

Santa Cruz County Regional Transportation Commission 2025 Consolidated Grant Program

Application Package for

Soquel Drive Multimodal Project

State Park Drive to Freedom Boulevard
(SB1- Cycle 4: Contract 2)



Application Contents:

- A. Project Information
- B. Project Benefits/Evaluation Criteria
- C1. Schedule, Cost and Funding
- C2. Engineers Estimate
- D. Certification and Assurances
- E. Project Map/Site Photos

APPLICATION/PROJECT PROGRAMMING REQUEST

SCCRTC 2025 Consolidated Grants Program (2026 RTIP)

A. PROJECT INFORMATION					
Applicant/Implementing Agency			Public Agency Sponsor (if different)		
County of Santa Cruz					
Contact Name	Phone	E-mail Address			
Greg Martin	(831) 454-2160	Greg.Martin@santacruzcountyca.gov			
Project Title					
Soquel Drive Multimodal Project - State Park Drive to Freedom Boulevard (SB1-Cycle 4: Contract 2)					
Agency Priority Number (e.g. 1 of 3)			1		
Description and Scope of Work (attach extra pages to fully describe scope)					
The Project involves improvements for bus transit, active transportation, and intersections on Soquel Dr, including: buffered/separated bike lanes, green bike boxes, sidewalk gap closures, ADA ramps, crosswalk upgrades, adaptive signal control, transit signal priority, and pavement rehabilitation.					
Location, Limits, Length (attach map(s)/photos separately)					
2.4 miles of Soquel Dr in unincorporated area of Santa Cruz County between State Park Dr and Freedom Blvd.					
Roadway Functional Classification (see Caltrans map link):			4-Minor Arterial		
Summary of Project Benefits, Purpose and Need					
As an alternative route to Highway 1, Soquel Avenue/Drive is highly congested with vehicle traffic. It is a primary route for SC Metro buses, pedestrians, and bicyclists to access residences, jobs and schools. The project is needed to enhance safety of bicyclists and pedestrians where there are significant collisions, improve transit travel times, encourage mode shift, and reduce emissions.					
Funds requested	\$5,800,000	Total Project Cost	\$31,300,000	Estimated # of Daily Users	16,959
Are you able/willing to receive federal funds?		No			
Was project previously programmed for funds by RTC?		No		RTIP ID	TBD
Project Cost by Mode (list approximate percentage of total project costs)					
Mode		% of Total Cost			
Pavement Preservation (rehab, overlay, etc.)		19%			
Road-Auto serving (not rehab)					
Bicycle		25%			
Pedestrian		38%			
Transit		1%			
Transportation System Management (TSM)		17%			
Transportation Demand Management (TDM)					
Other: Include description					
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:		Soquel Drive Multimodal Project - State Park Drive to Freedom Boulevard (SB1-Cycle 4: Contract 2)
Generally, what are the benefits of this project?		
The Project will improve bus transit travel time, provide safe and comfortable bicycle facilities, enhance pedestrian safety and improve operations at intersections. The Project provides multimodal access for all ages and abilities, incomes and languages, and reduces transit delay to critical destinations.		
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 Project will improve mobility for users of all ages and abilities to many key destinations. The project closes sidewalk gaps creating pedestrian facilities where there are currently barriers. It upgrades 16 ADA ramps. The Project expands multi-modal options by providing buffered and separated bike lanes, and green bike boxes for safer left turn movements. The Project also enhances transit travel time and reliability to greatly benefit mobility for those who don't drive. The corridor provides access to key destinations for educational and job opportunities, housing, medical services, retail, restaurants, commercial, and professional services.
2	Collisions and Safety	Enhancing safety is an overarching goal of the Project as the corridor has experienced a significant number of collisions involving bicyclists and pedestrians. There have been 35 collisions involving bicyclists and 1 collisions involving pedestrians over the past 10 years within the project limits. The Project greatly enhances safety for bicycle riders by providing buffered and separated bike lanes, and green bike boxes at intersections for safer left turn movements and reduced conflicts with motor vehicles. The presence of bike lanes has been shown to result in fewer erratic motor vehicle driver maneuvers, more predictable bicyclist riding behavior, and reduced incidents of wrong way cycling. The Project enhances safety for pedestrians by upgrading ADA ramps, and improving crosswalks. Upon completion of the project, collision fatalities are expected to decrease by 22%. Serious injuries are expected to decrease by 13%. Non-motorized fatalities and serious injuries are expected to decrease by 23%.
3	System Preservation & Infrastructure Condition	The Project preserves 2.4 miles of Soquel Avenue by cape sealing the existing pavement and minor digouts at spot locations which will enhance the useful life of the roadway for buses, bicycles, and other vehicles. The current pavement condition index (PCI) on Soquel Drive is 66. With the cape seal, even after 20 years, the resulting PCI is expected to be 76. This improves the state of good repair and longevity for the regional roadway system.
4	System Performance	The Project adds Transit Signal Priority and Adaptive Traffic Signal controls at all 2 intersections. These smarter signals will improve intersection operations, the overall performance of the arterial, and travel time reliability/efficiency for buses and motor vehicles. This is important for this reliever route for Highway 1 and regional arterial and transit route that connects Santa Cruz and Capitola with the communities of Soquel and Aptos.
5	Public Health	The Project provides facilities that enhance the health and safety of the community. The Project implements bicycle and pedestrian safety measures to reduce the occurrence and severity of collisions. The Project provides essential accommodations for youth, the elderly, and those with disabilities. This Project encourages healthier, active transportation choices and creates a safer, more walkable community. Walking and biking reduce obesity and improve public health results. The Project will improve the health and well-being of the community by encouraging a more active lifestyle, enhancing safety, reducing emissions, and improving air quality.
6	Benefits to Equity Priority Communities	Transportation-disadvantaged populations along the corridor include children and youth, the elderly, people living with physical or mental challenges, and those experiencing low income or poverty--those who are often dependent on transit, walking, or bicycling for travel to school, jobs, shopping, recreational opportunities, and health care. Soquel Drive features important destinations for these populations, such as employment centers, schools, shopping, Cabrillo College, and recreational opportunities. Many affordable housing opportunities, such as the mobile home parks and apartment complexes, can be found along Soquel Drive. Access to these destinations are essential for equity, enhance health, and promote a healthy community.

