Complete Street, offering mobility options for people of all modes. These mobility enhancements mean that users of all ages and abilities, those that use mobility devices, that they are car free, and those that drive will all have better mobility on this corridor.
7	<b>Climate Change and Resiliency</b>	

8a	<b>Funding- Overall Funding Plan:</b> If RTC approves the requested funds, will the project be fully funded? If not, how much additional funding is needed, and what is the likelihood of securing those funds? Please provide a realistic assessment of the project's overall funding security.	Yes. This project would be complemented by secured AHSC funding for the Complete Streets elements of the overall project delivery and augmented with Gas Tax and local Measure funds.
8b	<b>Committed Funding:</b> What other funding has been secured for the project?	AHSC. Gas Tax.
8c	<b>Leveraging:</b> Will the funds you are requesting from RTC be used to leverage other grants? If so, please identify those grants and the potential funding amounts. If RTC funding is not approved, will any of this other funding be at risk of being lost?	No. Additional outside funding has already been secured.
8d	<b>Eligibility for Other Grants:</b> Is this project eligible for any other competitive grants? If so, what other grants are reasonably available for this project, and what is the status of those applications?	As a standalone paving project, no.
8e	<b>Funding for Cost Increases:</b> How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?	Gas tax and Measure funds.
8f	<b>Partial Funding:</b> If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds?	Yes
9	<b>Project Readiness and Potential Delivery Risks-</b>	
9a	<b>Schedule:</b> How quickly can the project be implemented to provide benefits to the community? Are there any potential risks that could impact the project schedule?	This project will go to construction in 2026
9b	<b>Deliverability:</b> Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	The City of Santa Cruz delivers successful paving projects on a regular basis. This project is well within the scope of our ability to deliver. Our staff is well versed in project management and delivery.
9c	<b>Environmental:</b> Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	None
9d	<b>Mitigating Risks:</b> What efforts will be undertaken to minimize risks to project implementation.	Continued project oversight and review
9e	<b>Other:</b> Describe any other potential risks and plans to mitigate risks.	None
10	<b>Consistency with Complete Streets</b> guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.	
11a	<b>Public engagement:</b> Was this project identified as a priority by the community? How was it determined to be a priority? How have residents in the project area been involved in the decision-making or project information process to date?	This project was named at a "Top 10" most important project through development of the 2017 Active Transportation Plan. The complete streets work that is separately funded will advance key multimodal mobility and safety elements. This project enhances the complete streets elements and extends the useful life of the facility.

11b	<b>Outreach:</b> Describe how the public and stakeholders were/will be engaged in the development and implementation of the project (e.g. intended outreach methods, activities, pop-up planning events; planning activities at community events; community workshops; design charrettes; online and social media, etc.)	Extensive engagement has been done for the Bay Complete Streets project. This includes a project specific Open House hosted at Bay View Elementary with bilingual staff. The Open House was noticed via direct mailers to all owners and occupants within 300' of the project. Additionally, Bay View Elementary included an invitation in their school wide email, and the after school program promoted it to parents. Bilingual staff was present for spanish speakers. Additionally, the project was featured at the Transportation and Public Works Commission Open House. This was broadly noticed, It was hosted at Holy Cross. Bilingual staff was present. The project has also been heard multiple times at Commission and Council, with robust debate and feedback. Finally, there is a project website that is regularly updated.
11c	<b>Diverse Participation:</b> How will you ensure participation from diverse and historically underrepresented members of the public in project planning? What specific outreach to low-income, BIPOC (Black, Indigenous, and People of Color), etc., residents about this project has already been conducted or is planned?	We're committed to diverse, equitable engagement. To that end, we've made sure to use bilingual staff for outreach and engagement, host events at one different days, update our website, and send direct mailers to residents. We've also partnered with Bay View Elementary to promote the project, ensuring that the family population of this Title 1 school is engaged and informed.
12a	<b>RTP Consistency:</b> If project is included in the approved 2045 or draft 2050 Regional Transportation Plan (RTP) Project List, provide RTP Project Number/title	SC-P07 and SC-P104
12b	<b>Consistency with other plans.</b> What other plans is this project listed in, if any?	CIP- projects c400809 and Active Transportation Plan
13	<b>Scale of Benefits</b> - How many users are expected to use the facility, service or program? What is the source of this estimate?	14,000 plus. Counts from November 2024 on this segment show 11,000 daily vehicles. An estimated 3,000 additional daily transit, walking, and biking users are included.

