



**Watsonville**  
CALIFORNIA

## Public Works & Utilities Department

"Working with our community to create positive impact through service with heart."

September 11, 2025

Rachel Moriconi, Senior Transportation Planner  
Santa Cruz County Regional Transportation Commission  
1101 Pacific Avenue, Suite 250  
Santa Cruz, CA 95061-4418

Subject: Call for projects – 2025 Consolidated Regional Transportation Grants

The City of Watsonville is pleased to submit the attached grant application to the Santa Cruz County Regional Transportation Commission in response to the Call for projects – 2025 Consolidated Regional Transportation Grants. The application is for the Clifford St (Main St to Pennsylvania Ave) Road Rehabilitation and Traffic Calming Project. The submittal includes the following:

1. Project Programming Request
2. Detailed Project Description & Scope
3. Project Location Map
4. Photos
5. Exhibit 25-K: Local Road Rehabilitation Project Certification
6. Exhibit 25-L: Pavement Management System (PMS) Certification

Thank you for the Call for Projects. Please contact Migel Lizarraga at (831) 768-3112 or [miguel.lizarraga@watsonville.gov](mailto:miguel.lizarraga@watsonville.gov) if there are questions.

Yours truly,

Murray Fontes, Assistant Director

Watsonville Public Works & Utilities Department

## APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION					
Applicant/Implementing Agency			Public Agency Sponsor (if different)		
City of Watsonville			City of Watsonville		
Contact Name	Phone	E-mail Address			
Miguel Lizarraga	831-768-3112	<a href="mailto:miguel.lizarraga@watsonville.gov">miguel.lizarraga@watsonville.gov</a>			
Project Title					
Clifford Ave Road Rehabilitation and Traffic Calming Project from Main St to Pennsylvania Dr					
Agency Priority Number (e.g. 1 of 3)			3 of 3		
Description and Scope of Work (attach extra pages to fully describe scope)					
<p>The Clifford Avenue Road Rehabilitation Project will improve a 2,200-foot segment between Main Street and Pennsylvania Drive, addressing critical multi-modal needs in Watsonville. Work includes rehabilitating the deteriorated roadway surface, replacing non-compliant curb ramps with ADA-compliant ones, installing continuous Class II bike lanes, adding six speed tables for traffic calming, upgrading traffic signage to meet reflectivity standards, and applying new striping and pavement markings. These improvements will enhance safety and accessibility for vehicles, pedestrians, cyclists, and transit users alike. The project is 10% designed, with bidding planned for summer 2026 and construction anticipated in summer/fall 2026, at an estimated cost of \$2.45 million, funded through a combination of Measure D, SB 1, and requested grant funds.</p>					
Location, Limits, Length (attach map(s)/photos separately)					
Clifford Ave from Main St to Pennsylvania Dr (0.4 mile length)					
Roadway Functional Classification (see Caltrans map link):			5-Major Collector		
Summary of Project Benefits, Purpose and Need					
<p>The Clifford Avenue Road Rehabilitation Project is needed to address deteriorating pavement, outdated pedestrian infrastructure, and safety concerns along a heavily traveled arterial roadway that serves an average daily traffic count of 9,802 vehicles (per the Santa Cruz County Weekday Average Daily Traffic Counts 2014–2022 provided by the SCCRTC). In addition to vehicles, the corridor supports significant multi-modal use, with an average of 1,183 daily pedestrians, 290 daily bicyclists, and 324 daily transit riders (per the Santa Cruz County mode share summary from the 2011–2012 California Household Travel Survey). The purpose of the project is to improve safety, accessibility, and mobility for all users by rehabilitating the roadway, upgrading curb ramps to ADA standards, installing continuous Class II bike lanes, implementing traffic calming measures, and modernizing traffic signage and striping. These improvements will extend the service life of a vital transportation corridor, enhance multi-modal connectivity, and create a safer, more accessible, and reliable route for the community, supporting both local travel needs and regional economic vitality.</p>					
Funds requested	\$1,675,000	Total Project Cost	\$2,425,000	Estimated # of Daily Users	11,600
Are you able/willing to receive federal funds?		Maybe			
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.)		76%			
Road-Auto serving (not rehab)		0%			
Bicycle		4%			
Pedestrian		20%			
Transit		0%			
Transportation System Management (TSM)		0%			
Transportation Demand Management (TDM)		0%			
Other:		0%			
Total		100%			