7	Climate Change and Resiliency	The Project will enhance the safety and comfort of pedestrians and bicyclists, encouraging active modes as viable means of transportation in the County. Faster and more reliable transit will also encourage a mode shift to transit. The Unified Corridor Investment Study (UCS) modeled GHG emissions found that decreases in GHG were driven by reductions in vehicle-miles traveled (VMT) as well as the adoption of electric vehicles. As the main VMT reducing project within the preferred alternative, the UCS estimates that GHG emissions will decrease by 718 metric tons per day. The Project's new ATS/ TSP at all 23 intersections will improve corridor operations and reduce GHG by reducing stop-and-go traffic during peak hours and idle time at traffic signals during non-peak hours, as well as providing priority for buses.
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.	The Project has an estimated total project cost of \$31.3 million. This estimate is larger than envisioned in the grant, due to the time that has lapsed since the grant was drafted and anticipated unforeseen conditions. This Project will receive \$21,290,000 in grant funding from SB1 Solutions for Congested Corridors Program for construction, and CDI has estimated that the local share of the entire project to be \$10 million or more. The Project will not be fully funded with the 2025 Consolidated Grant Program, and the County will apply to the next Consolidated Grant cycle for the estimated additional construction costs.
8b	Committed Funding: What other funding has been secured for the project?	None
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?	Yes, this Project will receive \$21,290,000 in grant funding from SB1 Solutions for Congested Corridors Program.
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?	No other applications have been submitted for other grants.
8e	Funding for Cost Increases: How will potential cost increases be funded? What potential funding sources are available to cover unanticipated cost increases?	With the assistance provided by the RTC, the County will fund potential cost increases through annual public works allocations.
8f	Partial Funding: If the RTC approves partial funding or the project costs increase, can the project be scaled to match available funds?	If changes are approved by the California Transportation Commission
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 County has the staff and experience to oversee the delivery of this project in a timely manner. Consultants can be brought on board to help expedite the environmental process and project design. The Project schedule is dependent on the environmental, right of way and utility impacts. Knowing these impacts early in the process will allow the County to make any adjustments before they affect the schedule.
9b	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	County Public works has the staff and experience to oversee and deliver this project. The County oversees many regional public works projects a year, providing planning, design, right-of-way acquisition and construction. The County has experience overseeing work similar to this Project, including drainage improvements, pedestrian safety improvements, road improvements, and traffic safety projects. Further, the County has experience delivering a similar project, the Soquel Drive Buffered Bike Lane and Congestion Mitigation project.
9c	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	The Project will need to complete the environmental process and file for CEQA. The addition of any federal funding would require a Categorical Exclusion under NEPA and the completion of additional technical studies to support the exclusion. This would risk the timely completion of the project and jeopardize SB1 funding commitments.
9d	Mitigating Risks: What efforts will be undertaken to minimize risks to project implementation.	While the majority of the corridor improvements are within the existing curb lines, the Project constructs new sidewalks that will require right of way acquisition. There is a risk to acquiring the right of way needed to complete the project. The County will enlist a qualified consultant to implement a strategy to gain the needed right of way. The goal is to avoid right of way as much as possible, use temporary permits during construction where impacts are minimal, use waiver valuations to avoid the time and expense of appraisals, offer incentive payments, and offer accelerated offers-by-mail. This approach has proven successful on similar projects to reduce right of way acquisition risk.
9e	Other: Describe any other potential risks and plans to mitigate risks.	There are some parts of the Project that are close to environmentally sensitive areas. The County will enlist an environmental consultant to aid the design consultant in avoiding those areas.