**C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY**

**Non-infrastructure projects/programs/plans - see NI tabs**

Project Title:	Bay Paving		
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		10/01/25	
Begin Environmental (PA&ED) Phase		11/01/25	
Circulate Draft Env'l Document	Env'l Document	Categorical Exemption	12/01/25
Draft Project Report		01/01/26	
End Environmental Phase (PA&ED Milestone)		02/01/26	
Begin Design (PS&E) Phase		03/01/26	
End Design Phase (Ready to List for Advertisement Milestone)		06/01/26	
Begin Right of Way Phase		N/A	
End Right of Way Phase (Right of Way Certification Milestone)		N/A	
Begin Construction Phase (Contract Award Milestone)		10/01/26	
End Construction Phase (Construction Contract Acceptance Milestone)		06/01/27	
Begin Closeout Phase		07/01/27	
End Closeout Phase (Closeout Report)		12/31/27	

Project Cost Summary/Funding Information								
Total Project Cost (\$1,000s) - <b>AUTO FILLS (do not enter numbers here)</b>								
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	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	2,476	0	0	0	0	2,476
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>2,476</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,476</b>

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC								SCCRTC to consider proposals at its November 6, 2025 meeting
Fiscal Year									
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	Are there certain fund sources (e.g. federal, STIP)
E&P (PA&ED)								0	Non federal. Due to project schedule of other funding sources, this project must complete construction by 12/31/2027
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			2,192					2,192	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>2,192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,192</b>	

Fund No. 2:	Gas Tax/Measure H								Funding status	
Fiscal Year									Are these funds secured?	Yes
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
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	What risks are there to these funds, if any?	None
R/W								0		
CON			284					284		
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>284</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>284</b>		

## C2. ENGINEERS ESTIMATE

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

<b>Project:</b>	Bay Paving				
<b>Item No.</b>	<b>Engineer's Estimate</b>				
1	Environmental Studies and Permits				\$50,000
2	Plans, Specifications, and Estimate				\$150,000
	<b>Right of Way</b>				
3	Right of Way Acquisition				\$0
4	Right of Way Support				\$0
5	Utility Relocation (exclude if included in construction)				\$0
	<b>TOTAL RIGHT OF WAY COMPONENT COST</b>				<b>\$0</b>
	<b>Construction (Update items to match actual items for project)</b>				
	<b>Item Description</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Cost</b>	<b>Total</b>
1	Mobilization	1	LS	\$ 98,077.71	\$98,078
2	Storm Water Pollution Prevention Plan (SWPPP)	1	LS	\$ 32,692.57	\$32,693
3	Traffic Control and Construction Area Signs	1	LS	\$ 163,462.84	\$163,463
4	Construction Surveying by the Contractor	1	LS	\$ 81,731.42	\$81,731
5	Cold Planing AC (4 inch)	8800	SY	\$ 20.00	\$176,000
6	PCC Curb Ramp	2000	SF	\$ 55.00	\$110,000
7	PCC Curb and Gutter	320	LF	\$ 190.00	\$60,800
8	PCC Bus Pad	895	SF	\$ 75.00	\$67,125
9	Detectable warning surface tile (Cast in Place)	120	SF	\$ 45.00	\$5,400
10	Asphalt Concrete (Type A)	2300	TON	\$ 200.00	\$460,000
11	Class 2 Aggregate Base	316	TON	\$ 600.00	\$189,600
12	Demolition and Removal	1100	SY	\$ 200.00	\$220,000
13	Subgrade Preparation	9800	SY	\$ 30.00	\$294,000
14	Clearing and Grubbing	1000	SF	\$ 10.00	\$10,000
15	Thermoplastic Striping	1	LS	\$ 100,000.00	\$100,000
					\$0
	<b>SUBTOTAL CONSTRUCTION ITEMS</b>				<b>\$2,068,890</b>
				<b>CONTINGENCY</b>	<b>10.0%</b>
	<b>TOTAL CONSTRUCTION COST</b>				<b>\$2,275,778</b>
				<b>Escalation Rate Used:</b>	<b>3%</b>
<b>Total Cost</b>					<b>\$ 2,475,778.50</b>

# Bay Paving

## Project Description

The City of Santa Cruz will repave Bay Street between Mission Street and Escalona Drive. Funds requested include those for paving and concrete work within the roadway. The existing PCI on this roadway segment ranges from 67 to 69. This improvement would increase the PCI to 100. Additionally, concrete bus pads will be included at transit stops to extend the life of the facility.

