



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 Freedom Blvd (Green Valley to Airport) 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 Miguel Lizarraga (831) 768-3112 or 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	miguel.lizarraga@watsonville.gov			
Project Title					
Freedom Blvd Road Rehabilitation and Traffic Calming Project from Green Valley Rd to Airport Blvd					
Agency Priority Number (e.g. 1 of 3)			1 of 3		
Description and Scope of Work (attach extra pages to fully describe scope)					
The Freedom Blvd Road Rehabilitation and Traffic Calming Project will upgrade a 1,100-foot segment between Green Valley Road and Airport Boulevard to improve safety, accessibility, and connectivity for all users. Work includes reconstructing the deteriorated roadway, installing new traffic striping and reflective signage, replacing non-compliant curb ramps with ADA-compliant ramps, and constructing new sidewalk on the north side where none exists. Multi-modal enhancements include continuous Class II bike lanes, a high-visibility crosswalk with rectangular rapid flashing beacon at Roache Road, and improved access to public transit stops. Together, these improvements will modernize the corridor, enhance mobility for vehicles, pedestrians, cyclists, and transit riders, and strengthen community connections.					
Location, Limits, Length (attach map(s)/photos separately)					
Freedom Blvd from Green Valley Rd to Airport Blvd (0.2 mile length)					
Roadway Functional Classification (see Caltrans map link):			3-Other Principal Arterial		
Summary of Project Benefits, Purpose and Need					
The project will modernize a key arterial corridor in Watsonville that carries over 26,000 vehicles daily and connects neighborhoods to major commercial hubs. The project addresses deteriorated pavement, outdated curb ramps, missing sidewalks, and inadequate pedestrian safety features by resurfacing the roadway, installing ADA-compliant sidewalks and ramps, adding Class II bike lanes, upgrading signage and striping, and constructing a high-visibility crosswalk with flashing beacons. These improvements will enhance safety, accessibility, and mobility for drivers, cyclists, pedestrians, and transit users, while supporting local businesses, encouraging active transportation, and strengthening community connectivity.					
Funds requested	\$1,800,000	Total Project Cost	\$4,700,000	Estimated # of Daily Users	31,262
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.)		77%			
Road-Auto serving (not rehab)		0%			
Bicycle		2%			
Pedestrian		21%			
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.