10	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines and integrates complete streets elements.	The purpose of this Project under the WSC-MCP is to “promote sustainable development and livable communities, including Complete Streets.” As the Complete Street portion of the WSC-MCP Cycle 2 suite of projects, it is consistent with the Complete Streets guidelines set for in the Monterey Bay Area Complete Streets Guidebook and complies with California Complete Streets legislation (AB 1358). In accordance with guidance, the Project includes elements to address user needs across multiple modes—transit, pedestrian, bicycle, and motor vehicle—creating the backbone of a regional complete street network. The Project removes barriers and enhances safety for pedestrians and bicyclists, and improves transit reliability and travel time, in accordance with Complete Streets principles.
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?	Extensive community outreach on this Project was conducted as part of the UCS, which identified and defined this Project. During the study thousands of community members helped identify transportation priorities and project groupings for consideration in the UCS beginning December 2012 through January 2019. Outreach was targeted to partner agencies, stakeholders, RTC advisory committees, local business leaders, employers, transit/bicycle/pedestrian advocacy groups, community organizations, neighborhood associations, environmental organizations, low-income/ disadvantaged and disabled community advocates, and county citizens.
11b	Outreach: 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.)	Once a preliminary design has been completed for the Project, public outreach will take place to inform and gather input on the preliminary design. In addition, once construction is funded for the Project, public outreach will take place prior to construction to inform the community about the project and its construction timeline. Such activities may include radio and print media, mailings and door hangers, pop-up events, as well as stakeholder meetings with local businesses, Cabrillo College, other local schools, local pedestrian groups and local bicycle groups.
11c	Diverse Participation: 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?	In addition to the public engagement that has already occurred for the UCS that included measures to ensure participation from diverse and underrepresented groups. The Project preliminary design outreach strategies and materials will also focus on equity priority communities. All outreach material will be produced in both print and digital format and in English and Spanish. Spanish interpretation will be available at public meetings.
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 Project is included in the priority/constrained project list in the 2040 Regional Transportation Plan – Project #CO-P19
12b	Consistency with other plans. What other plans is this project listed in, if any?	The Project is in the priority/constrained project list for the 2040 AMBAG Metropolitan Transportation Plan & Sustainable Communities Strategy (MTC/SCS) - #CO-P19. Other plans include: - The Project is a significant element of the preferred scenario developed in the UCS. The UCS Final Report was approved by the RTC in January 2019. - This Project is described in the WSC-MCP. - The Project is consistent with the County's General Plan Circulation Element (updated 2/18/2020) which prioritizes VMT reduction, public and special needs mobility, roadway function, bicycle and pedestrian facilities. -The Project is consistent with the County Health Services Agency's Vision Zero initiative.
13	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	Operational improvements for vehicles, improved facilities for transit and safer bike and pedestrian facilities will all add to improved accessibility for residents and visitors to Santa Cruz County. Destinations on Soquel Drive, such as Aptos Village and the Forrest of Nisene Marks State Park, draw visitors from throughout the region. The County's traffic counts in 2024 indicate 16,959 average daily traffic (vehicular) on Soquel Drive between Spreckels Drive and Trout Gulch Road an increase of 13.9% from 2018. This figure doesn't include pedestrian or bicycle traffic by local residents. CalEnviroscreen 3.0 population data of census tracts directly along Soquel Drive indicate there are 21,242 residents in the area who will benefit from the Project. An additional 10,420 residents live in census tracts adjacent to the end points of the project.