Bay Street is an arterial that provides mobility options for users of all modes. Santa Cruz METRO routes 16, 19, 19B, and 41 use this segment of Bay, offering 15 minute headways. This corridor serves a wide variety of users, including students traveling to Bay View Elementary, Mission Hill Middle, Santa Cruz High, and UCSC. The existing facility includes a Class 2 bike lane between King and Escalona. The segment between Mission and King includes a time-based Class 2 bike lane that reverts to a parking facility after 6pm and on weekends.

The proposed paving improvements will be complemented by Complete Streets improvements funded by additional secured grant funding sources. Those Complete Street improvements include protected bike lanes, transit boarding islands, intersection improvements and sidewalk accessibility improvements. The Complete Streets improvements result in a Level of Traffic Stress of 2 or better. Facilities of this type are appropriate for users of all ages and abilities.

The secured grant funds for Complete Streets elements do not include funds for paving. This application requests funds for repaving Bay Street between Mission and Escalona. Securing the paving funds proposed in this application would allow the complete streets improvements to be installed on a roadway with new pavement, leading to better a project with a longer useful life.

This paving work will be implemented concurrently with the Bay Corridor Complete Streets project. The Complete Streets design effort was previously funded by the 2023 Consolidated Call for Projects. The two projects are expected to bid in the summer 2026 construction season.

## Outreach and Engagement:

Outreach for this project has been focused on the Bay Corridor Complete Streets project. This proposed application supports that project effort, raises the PCI of the roadway from 67 to 100, and extends the life of the facility. The Bay Corridor Complete Street project has conducted extensive public outreach and engagement.

A public open house was hosted on January 22 at Bay View Elementary to solicit feedback. The meeting was noticed via direct postcard mailings to owners and occupants within 300' of Bay, physical postings along the corridor, a media push, social media postings, and promotion by Bay View Elementary School. The Open House was well attended with an estimated 80 people providing detailed feedback. Bilingual staff was present to engage in both Spanish and English. Feedback received focused on concern about parking loss, mixed feelings on left-turning restrictions, appreciation for physical separation for bicycle facilities, and questions about proposed King and Mission intersection treatments.

On February 24, 2025, the Transportation and Public Works Commission again reviewed the Bay Corridor concept designs and the feedback gathered from the January 22 Open House. TPWC was largely supportive of the overall project, with specific discussion about the importance of making the corridor work well for elementary and middle school aged youth.

The project was also presented at the March 24, 2025 Transportation and Public Works Commission Open House. This event was hosted at Holy Cross. It was heavily publicized in local media, city communications, and direct outreach. Bilingual staff was available.

Santa Cruz City Council reviewed the project and adopted design direction on April 22, 2025.

The Bay Corridor project is hosted on the city website (<https://www.cityofsantacruz.com/government/city-departments/public-works/traffic-engineering/bay-corridor-improvements>). Concept plans for the Complete Streets project that this paving project would support are posted here:

<https://www.cityofsantacruz.com/home/showpublisheddocument/102905/638729663061830000>

This project builds on the multimodal policy goals of the City of Santa Cruz to enhance multimodal access and mobility, build connected networks, and Vision Zero.

## Schedule:

Design will be complete in late Spring 2026. Construction is planned to begin in late summer 2026 and complete by end of 2027.

## Photos:



*Figure 1 Bay between Anita and King. The existing time-based bike lane will be removed and separated bike facilities will be installed with the proposed paving project.*



*Figure 2 Existing condition on Bay Street at Anthony Street*



*Figure 3 This multimodal corridor has high frequency transit service. Transit operates on 15 minute headways. The project includes concrete pads at transit stops to extend the useful life of the pavement.*



*Figure 4 Example pavement condition*



*Figure 5 Example deteriorated pavement condition. The user experience for people biking, driving, or taking transit is very bumpy here due to the pavement.*



**Exhibit 25-K: Local Road Rehabilitation Project Certification**

Date:

To: Santa Cruz County Regional Transportation Commission  
1101 Pacific Ave #250, Santa Cruz, CA 95060

The City/ 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:

<u>Street/Road</u>	<u>From Mission St/SR1 To Escalona Drive</u>	<u>Local Road Facility</u> (Pavement, drainage structure, bridge, cut slope, embankment, etc.)	<u>PPNO</u>	<u>Rehabilitation Strategy</u> (Resurfacing, chip seal, seal coat, restoration of existing facility, etc.)	<u>Service Life</u> (Years)
Bay Street	From Mission St/SR1 to Escalona Drive	Pavement		Mill and overlay	20

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 Signature:

Title:

*[Handwritten Signature]*  
*City Engineer*

*9-2-25*

**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: \_\_\_\_\_



PUBLIC WORKS DEPARTMENT  
809 Center Street, Room 201, Santa Cruz CA 95060 • 831 420-5160 • Fax: 831 420-5161