Project Title:		Freedom Blvd Road Rehabilitation and Traffic Calming Project from Green Valley Rd to Airport Blvd
Generally, what are the benefits of this project? <i>(ex. goal/purpose/benefit of project; problem to be addressed; importance to the community)</i>		The Freedom Blvd Road Rehabilitation Project will modernize a key arterial corridor in Watsonville that carries over 26,000 vehicles daily and connects neighborhoods to major commercial hubs. The project addresses deteriorated pavement, outdated curb ramps, missing sidewalks, and inadequate pedestrian safety features by resurfacing the roadway, installing ADA-compliant sidewalks and ramps, adding Class II bike lanes, upgrading signage and striping, and constructing a high-visibility crosswalk with flashing beacons. These improvements will enhance safety, accessibility, and mobility for drivers, cyclists, pedestrians, and transit users, while supporting local businesses, encouraging active transportation, and strengthening community
How does this project address any of the following criteria?		<i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
1	Access for All	The Freedom Boulevard Road Rehabilitation Project will significantly enhance multimodal access along a key 1,100-foot segment between Green Valley Road and Airport Boulevard in Watsonville. The project includes continuous Class II buffered bike lanes, new ADA-compliant sidewalks on the north side, upgraded curb ramps, and a high-visibility crosswalk with a rectangular rapid flashing beacon (RRFB) at Roache Road. These improvements close critical gaps in the pedestrian and bicycle networks, improving access to schools, businesses, and transit stops. By addressing mobility barriers for people with disabilities and enhancing safety for all users, the project supports the City's Vision Zero and active transportation goals, encouraging more residents to walk, bike, or use transit.
2	Collisions and Safety	Between 2013 and 2022, the Freedom Boulevard corridor experienced 221 reported crashes, resulting in five fatalities and 279 injuries, including multiple incidents involving pedestrians and cyclists. This project directly addresses these safety concerns by resurfacing the deteriorated roadway, replacing non-ADA compliant curb ramps, and installing missing sidewalks and continuous bike lanes. Safety enhancements such as the RRFB crosswalk at Roache Road, upgraded signage, and modern striping will reduce conflicts between vehicles and vulnerable road users. These improvements are especially critical for low-income individuals, seniors, people with disabilities, and youth who rely on non-vehicular modes of transportation. By modernizing infrastructure and closing network gaps, the project aims to reduce severe crashes and promote safer, healthier travel for over 31,000 daily users.
3	System Preservation & Infrastructure Condition	The targeted segment of Freedom Boulevard currently has a Pavement Condition Index (PCI) of 45, classified as "poor." The project will rehabilitate this corridor to a projected PCI of 95 or higher, extending the roadway's useful life by approximately 20 years. This proactive investment reduces the need for costly future reconstruction and supports long-term asset management. Sustainable practices will be employed, including milling and reusing asphalt as landfill cover and recompacting the structural base in place to minimize imported materials. In addition to pavement restoration, the project includes ADA-compliant curb ramps, new sidewalks, and refreshed striping, ensuring the corridor remains safe and accessible for all users while improving operational efficiency and reducing long-term maintenance costs.
4	System Performance	System performance will be enhanced through improved multimodal infrastructure that supports efficient travel and economic activity. The addition of bike lanes, sidewalks, and a high-visibility crosswalk encourages a shift from single-occupancy vehicles to walking, biking, and transit, reducing vehicle miles traveled and greenhouse gas emissions. Upgraded pavement and traffic control features will improve travel time reliability, especially during peak hours. While not freight-focused, the project benefits goods movement by ensuring a smoother, safer route through a commercial corridor. By closing gaps in pedestrian and bicycle infrastructure, the project strengthens local and regional connectivity.
5	Public Health	The project promotes public health by creating safer, more accessible infrastructure that encourages active transportation. New bike lanes, sidewalks, and safer crossings support walking and cycling for daily trips, increasing physical activity and reducing reliance on vehicles. These changes contribute to improved air quality and lower rates of respiratory conditions such as asthma. Enhanced safety features also reduce the risk of traffic-related injuries. Overall, the project fosters a healthier, more active community environment aligned with public health goals.
6	Benefits to Equity Priority Communities	Freedom Boulevard runs through a corridor where over 80% of residents identify as Latino and more than 25% live below the poverty line. This project addresses long-standing disparities in transportation safety and access by upgrading infrastructure in an area with high pedestrian and bicycle collision rates. Improvements will benefit low-income residents, seniors, youth, people with disabilities, and non-English speakers who rely on walking, biking, and transit. By enhancing safety and connectivity without increasing traffic or displacement risk, the project ensures equitable distribution of mobility benefits and supports local minority-owned businesses by improving customer access.