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY				
Non-infrastructure projects/programs/plans - see NI tabs				
Project Title:		Soquel Drive Multimodal Project - State Park Drive to Freedom Boulevard (SB1-Cycle 4: Contract 2)		
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				
Begin Environmental (PA&ED) Phase			11/06/25	
Circulate Draft Env'l Document	Env'l Document	CEQA Mitigated ND	03/06/26	
Draft Project Report			05/08/26	
End Environmental Phase (PA&ED Milestone)			06/12/26	
Begin Design (PS&E) Phase			11/06/25	
End Design Phase (Ready to List for Advertisement Milestone)			11/05/27	
Begin Right of Way Phase			01/09/26	
End Right of Way Phase (Right of Way Certification Milestone)			09/11/27	
Begin Construction Phase (Contract Award Milestone)			03/07/28	
End Construction Phase (Construction Contract Acceptance Milestone)			03/29/30	
Begin Closeout Phase			04/01/30	
End Closeout Phase (Closeout Report)			09/30/30	

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	805	0	0	0	0	0	805	
PS&E	0	605	1,201	605	0	0	0	2,411	
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	400	1,611	400	0	0	0	2,411	
CON	0	0	0	25,673	0	0	0	25,673	
TOTAL	0	1,810	2,812	26,678	0	0	0	31,300	

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 We request that these be state or regional funds. Federal funds will cause project delays for additional studies under NEPA
Component	Prior	25-26	26-27	27-28	28-29	29-30	30-31	Total	
E&P (PA&ED)		805						805	
PS&E		605	1,201	605				2,411	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W		400	1,611	400				2,411	
CON				173				173	
TOTAL	0	1,810	2,812	1,178	0	0	0	5,800	

Fund No. 3:		SCCRTC Consolidated Grant Program 2027							Funding status		
Fiscal Year									Are these funds secured?	No	
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?	If the Project is recommended and adopted by the SCCRTC
PS&E									0		
R/W SUP (CT)									0		
CON SUP (CT)									0	What risks are there to these funds, if any?	May not get recommended or adopted.
R/W									0		
CON				4,210					4,210		
TOTAL	0	0	0	4,210	0	0	0		4,210		

[illegible][illegible]

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

N:\ENGR\ROADPLAN\GROUP PROJECTS\GRANTS\SCCRTC\Consolidated Grants\2025\Application-PPR Soquel Dr Multimodal Project 20250908.xlsx

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:

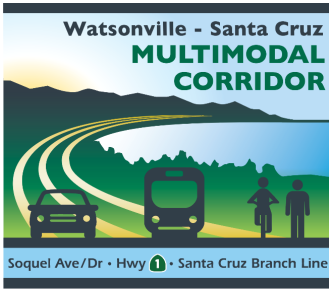
Project:	Soquel Drive Multimodal Project - State Park Drive to Freedom Boulevard (SB1-	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	DS MM
2	This project is among the highest priorities for this agency;	DS MM
3	The proposed transportation investments have received the full review and vetting required by law;	MM
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;	DS MM
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;	DS MM
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;	DS MM
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;	DS MM
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;	DS MM
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;	DS MM
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;	DS MM
11	The agency will commit the funds necessary to ensure this project is fully funded.	DS MM