## 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>		Clifford Ave Road Rehabilitation and Traffic Calming Project from Main St to Pennsylvania Dr
<b>Generally, what are the benefits of this project?</b> (ex. goal/purpose/benefit of project; problem to be addressed; importance to the community)		
The Clifford Avenue Road Rehabilitation Project aims to improve safety, accessibility, and mobility along a major collector roadway that serves nearly 10,000 vehicles daily as well as over 1,100 pedestrians, 300 bicyclists, and 300 transit riders. By resurfacing the deteriorated pavement, upgrading curb ramps to ADA standards, installing continuous bike lanes, adding speed tables, and modernizing traffic signage and striping, the project addresses longstanding infrastructure deficiencies. These improvements will extend the roadway's service life, reduce safety risks, and enhance multi-modal connectivity, providing the Watsonville community with a safer, more reliable, and accessible corridor that supports both neighborhood travel and		
<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 Clifford Avenue Road Rehabilitation Project is designed to significantly improve access for all users by enhancing multimodal infrastructure along a key corridor in Watsonville. The project includes the installation of continuous Class II buffered bike lanes, new ADA compliant pedestrian facilities, and six speed tables to calm traffic. These improvements will close existing gaps in the bicycle and pedestrian networks, making it safer and more convenient for people to walk, bike, or use transit. The corridor connects residential neighborhoods to schools, businesses, and transit stops, and the upgrades will help remove mobility barriers for people with disabilities. By supporting safer and more connected travel options, the project aligns with the City's Vision Zero goals and broader efforts to promote active transportation.
2	<b>Collisions and Safety</b>	Safety is a central focus of the project, particularly in light of the corridor's documented crash history. Between 2013 and 2019, Clifford Avenue experienced 24 reported collisions, including one fatal crash and two that resulted in severe injuries. The corridor sees nearly 10,000 vehicles per day and is heavily used by pedestrians, cyclists, and transit riders. The proposed improvements (resurfacing the roadway, adding speed tables, upgrading signage and striping, and replacing outdated curb ramps with ADA compliant designs) are intended to reduce vehicle speeds, improve visibility, and create safer conditions for all users. These changes are especially important for protecting vulnerable populations such as seniors, youth, people with disabilities, and low income residents who rely on non-automobile
3	<b>System Preservation &amp; Infrastructure Condition</b>	The current condition of Clifford Avenue's pavement is rated as "fair," with a Pavement Condition Index of 58. Without timely intervention, the roadway is at risk of deteriorating into "poor" condition, which would require more extensive and costly reconstruction. The proposed rehabilitation will restore the pavement to a "good" or "excellent" condition and extend its useful life by 15 to 20 years. This proactive approach is a cost effective strategy that avoids the higher expenses associated with deferred maintenance. In addition to improving the surface for all users, the project incorporates sustainable construction practices that will enhance long term durability and reduce the need for frequent repairs. These preservation efforts support the safety and accessibility goals outlined in earlier sections while ensuring the corridor remains in a state of good repair.
4	<b>System Performance</b>	The project will improve overall system performance by enhancing the efficiency and reliability of travel along a major collector street that connects residential areas with schools, commercial centers, and transit routes. By adding continuous bike lanes, speed tables, and high visibility crosswalks, the project encourages a shift from single occupancy vehicle use to walking, biking, and transit. This mode shift can help reduce vehicle miles traveled and lower greenhouse gas emissions, contributing to regional climate and air quality goals. The resurfaced pavement and upgraded traffic controls will also reduce slowdowns caused by degraded road conditions, improving travel time reliability for all users. These performance improvements build on the safety and access enhancements described in previous sections and support a more integrated and sustainable