7	Climate Change and Resiliency	The project enhances climate resiliency by upgrading a key arterial that serves as an emergency evacuation route. Rehabilitated pavement and improved signage will support faster, safer evacuations during wildfires or other disasters. New sidewalks and bike lanes ensure continued multimodal access even during partial road closures. Additionally, improved drainage and grading will help manage increased rainfall and reduce localized flooding. By addressing surface deficiencies and erosion risks, the project extends the corridor's lifespan and ensures reliable performance under more frequent extreme weather conditions associated with climate change.
8a	Funding- Overall Funding Plan: 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.	If the Regional Transportation Commission (RTC) approves the requested \$1.8 million, the Freedom Boulevard Road Rehabilitation Project will be fully funded at its total estimated cost of \$4.7 million. The City of Watsonville has already secured \$1.9 million from Measure D, Measure R, and SB 1, along with \$1.0 million from a California Air Resources Board (CARB) grant. These sources collectively cover \$2.9 million of the project cost. The RTC allocation would complete the funding package, enabling the City to proceed with bidding in winter 2026–2027 and begin construction in spring 2027. Without RTC's support, the project would face a significant funding shortfall, likely resulting in delays or scope reductions, as no alternative funding sources have been identified.
8b	Committed Funding: What other funding has been secured for the project?	The City has secured \$2.9 million in committed funding from a combination of local and state sources. This includes \$1.9 million from Measure D, Measure R, and SB 1, and \$1.0 million from a CARB grant. These funds demonstrate strong local and state investment in the project and reduce reliance on external funding sources.
8c	Leveraging: 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 intended to leverage additional grants but rather to complete the existing funding package. While the previously secured funds are not contingent on RTC's contribution, the project cannot proceed on schedule without it. Delays could jeopardize the timely use of these funds, potentially leading to their reallocation to other shovel-ready projects.
8d	Eligibility for Other Grants: 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?	At this time, the project is not pursuing additional competitive grants beyond those already secured. While it may be eligible for other state or federal infrastructure programs, there are not many grant sources for either rehab projects or traffic calming projects. The City is relying on the combination of committed funds and the requested RTC contribution to fully fund the project.
8e	Funding for Cost Increases: How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?	To address potential cost increases, the City will utilize flexible funding sources such as ongoing allocations from Measure D, SB 1, and the newly approved Measure R. These sources provide the City with the ability to reallocate funds or adjust priorities among other roadway projects, ensuring that unanticipated costs can be absorbed without jeopardizing project delivery.
8f	Partial Funding: 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 could scale the project to match available funds. This may involve phasing construction or prioritizing critical safety and accessibility improvements (such as ADA-compliant curb ramps, sidewalks, and bike lanes) while deferring less urgent elements like signage or striping. However, such adjustments would reduce the overall effectiveness and community benefits. Full RTC funding remains essential to deliver the complete project as designed and on schedule.
9	Project Readiness and Potential Delivery Risks-	
9a	Schedule: 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 project is currently 65% designed and can move forward quickly once fully funded. The City plans to begin bidding in winter 2026–2027, with construction starting in late spring 2027. This timeline allows the community to benefit from improved sidewalks, bike lanes, crossings, and roadway conditions in a timely manner. While risks such as funding delays, cost increases, or permitting issues exist, the City has a clear and realistic path forward supported by substantial secured funding.
9b	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	The City of Watsonville's Public Works & Utilities Department has a strong track record of delivering transportation projects of similar scale and complexity. With experienced engineering and project management staff already advancing the design phase, the City has demonstrated its ability to manage funding, design, and construction effectively. Past success with Measure D, SB 1, and other grant-funded projects further supports the City's capacity to deliver this project on time and within budget.
9c	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	The project will undergo CEQA review due to the construction of new sidewalks where none currently exist. However, environmental impacts are expected to be minimal since most work is confined to the existing roadway right-of-way. Standard best management practices will mitigate temporary construction impacts such as dust, noise, and stormwater runoff. Long-term, the project will improve climate resiliency by enhancing pavement durability, upgrading drainage systems, and reducing erosion. As part of an emergency evacuation route, the improved corridor will also support safer and more reliable evacuations during wildfires or floods.
9d	Mitigating Risks: What efforts will be undertaken to minimize risks to project implementation.	To minimize implementation risks, the City is leveraging the project's advanced design stage to reduce uncertainty in scope, cost, and schedule. With \$2.9 million in committed funding already secured, financial risk is significantly reduced. The City will follow established procurement and construction management practices, including competitive bidding and contractor prequalification. Early coordination with utilities, transit agencies, and emergency services will help avoid conflicts, while a phased construction schedule will minimize weather-related delays and maintain traffic flow.