Implementing Agency Representative:

Signed Matt Machado Date 9/12/2025
Printed (Name and Title) Matt Machado, Deputy CAO/Director of CDI
Implementing Agency County of Santa Cruz

Project Sponsor – if different

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



GRANT APPLICATION FOR MATCHING FUNDS FOR **CONTRACT 2** (SOQUEL DRIVE) OF THE WATSONVILLE-SANTA CRUZ MULTI-MODAL CORRIDOR PROGRAM CYCLE 4 PROJECT



PROJECT DESCRIPTION

The Project, which is Contract 2 of the Watsonville–Santa Cruz Multimodal Corridor Program Cycle 4 Project, includes:

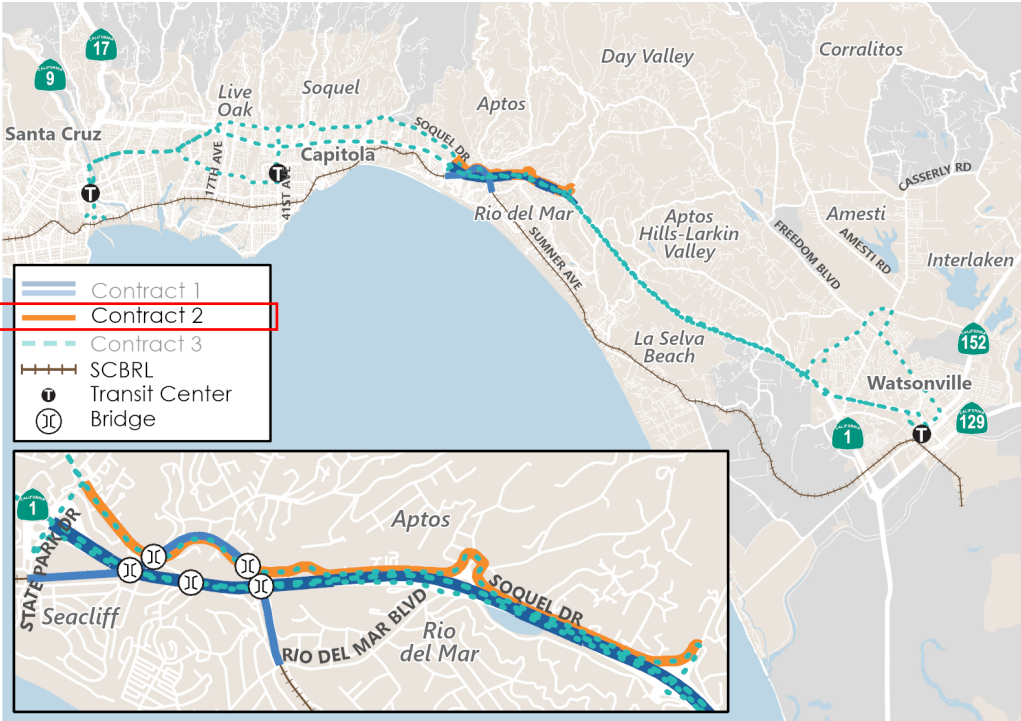
Install 3.2 miles buffered and protected bike lanes.

Stripe green bike boxes and green conflict markings at 4 intersections.


Add 4,745 feet of sidewalk gap closures and upgrades, connections to Aptos schools.


Install 16 ADA curb ramps and 8 curb extensions at intersections.


Upgrade crosswalk visibility at 3 intersections. e communities.





PROJECT GOALS AND BENEFITS

 Provide high quality transportation choices to reduce countywide VMT

 Reduce mobile source emissions and improve air quality and public health

 Increase performance of transit along Soquel Drive corridor

 Advance equity through competitive, low-cost transportation alternatives serving disadvantaged communities, including prioritizing bus service and improvements to complete streets facilities.

 Enhance safety and mobility for vehicles, transit, bicycles, and pedestrians



Not to current ADA standards



Sidewalk ends



Lack of sidewalks



AC sidewalk needs to be upgraded



Bike Lane Ends



Lack of sidewalks and enhanced bike lanes