5	<b>Public Health</b>	Public health benefits will be realized through the creation of safer and more accessible infrastructure that encourages active transportation. By making it easier and safer to walk and bike, the project supports increased physical activity, which can help address health issues such as obesity and cardiovascular disease. The reduction in vehicle trips also contributes to improved air quality, which is particularly important for reducing respiratory conditions like asthma. These outcomes are closely tied to the project's multimodal and safety improvements and reflect a broader commitment to creating a healthier and more livable community.
6	<b>Benefits to Equity Priority Communities</b>	The Clifford Avenue corridor serves a community where over 80 percent of residents identify as Latino and more than 25 percent live below the poverty line. Many residents in this area rely on walking, biking, and transit for their daily travel needs. The project addresses long standing disparities in transportation access and safety by upgrading infrastructure in a way that benefits those who need it most. Importantly, the improvements are designed to enhance mobility without increasing traffic or displacement risks. By improving access to schools, businesses, and essential services, the project supports equitable outcomes and helps ensure that all residents can benefit from a safer and more connected transportation
7	<b>Climate Change and Resiliency</b>	The project enhances climate resiliency by upgrading a key neighborhood emergency evacuation route to better withstand extreme weather events and support emergency response. The rehabilitated roadway will provide a smoother, more reliable surface and improved signage, which can help reduce evacuation times during wildfires or other disasters. New ADA compliant curb ramps and bike lanes will ensure continued multimodal access even in the event of partial road closures. Improved grading and drainage will help manage increased rainfall and reduce localized flooding, while resurfacing will limit erosion and extend the life of the facility. These features support long term resilience and complement the preservation and safety goals described earlier.
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.	The total estimated cost of the Clifford Avenue Road Rehabilitation Project is 2.43 million dollars. If the requested 1.68 million dollars from the Regional Transportation Commission (RTC) is approved, the project will be fully funded. The remaining 750 thousand dollars has already been secured through local and state sources, specifically Measure D and SB 1. These funds are allocated to support road maintenance, rehabilitation, and safety improvements. With this combined funding plan, the City of Watsonville is prepared to move forward with bidding in winter 2027 or 2028 and begin construction in spring 2028. The City has a high level of funding security contingent on RTC's award.
8b	<b>Committed Funding:</b> What other funding has been secured for the project?	The City has already secured 750 thousand dollars in committed funding through Measure D and SB 1 allocations. These funds are reserved specifically for this project and demonstrate the City's readiness to proceed. The commitment of these local and state resources provides a strong foundation for leveraging the requested RTC contribution and ensures that the project can be delivered on schedule.
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?	The requested RTC funds are not being used to leverage additional grants beyond the already secured Measure D and SB 1 allocations. However, the RTC funding is essential to fully finance the project. If RTC funding is not approved, the existing funds will remain intact, but the project would likely face delays or require a reduction in scope. While the secured funds would not be lost, their timely use could be compromised, as these funds may need to be redirected to other construction-ready projects.
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?	While the Clifford Avenue Road Rehabilitation Project aligns with general roadway rehabilitation and safety improvement goals of various transportation funding programs, there are not many grant sources for either rehab projects or traffic calming projects. The City has prioritized Measure D and SB 1 allocations along with the requested RTC funding to fully finance the project. Other competitive grant programs, such as state or federal infrastructure funds, may be theoretically available, but the City has not pursued them at this time given the realistic sufficiency of the combined local, state, and RTC funding plan. Therefore, the project's delivery is not contingent on securing additional outside grant