9e	<u>Other:</u> Describe any other potential risks and plans to mitigate risks.	Additional risks include unexpected subsurface conditions, material cost fluctuations, and potential disruptions to community or business access during construction. To mitigate these, the City will conduct preconstruction geotechnical investigations, include cost contingencies in the budget, and secure supplier agreements to stabilize pricing. A comprehensive traffic management and public outreach plan will ensure continued access to homes, schools, businesses, and transit stops. Outreach will be conducted in both English and Spanish to minimize disruption and maintain community trust. Coordination with adjacent projects and built-in schedule contingencies will further reduce the risk of delays.
10	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.	The Freedom Boulevard Road Rehabilitation Project is fully aligned with Complete Streets principles by prioritizing the safety and accessibility of all users (pedestrians, bicyclists, transit riders, and motorists) regardless of age or ability. The project incorporates multiple Complete Streets elements, including continuous Class II buffered bike lanes, new ADA-compliant sidewalks, upgraded curb ramps, and a high-visibility RRFB crosswalk. These features close critical gaps in the pedestrian and bicycle networks, improve access to transit stops, and support safe multimodal travel to schools, businesses, and community services. The design reflects the City of Watsonville's transportation policies and the California Complete Streets Act, promoting a more connected, equitable, and sustainable transportation system.
11a	Public engagement: 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 Freedom Boulevard Road Rehabilitation Project was identified as a community priority through the City of Watsonville's transportation planning and public engagement processes. Residents have consistently raised concerns about the corridor's deteriorated pavement, lack of ADA-compliant facilities, and safety risks for pedestrians and cyclists. These concerns were voiced through community meetings, transportation surveys, and direct feedback to City staff. The project aligns with the City's Complete Streets policies and long-term rehabilitation plans, both of which incorporate community input to prioritize improvements where they are most needed.
11b	<u>Outreach:</u> 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.)	Public and stakeholder engagement has been central to the project's development. Outreach efforts have included community surveys at events such as Earth Day, Open Streets, Family Fun Fest, and Bike to Work Day, with materials provided in both English and Spanish. The Vision Zero Task Force, comprising City staff, public health agencies, school district representatives, advocacy groups, and community members, has played a key role in shaping project priorities. The City's Traffic Advisory Committee (TAC), a quarterly public forum, has also provided residents with opportunities to collaborate directly with engineers on traffic improvements. During construction, the City will maintain communication through mailers, door-to-door notifications, and real-time online updates to minimize disruption and keep the community informed.
11c	<u>Diverse Participation:</u> 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 of Watsonville is committed to ensuring that historically underrepresented groups are actively involved in the planning and implementation of this project. Outreach has specifically targeted low-income households, BIPOC residents, seniors, youth, and Spanish-speaking community members. Engagement strategies include bilingual surveys, participation in culturally relevant community events, and collaboration with trusted local organizations. The Vision Zero Task Force and the Neighborhood Traffic Management Plan process provide additional platforms for grassroots input, ensuring that the needs of underserved populations are reflected in the project's design and delivery.
12a	RTP Consistency: If project is included in the approved 2045 or draft 2050 Regional Transportation Plan (RTP) Project List, provide RTP Project Number/title	The Freedom Boulevard Road Rehabilitation Project is included in the Regional Transportation Plan (RTP) as Project Number WAT-P72. This inclusion confirms the project's alignment with the goals and priorities of both the approved 2045 RTP and the draft 2050 RTP, supporting regional efforts to improve safety, accessibility, and multimodal connectivity.
12b	Consistency with other plans. What other plans is this project listed in, if any?	Beyond the RTP, the project is supported by several local and regional planning documents. It is identified in the City of Watsonville's Pavement Management Plan as a priority segment due to its poor condition and high traffic volume. It is listed in the City's Capital Improvement Program (CIP) and aligns with the Santa Cruz County RTP's emphasis on improving regional arterials. Additionally, the project supports the objectives of Watsonville's Vision Zero Action Plan by addressing documented collision patterns and implementing proven safety countermeasures. Together, these plans demonstrate a coordinated, long-term strategy to improve mobility, safety, and community connectivity.
13	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	Freedom Boulevard is one of Watsonville's busiest arterial corridors, serving over 31,000 daily users across all modes of transportation. According to Santa Cruz County weekday traffic counts (2014–2022), the corridor carries an average of 26,418 vehicles per day. Data from the California Household Travel Survey (2011–2012) further indicates daily use by approximately 3,188 pedestrians, 782 bicyclists, and 874 transit riders. The corridor connects residential neighborhoods with major employment centers, retail destinations, schools, and transit stops. By addressing pavement deterioration, filling sidewalk gaps, improving bike lanes, and enhancing pedestrian crossings, the project will significantly improve safety, accessibility, and mobility for this diverse and high-volume user base, while supporting local economic activity and community well-being.

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

Project Title:	Freedom Blvd Road Rehabilitation and Traffic Calming Project from Green Valley Rd to Airport Blvd		
Project Schedule/Milestone (For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)		Anticipated Date	Notes on schedule (flexibility, worst-case schedule)
Project Cost Estimates/Scope Developed		09/02/24	
Begin Environmental (PA&ED) Phase		09/02/24	
Circulate Draft Env'l Document	Env'l Document	CEQA	11/03/25
Draft Project Report		02/02/25	
End Environmental Phase (PA&ED Milestone)		03/16/26	
Begin Design (PS&E) Phase		10/15/24	
End Design Phase (Ready to List for Advertisement Milestone)		10/14/26	
Begin Right of Way Phase		11/19/24	
End Right of Way Phase (Right of Way Certification Milestone)		04/17/26	
Begin Construction Phase (Contract Award Milestone)		12/14/26	
End Construction Phase (Construction Contract Acceptance Milestone)		04/02/27	
Begin Closeout Phase		04/05/27	
End Closeout Phase (Closeout Report)		05/07/27	