**Exhibit 25-L: Pavement Management System (PMS) Certification**  
**State Transportation Improvement Projects**

Date: 07/10/2025

To: Santa Cruz County Regional Transportation Commission  
11101 Pacific Avenue Suite 250  
Santa Cruz CA 95060

PPNO:

Project Description: Bay Paving

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

The system was developed by Metropolitan Transportation Commission (**Street Saver**) and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the City/County jurisdiction.  
Centerline miles: 134.3  
Total lane miles (or equivalent units): 271.7  
The last update of the inventory was completed: 2023
- Identification of sections of pavement needing rehabilitation  
Total lane miles (or equivalent units): 78 lane miles
- Estimate of the cost to rehabilitate deficient sections: \$68,800,000
- A procedure to identify rehabilitation strategies that are cost effective (briefly describe it on an attached sheet).

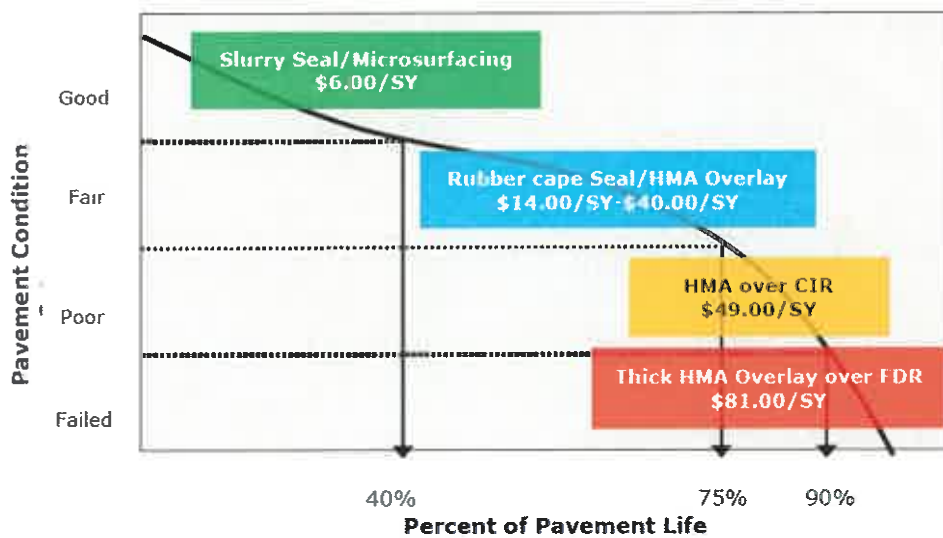
You may direct any questions regarding the system to Joshua Spangrud, PE at 831-420-5178

X Signature:  Title: 8/8/25

**Rehabilitation Strategies**

The City’s current Maintenance and Rehabilitation (M&R) strategies include recyclable and cost-effective treatments. In general, crack seal, slurry seal, and/or micro surfacing are applied to pavements in “Good” condition; pavements in “Fair” condition usually receive micro surfacing, cape seal or a thin hot mix asphalt (HMA) overlay; pavements in “Poor” condition will receive a Rubberized HMA overlay or cold-in-place recycling (CIR) with a thick HMA overlay; and finally, pavements in “Failed” condition will receive Full-depth reconstruction (FDR) with a thick HMA Overlay.




Experience and research have shown that it costs much less to maintain pavement in good condition than to repair pavement that has already failed. The figure below presents treatment unit cost for arterials as an example. As shown in Figure 5, by allowing pavements to deteriorate, streets that once cost \$6.00 /square yard (SY) to seal may soon cost \$49.00/SY to overlay or \$81.00/SY to reconstruct. In other words, delaying repairs can significantly increase repair costs. Note that surface seals can be placed on approximately 13.5 times as many lane miles as those requiring reconstruction.



## 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:	Bay Paving	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	RJK
2	This project is among the highest priorities for this agency;	RJK
3	The proposed transportation investments have received the full review and vetting required by law;	RJK
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;	RJK
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;	RJK
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;	RJK
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;	RJK
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;	RJK

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

**Implementing Agency Representative:**

**Signed**  **Date** 9-11-25  
Printed (Name and Title) Kevin Crossley, PE City Engineer  
Implementing Agency City of Santa Cruz

**Project Sponsor – if different**

**Signed** \_\_\_\_\_ **Date** \_\_\_\_\_  
Printed (Name and Title) Enter Name/Title  
Sponsor Agency Enter Sponsoring Agency Name