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?	If unanticipated cost increases occur, the City will first consider adjustments in project phasing, value engineering, or reallocating available local transportation funds. In addition to Measure D and SB 1, the recently approved Measure R provides a new, reliable revenue stream for roadway improvements and can serve as a supplemental funding source. The City may also pursue future competitive grants or request additional regional allocations if extraordinary cost increases arise, ensuring flexibility in project delivery.
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?	If the RTC approves only partial funding or if project costs increase, the City is prepared to scale or phase the project to match available funds. This could involve prioritizing critical components such as pavement rehabilitation and ADA compliant curb ramp replacements, while deferring enhancements like speed tables or bike lane striping to later phases. However, full funding is strongly preferred to deliver a comprehensive upgrade and avoid inefficiencies associated with phased construction.
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?	The Clifford Avenue Road Rehabilitation Project is currently at 10 percent design, with improvement plans and construction documents in development. The City anticipates releasing the project for bid in Summer 2026 and beginning construction in summer/fall 2026. This timeline ensures timely delivery of safety, accessibility, and multimodal benefits. Potential risks to the schedule include delays in securing full funding, unforeseen design or permitting challenges, and construction cost escalation. However, with committed local and state funds and a realistic financial plan, the City is well positioned to meet the proposed timeline.
9b	<b>Deliverability:</b> Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	The City of Watsonville has a strong track record of successfully delivering transportation infrastructure projects. The Public Works and Utilities Department has the staff and management capacity to oversee planning, design, and construction. The City has effectively managed similar projects funded through federal, state, and local sources. With experienced project managers, engineering staff, and established procurement procedures, the City is well equipped to deliver this project on time and within budget.
9c	<b>Environmental:</b> Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	The project is exempt from California Environmental Quality Act (CEQA) review under Categorical Exemption Class 1, as it involves rehabilitation of an existing roadway without expanding its use. No significant environmental impacts are anticipated. Construction phase impacts such as dust, noise, and traffic disruption will be mitigated through standard best management practices. The project also supports climate resiliency by improving drainage, extending pavement life, and enhancing multimodal facilities.
9d	<b>Mitigating Risks:</b> What efforts will be undertaken to minimize risks to project implementation.	To minimize risks, the City is leveraging the early design phase to reduce uncertainty in scope, cost, and schedule. Secured funding from Measure D and SB 1 lowers financial risk and strengthens the local match. The City will follow established procurement and construction management practices, including competitive bidding and adherence to design standards. Early coordination with utility providers, transit agencies, and emergency services will help avoid conflicts. The phased bid and construction schedule is designed to minimize weather-related disruptions and maintain traffic flow during construction.
9e	<b>Other:</b> Describe any other potential risks and plans to mitigate risks.	Additional risks include unexpected subsurface conditions, material cost fluctuations, and concerns about access to homes and businesses during construction. The City will conduct pre-construction geotechnical investigations to identify and address potential issues. Material cost contingencies will be built into the budget, and supplier agreements may be used to stabilize pricing. A construction staging and traffic management plan will be implemented to maintain access, supported by bilingual public outreach to minimize disruption. Coordination with adjacent projects and built-in schedule contingencies will further reduce the risk of delays.
10	<b>Consistency with Complete Streets</b> guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.	The project is fully consistent with Complete Streets principles and policies. It is designed to accommodate all users (pedestrians, bicyclists, transit riders, and motorists) regardless of age or ability. Key features include continuous Class II buffered bike lanes, ADA compliant curb ramps, and speed tables to improve pedestrian safety. These elements close critical gaps in the walking and biking networks and enhance access to transit stops. By prioritizing the needs of vulnerable users and balancing all modes of travel, the project supports a more connected, equitable, and sustainable transportation system.