Project Cost Summary/Funding Information									
Total Project Cost (\$1,000s) - AUTO FILLS (do not enter numbers here)									
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)	0	75	0	0	0	0	0	75	
PS&E	0	252	0	0	0	0	0	252	
R/W SUP (CT)	0	182	0	0	0	0	0	182	
CON SUP (CT)	0	260	0	0	0	0	0	260	
R/W	0	20	0	0	0	0	0	20	
CON	0	0	3,911	0	0	0	0	3,911	
TOTAL	0	789	3,911	0	0	0	0	4,700	

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) your
E&P (PA&ED)								0	
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON			1,800					1,800	
TOTAL	0	0	1,800	0	0	0	0	1,800	

Fund No. 2:	Local Funding (Includes Measure D, Measure R, 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)		75						75	If no, when will you know if funds are secured?	
PS&E		252						252		
R/W SUP (CT)		182						182		
CON SUP (CT)		260						260		
R/W		20						20	What risks are there to these funds, if any?	None
CON			1,111					1,111		
TOTAL	0	789	1,111	0	0	0	0	1,900		

Fund No. 3:		California Air Resources Board Grant							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		
R/W									0	What risks are there to these funds, if any?	None
CON			1,000						1,000		
TOTAL	0	0	1,000	0	0	0	0		1,000		

C2. ENGINEERS ESTIMATE

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

Project:	Freedom Blvd Road Rehabilitation and Traffic Calming Project from Green Valley Rd to Airport Blvd				
Item No.	Engineer's Estimate				
1	Environmental Studies and Permits				\$75,000
2	Plans, Specifications, and Estimate				\$251,569
	Right of Way				
3	Right of Way Acquisition				\$20,000
4	Right of Way Support				\$182,322
5	Utility Relocation (exclude if included in construction)				\$0
	TOTAL RIGHT OF WAY COMPONENT COST				\$202,322
	Construction Support				
6	Material Testing				\$60,000
7	Construction Support				\$200,000
	TOTAL CONSTRUCTION SUPPORT COMPONENT COST				\$260,000
	Construction (Update items to match actual items for project)				
	Item Description	Quantity	Units	Unit Cost	Total
8	Mobilization	1	LS	\$158,580	\$158,580
9	Prepare Water Pollution Prevention Plan & Reporting	1	LS	\$5,000	\$5,000
10	Implement Water Pollution Prevention Plan	1	LS	\$8,000	\$8,000
0	Construction Surveying	1	LS	\$35,000	\$35,000
10	Prepare Traffic Control Plan	1	LS	\$6,000	\$6,000
11	Implement Traffic Control Plan	1	LS	\$325,000	\$325,000
12	PCC Curb Ramps	2002	SF	\$65	\$130,130
13	PCC Concrete Sidewalk	3354	SF	\$35	\$117,390
14	PCC Curb & Gutter	514	LF	\$100	\$51,400
15	PCC Curb & Gutter (Rolled)	1088	LF	\$120	\$130,560
16	PCC Driveway Approach & Wraparound Sidewalk	1004	SF	\$45	\$45,180
17	PCC New Cross Gutter & Spandrels	700	SF	\$60	\$42,000
18	Over-Excavation of PCC Areas (Revocable Item)	26	CY	\$400	\$10,400
19	Curb Island	1133	SF	\$160	\$181,280
20	Furnish G05 Water Valve Box & Riser	13	EA	\$330	\$4,290
21	Remove and Replace G05 Water Valve Box & Riser	13	EA	\$1,300	\$16,900
22	Furnish Manhole Frame and Cover	13	EA	\$900	\$11,700
23	Remove and Replace Manhole Frame and Cover	13	EA	\$2,000	\$26,000
24	Furnish Utility Boxes in sidewalk	8	EA	\$825	\$6,600
25	Install Utility Boxes in sidewalk	8	EA	\$1,300	\$10,400
26	Furnish new hood and grates and Modify Storm Drain Inlet	7	EA	\$7,000	\$49,000
27	Exploratory Excavation (Potholing) (Revocable Item)	30	EA	\$1,500	\$45,000
28	Cold Planing (Milling) Existing Asphalt Section (5-Inch Depth)	10671.9	SY	\$21	\$224,110
29	Removal & Replace Base Section (9-Inch Depth)	10671.9	SY	\$44	\$469,563
30	Grade & Compact Roadway	10671.9	SY	\$9	\$96,047
31	12" Base Repair (Below New Base Section) (Revocable Item)	180	CY	\$300	\$54,000
32	Tensar NX850 Geogrid	10671.9	SY	\$10	\$106,719
33	Hot Mix Asphalt Pavement - 8" Section	4802.35	TON	\$160	\$768,376

34	Raised Pavement Markers – Blue Marker	4	EA	\$25	\$100
35	Thermoplastic Pavement Markings	570.5	SF	\$10	\$5,705
36	Thermoplastic Triple Four Crosswalk (2'x 4' rectangles)	43	EA	\$80	\$3,440
37	Thermoplastic Limit Line (shark's teeth, 3' tall x 2' base triangle)	16	EA	\$30	\$480
38	Thermoplastic Striping & Raised Pavement Markers – Detail 9	3310	LF	\$2	\$6,620
39	Thermoplastic Striping & Raised Pavement Markers – Detail 22 (measured as (2) 6" stripes)	1467	LF	\$4	\$6,235
40	Thermoplastic Striping & Raised Pavement Markers – Detail 38	865	LF	\$3	\$2,595
41	Thermoplastic Striping – Detail 39	1594	LF	\$2	\$3,188
42	Thermoplastic Striping – Detail 39A	834	LF	\$2	\$1,668
43	Pre-Formed Green Bike Lanes	1359	SF	\$12	\$16,308
44	Buffered Bike Lane	1409	LF	\$7	\$9,863
45	RRFB Signage	1	LS	\$30,000	\$30,000
46	Curb & Post Channelizers	61	EA	\$350	\$21,350
47	HMA Conforms Behind Driveways & Sidewalk Transitions to Grade	6400	SF	\$10	\$64,000
48	Grade Behind Sidewalks & Ramps & Install Landscaping Mulch	1	LS	\$9,000	\$9,000
49	Demobilization and As-Built Drawings (\$10,000 minimum)	1	LS	\$15,000	\$15,000
	SUBTOTAL CONSTRUCTION ITEMS				\$3,330,176
		CONTINGENCY		12.0%	\$399,621
	TOTAL CONSTRUCTION COST				\$3,729,797
		Escalation Rate Used:		5.4%	\$201,409.06
Total Cost					\$4,720,097

E. CERTIFICATION AND ASSURANCES

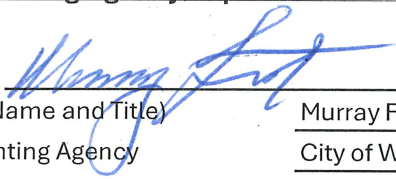
As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	Freedom Blvd Road Rehabilitation and Traffic Calming Project from Green Valley to	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

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

Implementing Agency Representative:

Signed



Date

04/11/25

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."

Freedom Blvd Road Rehabilitation and Traffic Calming Project from Green Valley Rd to Airport Blvd Detailed Project Description and Scope

The Freedom Blvd Road Rehabilitation and Traffic Calming Project will modernize a key 1,100-foot arterial corridor in Watsonville between Green Valley Road and Airport Boulevard. This segment carries an average daily traffic volume of 26,418 vehicles and serves over 31,000 daily users across all modes of travel, including pedestrians, cyclists, and transit riders. Freedom Blvd connects residential neighborhoods in Watsonville and unincorporated Santa Cruz County to commercial hubs, schools, and transit routes, making it a vital corridor for mobility, economic activity, and community connectivity.