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?	The Clifford Avenue project was identified as a priority through the City's pavement management and capital improvement planning processes, which incorporate ongoing public input. Residents have consistently raised concerns about roadway conditions, pedestrian safety, and multimodal access. These concerns were gathered through public meetings, neighborhood outreach, and citywide transportation planning efforts. The project directly responds to these community priorities by including ADA compliant curb ramps, bike lanes, and traffic calming features.
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.)	The City has used a variety of outreach methods to engage the public and stakeholders. These include bilingual surveys at community events such as Earth Day, Open Streets, Family Fun Fest, and Bike to Work Day. The Vision Zero Task Force, which includes representatives from public health agencies, schools, advocacy groups, and community members, has guided project priorities. The Traffic Advisory Committee, a public forum hosted quarterly by Public Works staff, provides additional opportunities for resident input. The Neighborhood Traffic Management Plan also allows residents to propose traffic calming and safety improvements, which are evaluated and integrated into project design.
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?	The City is committed to ensuring that historically underrepresented groups are meaningfully involved in the planning and implementation of the project. Outreach has specifically targeted low income households, seniors, youth, and Spanish speaking residents. Surveys and materials have been provided in both English and Spanish, and trusted local organizations have been engaged to help reach diverse populations. These efforts ensure that the perspectives of BIPOC residents, youth advocates, and people with disabilities are reflected in the project design, resulting in a safer and more equitable
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	The Clifford Avenue Road Rehabilitation Project is included in the approved 2045 Regional Transportation Plan (RTP) as Project Number WATP24. It is also listed in the draft 2050 RTP. This inclusion confirms that the project is consistent with the region's long term transportation goals and priorities.
12b	<b>Consistency with other plans.</b> What other plans is this project listed in, if any?	In addition to the RTP, the project is supported by the City of Watsonville's Pavement Management Program and Capital Improvement Plan. These plans prioritize the rehabilitation of arterial and collector streets with high traffic volumes and multimodal use. The project's inclusion in these documents reinforces its alignment with both local and regional transportation strategies.
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?	Clifford Avenue serves a significant number of users each day, including nearly 10,000 vehicles, over 1,100 pedestrians, 300 bicyclists, and 300 transit riders. These figures highlight the importance of the corridor as a vital link in Watsonville's transportation network. By improving pavement conditions, pedestrian and bicycle facilities, and traffic safety features, the project will enhance the daily travel experience for thousands of people and support both local mobility and regional access.

**C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY****Non-infrastructure projects/programs/plans - see NI tabs**

Project Title:	Clifford Ave Road Rehabilitation and Traffic Calming Project from Main St to Pennsylvania Dr			
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			07/01/25	
Begin Environmental (PA&ED) Phase			08/05/25	
Circulate Draft Env'l Document	Env'l Document		N/A	CEQA Exempt
Draft Project Report			10/06/25	
End Environmental Phase (PA&ED Milestone)			11/03/25	
Begin Design (PS&E) Phase			10/06/25	
End Design Phase (Ready to List for Advertisement Milestone)			06/01/26	
Begin Right of Way Phase			N/A	No ROW acquisiton needed for this project
End Right of Way Phase (Right of Way Certification Milestone)			N/A	No ROW acquisiton needed for this project
Begin Construction Phase (Contract Award Milestone)			07/06/26	
End Construction Phase (Construction Contract Acceptance Milestone)			11/09/26	
Begin Closeout Phase			12/14/26	
End Closeout Phase (Closeout Report)			02/08/27	

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	20	0	0	0	0	0	20	
PS&E	0	230	0	0	0	0	0	230	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	230	0	0	0	0	230	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	1,945	0	0	0	0	1,945	
TOTAL	0	250	2,175	0	0	0	0	2,425	

Fund No. 1:		NEW FUNDS REQUESTED FROM RTC							SCCRTC to consider proposals at its November 6, 2025 meeting	
Fiscal Year									Are there certain fund sources (e.g. federal, STIP) your	
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total		
E&P (PA&ED)								0		
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON			1675					1,675		
TOTAL	0	0	1,675	0	0	0	0	1,675		

Fund No. 2:		Local Funding (Includes Measure D and SB1 Funds)							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)		20						20	If no, when will you know if funds are secured?	
PS&E		230						230		
R/W SUP (CT)								0		
CON SUP (CT)			230					230	What risks are there to these funds, if any?	None
R/W								0		
CON			270					270		
TOTAL	0	250	500	0	0	0	0	750		