The project will address the corridor's poor pavement condition (PCI of 45) and documented safety concerns, including 221 reported crashes between 2013–2022, with five fatalities and 279 injuries, among them four pedestrian deaths and one bicyclist death. Improvements include:

- **Roadway Rehabilitation:** Milling and resurfacing the deteriorated pavement to restore the roadway surface and extend its useful life by approximately 20 years, improving ride quality and safety for all users. These improvements will bring the corridor's pavement condition from its current PCI of 45 ("poor") to a PCI of 95+ ("good"), ensuring the roadway remains in a state of good repair and reducing the need for costly long-term maintenance.
- **Pedestrian Enhancements:** Installation of new ADA-compliant sidewalks on the north side where none currently exist, replacement of non-compliant curb ramps, and construction of a high-visibility rectangular rapid flashing beacon (RRFB) crosswalk at Roache Road.
- **Bicycle Infrastructure:** Installation of continuous Class II buffered bike lanes to eliminate gaps and provide safe, designated space for cyclists.
- **Traffic Safety Upgrades:** New traffic striping and markings, plus upgraded signage meeting modern reflectivity standards to improve driver awareness and visibility.
- **Transit Access:** Improved connectivity to existing bus stops through safer sidewalks, crossings, and bike access.

The City of Watsonville has advanced design to 65% completion, with bidding anticipated in winter 2026/27 and construction scheduled to begin in early 2027. The total project cost is estimated at \$4.7 million, with \$1.9 million already secured from Measure D, Measure R, and SB 1 funds, and \$1.0 million from a California Air Resources Board (CARB) grant. The requested \$1.8 million in RTC funding will complete the package, enabling timely delivery. Without RTC's support, the project may face delays or scope reductions, and secured funds could be redirected to other ready-to-construct projects that currently lack full funding.

This project is consistent with Watsonville's Pavement Management Plan, Capital Improvement Program, Vision Zero Action Plan, and is listed in the Regional Transportation Plan (RTP) as Project WAT-P72. Collectively, these plans affirm the project's role in advancing long-term strategies for safety, equity, resiliency, and sustainable multimodal transportation.

Freedom Blvd

Reconstruct roadway between Green Valley Rd and Airport Blvd

Legend



Freedom Blvd Reconstruction Area



Freedom Blvd Rehabilitation



Freedom Blvd looking east

Note:

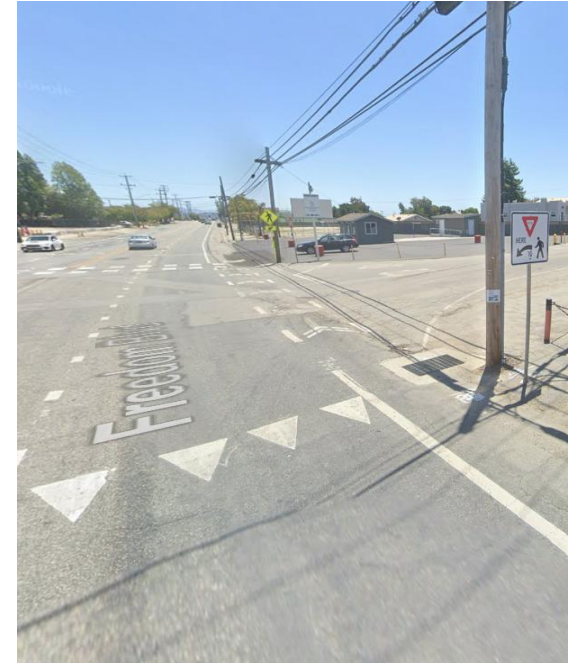
- condition of pavement
- width of “bike lane”
- non-existing storm water collection infrastructure



Freedom Blvd looking west

Note:

- width of “bike lane”
- missing sidewalk
- condition of pavement
- striping not current



Freedom Blvd at Roache Rd

Note:

- non-compliant curb ramp
- low-visibility crosswalks
- condition of pavement



City of Watsonville

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Exhibit 25-K: Local Road Rehabilitation Project Certification

August 8, 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 complies with California Transportation Commission guidelines.

Project Description:

Reconstruct the existing roadway, remove and replace existing curb ramps that do not comply with existing accessibility standards, install new sidewalk on the north side of Freedom Blvd where none exists, restripe roadway to provide striping for bike lanes where none exists, and install high-visibility crosswalks.

<u>Street/Road</u>	<u>From ----- to -----</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 (Years)</u>
Freedom Blvd	From Green Valley Rd to Airport Blvd	Pavement	ID WAT-P72	Restoration of existing facility	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 of Watsonville

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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

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

Date: August 8, 2025

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

Project Description: Reconstruct the existing roadway, remove and replace existing curb ramps that do not comply with existing accessibility standards, install new sidewalk on the north side of Freedom Blvd where none exists, 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, to 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.

Signature:

Title: Principal Engineer



City of Watsonville

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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.