**C2. ENGINEERS ESTIMATE****Replace with categories/format appropriate to your project. Shown below are examples only.**

<b>Project:</b>	<b>Clifford Ave Road Rehabilitation and Traffic Calming Project from Main St to Pennsylvania Dr</b>				
<b>Item No.</b>	<b>Engineer's Estimate</b>				
1	Environmental Studies and Permits				<b>\$20,000</b>
2	Plans, Specifications, and Estimate				<b>\$230,000</b>
	<b>Construction Support</b>				
3	Material Testing				\$50,000
4	Construction Support				\$180,000
	<b>TOTAL CONSTRUCTION SUPPORT COMPONENT COST</b>				<b>\$230,000</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>
5	Mobilization	1	LS	\$78,427	\$78,427
6	Prepare Water Pollution Prevention Plan & Reporting	1	LS	\$5,000	\$5,000
7	Implement Water Pollution Prevention Plan	1	LS	\$8,000	\$8,000
8	Construction Surveying	1	LS	\$10,000	\$10,000
9	Prepare Traffic Control Plan	1	LS	\$6,000	\$6,000
10	Implement Traffic Control Plan	1	LS	\$140,000	\$140,000
11	PCC Curb Ramps	2800	SF	\$65	\$182,000
12	Over-Excavation of PCC Areas (Revocable Item)	11	CY	\$400	\$4,400
13	Concrete Curb Islands	3150	SF	\$50	\$157,500
14	Furnish G05 Water Valve Box & Riser	21	EA	\$330	\$6,930
15	Remove and Replace G05 Water Valve Box & Riser	21	EA	\$1,300	\$27,300
16	Furnish Manhole Frame and Cover	14	EA	\$900	\$12,600
17	Remove and Replace Manhole Frame and Cover	14	EA	\$2,000	\$28,000
18	Exploratory Excavation (Potholing) (Revocable Item)	20	EA	\$1,000	\$20,000
19	Cold Planing (Milling) Asphalt Concrete (6-Inch Depth)	10180.3	SY	\$14	\$142,525
20	Grade & Compact Roadway	10180.3	SY	\$7	\$71,262
21	12" Base Repair (Below Asphalt Section) (Revocable Item)	170	CY	\$250	\$42,500
22	Hot Mix Asphalt Pavement - 6" Section	3435.86	TON	\$160	\$549,738
23	Raised Pavement Markers – Blue Marker	4	EA	\$25	\$100
24	Thermoplastic Pavement Markings	681	SF	\$10	\$6,810
25	Thermoplastic Triple Four Crosswalk (2'x 4' rectangles)	264	EA	\$80	\$21,120
26	Thermoplastic Limit Line (shark's teeth, 3' tall x 2' base triangle)	6	EA	\$30	\$180
27	Thermoplastic Striping & Raised Pavement Markers – Detail 22 (measured as (2) 6" stripes)	64	LF	\$3	\$192

28	Thermoplastic Striping & Raised Pavement Markers – Detail 27C	1918	LF	\$4	\$8,152
29	Thermoplastic Striping & Raised Pavement Markers – Detail 38	25	LF	\$3	\$75
30	Thermoplastic Striping – Detail 39	2322	LF	\$2	\$4,644
31	Thermoplastic Striping – Detail 39A	493	LF	\$2	\$986
32	Pre-Formed Green Bike Lanes	1511	SF	\$16	\$24,176
33	Buffered Bike Lane	1450	LF	\$7	\$10,150
34	Curb & Post Channelizers	72	EA	\$350	\$25,200
35	Ped Xing (sign & post)	2	EA	\$1,000	\$2,000
36	Speed Table	6	EA	\$6,000	\$36,000
37	Demobilization and As-Builts Drawings (\$10,000 minimum)	1	LS	\$15,000	\$15,000
		SUBTOTAL CONSTRUCTION ITEMS			\$1,646,966
		CONTINGENCY		12.0%	\$197,636
		TOTAL CONSTRUCTION COST			\$1,844,602
		Escalation Rate Used:		5.4%	\$99,608.53
Total Cost					\$2,424,211



## E. CERTIFICATION AND ASSURANCES

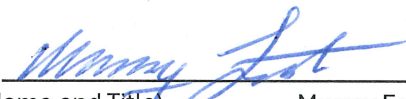
As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	Clifford Ave Road Rehabilitation and Traffic Calming Project from Main St to P	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	MAF
2	This project is among the highest priorities for this agency;	MAF
3	The proposed transportation investments have received the full review and vetting required by law;	MAF
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;	MAF
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;	MAF
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;	MAF
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;	MAF
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;	MAF

<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;	MAF
<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;	MAF
<b>11</b>	The agency will commit the funds necessary to ensure this project is fully funded.	MAF

**Implementing Agency Representative:**

**Signed**



**Date**

09/11/25

Printed (Name and Title)

Murray Fontes, Assistant Director PW&U

Implementing Agency

City of Watsonville

**Project Sponsor – if different**

**Signed**

**Date**

Printed (Name and Title)

Enter Name/Title

Sponsor Agency

Enter Sponsoring Agency Name



## Public Works & Utilities Department

"Working with our community to create positive impact through service with heart."

### Clifford Ave Road Rehabilitation and Traffic Calming Project from Main St to Pennsylvania Dr Detailed Project Description and Scope

The Clifford Avenue Road Rehabilitation and Traffic Calming Project will improve a 2,200-foot segment between Main Street and Pennsylvania Drive, addressing critical multi-modal needs in Watsonville. Clifford Avenue is a principal arterial with an average daily traffic count of 9,802 vehicles, and it also supports 1,183 pedestrians, 290 bicyclists, and 324 transit riders each day. This corridor serves as a vital connector between State Route 152, Freedom Boulevard, adjacent residential neighborhoods, and the commercial corridors along Main Street and Freedom Boulevard. Despite this high level of use, the roadway surface is deteriorating, curb ramps are non-compliant with ADA standards, and bicycle and pedestrian facilities are incomplete, leaving vulnerable users at greater risk.

The project will rehabilitate the cracked and damaged pavement, replace non-compliant curb ramps with ADA-compliant ones, install continuous Class II buffered bike lanes, and add six speed tables to calm traffic and improve safety. Additional upgrades include modernizing traffic signage to meet current reflectivity standards and installing new striping and pavement markings for improved visibility and multimodal separation. Collectively, these improvements will provide safer and more reliable conditions for vehicles, pedestrians, cyclists, and transit users, reduce the likelihood of collisions, and encourage greater use of active transportation and public transit by improving safety and accessibility.

The scale of benefits is significant: by modernizing this multimodal corridor, the project will directly improve the daily travel experience for more than 11,500 users across all modes, strengthen community connections, and enhance equitable mobility for seniors, youth, low-income households, and people living with disabilities. The improvements also support regional goals for safer streets, reduced greenhouse gas emissions, and expanded non-vehicular transportation options.

The total cost of the project is estimated at \$2.43 million, with \$750,000 already secured through Measure D and SB 1 funds. Through SB 1, the City of Watsonville is apportioned a percentage of the Road Maintenance and Rehabilitation Account (RMRA) by formula for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system. Through Measure D, the City of Watsonville is apportioned a percentage of the voter approved 1/2 cent sales tax by formula for transportation projects. The City is requesting \$1.68 million in RTC funding to fully finance construction. These funds are essential to keep the project on schedule, with bidding planned for summer 2026 and construction anticipated in summer/fall 2026. Without RTC funding, the project could be delayed or delivered with a reduced scope, diminishing its community-wide benefits. While previously secured funds would not be forfeited, their timely application could be compromised if the project does not advance, and there is a risk that these local funds could be redirected to other construction-ready projects. With RTC support, the City can ensure that these local investments are fully leveraged to deliver a high-impact project that addresses documented infrastructure and safety needs, extends the life of a critical transportation facility, and provides long-term cost savings by avoiding more expensive full reconstruction in the future.



# Clifford Ave

Reconstruct roadway between Main St and Pennsylvania Dr

## Legend



Clifford Ave Reconstruction Area





## Clifford Ave Road Rehabilitation



Clifford Ave looking south at  
Montebello Dr

Note:

- condition of pavement
- missing bike lanes
- striping not current



Clifford Ave looking west at  
Pennsylvania Dr

Note:

- missing bike lanes
- condition of pavement
- striping not current



Clifford Ave looking north at  
Montebello Dr

Note:

- non-compliant curb ramp
- low-visibility crosswalks
- condition of pavement
- missing bike lanes





# City of Watsonville

"A Community of Opportunities"

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

August 18, 2025

Santa Cruz County Regional Transportation Commission  
1101 Pacific Avenue, Suite 250  
Santa Cruz, CA 95060

Subject: Local Road Rehabilitation Project Certification

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

### Project Description:

Reconstruct existing roadway, remove and replace existing curb ramps that do not comply with existing accessibility standards, install speed reduction measures via six new speed tables along this corridor, restripe roadway to provide striping for bike lanes where none exists, install high visibility crosswalks.

<u>Street/Road</u>	From ----- to -----	<u>Local Road Facility</u> (Pavement, drainage structure, bridge, cut slope, embankment, etc.)	PPNO	<u>Rehabilitation Strategy</u> (Resurfacing, chip seal, seal coat, restoration of existing facility, etc.)	<u>Service Life</u> (Years)
Clifford Ave	From Main St to Pennsylvania Dr	Pavement	ID WAT-P24	Restoration of existing facility	15

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).



# City of Watsonville

"A Community of Opportunities"

- The work does not degrade any existing safety or geometric aspect of the facility.

City Signature:  Title: Principal Engineer  
Miguel Lizarraga

## **Regional Transportation Planning Agency/County Transportation Commission Certification**

The Santa Cruz County Transportation Commission certifies the projects listed above meet California Transportation Commission guidelines.

Signature: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_



# City of Watsonville

"A Community of Opportunities"

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

Date: August 18, 2025

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

Project Description: Reconstruct existing roadway, remove and replace existing curb ramps that do not comply with existing accessibility standards, install speed reduction measures via six new speed tables along this corridor, restripe roadway to provide striping for bike lanes where none exists, install high visibility crosswalks.

The City of Watsonville 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 *Street Saver* and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the City jurisdiction.  
Centerline miles: 86.19  
Total lane miles (or equivalent units): 184.53  
The last update of the inventory was completed: January 24, 2025
- Identification of sections of pavement needing rehabilitation  
Total lane miles (or equivalent units): 55.95 lane miles
- Estimate of the cost to rehabilitate deficient sections: \$57,675,473
- 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 Miguel Lizarraga at 831-768-3112 or by email at [miguel.lizarraga@watsonville.gov](mailto:miguel.lizarraga@watsonville.gov).

Signature:

Title: Principal Engineer



# City of Watsonville

"A Community of Opportunities"

## REHABILITATION STRATEGY IDENTIFICATION

As part of the 2025 update to the City's pavement management program, the City contracted with a consultant to inspect ALL streets in the City maintained network. For this update, the consultant performed inspections on approximately 84.03 centerline miles of road. Field inspections were completed in January 2025.

The consultant measured the following distress types as part of our review: alligator cracking (fatigue), block cracking, distortions, longitudinal & transverse cracking, patching & utility cut patching, rutting / depressions, weathering, and raveling. All the collected data was entered into the City's StreetSaver® database.

As part of the field review, all the streets were measured to confirm lengths and widths. Lengths were measured using a vehicle-mounted electronic measuring device and widths were measured using a hand-held measuring wheel.

StreetSaver® uses a decision tree to model the decision-making process that agencies follow to select a maintenance or rehabilitation strategy. The decision tree contains "branches" for each functional classification, surface type and condition category. Jurisdictions can outline their maintenance and rehabilitation strategy by choosing a treatment for each branch.

The treatments are generalized to provide a range of treatments. The exact treatment needs to be determined during the design phase of the project.

StreetSaver® assigns a treatment action and estimated cost to each street segment, based on the pavement's current PCI.

Recent bid prices have been entered into the database, allowing the calculated costs to reflect actual expected costs. Different budget scenarios were run to project the impact of present and future funding, as well as to allocate those funds most efficiently across the network of streets.