

PROJECT INFORMATION FORM

If you have any questions about this application or would like an electronic copy of the funding request packet, please call or email Rachel Moriconi at 831-460-3203 or rmoriconi@sccrtc.org.

A. Project Information

1. Project Title: Aptos Village Plan Improvements
2. Amount of RSTP Funding Requested: \$920,000
3. Implementing Agency: County of Santa Cruz
4. Sponsoring Public Agency that has Master Agreement with Caltrans (if different from implementing agency):
5. This is priority number ____ of ____ projects submitted. *(If requesting funds for more than one project)*
6. Project Description/Scope: *(Please describe the scope of work for the project, including all capital improvements or program characteristics. Please describe the improvements associated with each mode of transportation as applicable. Attach additional information if needed.)*

This capital improvement project will implement the recommendations of the Aptos Village Plan improving transportation across all modes for the community along the transportation corridors adjacent to the town's center. These corridors are Soquel Drive, Trout Gulch Road, and the rail line. Please see the attached **Figure 11: Key Features** from the approved Aptos Village Plan and preliminary plans from Hatch Mott MacDonald.

Soquel Drive

The proposed project provides a comprehensive design for pedestrian, bicycle, and automobile traffic along Soquel Drive from 350 feet west of Aptos Creek Road to 150 feet east of Trout Gulch Road. Pedestrian facilities will be provided along the entire length of the south side of Soquel Drive incorporating the existing boardwalk characteristic features of Aptos Village. Sidewalk on the north side will tie into proposed sidewalks on the side streets and provide access to the recently approved mixed commercial and residential project providing comprehensive pedestrian access on both sides of the road. Parking has been included along Soquel Drive where physically feasible. The total distance of the project along Soquel Drive is 1230 feet. Existing bicycle lanes will be maintained on this segment of Soquel Drive. A new bus stop pullout and shelter will be constructed on the north side of Soquel Drive east of Trout Gulch Road with full ADA accessible sidewalk facilities directly across from the existing bus stop on the south side of Soquel Drive.

Trout Gulch Road

Trout Gulch Road has been designed for road and roadside improvements from the intersection at Soquel Drive to Valencia Street. The total distance of the project along Trout Gulch Road is 390 feet. Standard sidewalks will replace most of the existing sidewalk on the east side of the road, and the existing west side sidewalk will require the construction of accessibility improvements. Intersection turn lanes at Soquel Drive will be improved and lengthened which will restrict on street parking on this segment. Bicycles will have to share the vehicle lanes for this segment due to the physical constraints of existing buildings on both sides of the street.

Traffic Signals/Railroad Crossings

Traffic signals are proposed at the intersections of Soquel Drive/Aptos Creek Road and Soquel Drive/Trout Gulch Road. Railroad crossing improvements are required as part of the traffic signal work and will include railroad crossing arms, traffic signal preemption phases for the rail line, and new concrete panels for the vehicle and pedestrian crossings. The proposed railroad crossing improvements have yet to be approved by the California Public Utilities Commission so modifications in their location and configuration may occur. A new railroad crossing is proposed for a new street (Parade Street) between Aptos Creek Road and Trout Gulch Road to serve the new development. Parade Street will also require new railroad crossing improvements but the costs are excluded from the project costs as the work there will be entirely funded by the developers.

7. Project Cost by Mode:

Please list the approximate percentage of total project costs related to different transportation modes in the chart below. Project description (#4) must include explanation of what will be done related to each applicable mode. The Rail component was added to the Transit component in the table below.

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Rail & Transit	TOTAL
10%	25%	10%	15%	35%	100%

8. Project Location/Limits (attach an 8 1/2" x 11" map and/or photos if available, include street names):

a. Project Length (in miles or feet, if applicable):

Soquel Drive 1230 feet
 Trout Gulch Road 390 feet

b. For road projects: What is the functional classification of this road, as defined by FHWA?
 (Note: STP funds cannot be used on roads functionally classified as “local” or “rural minor collectors” except for bridges not on federal-aid highways and as shown under STP Eligible Activities)

Soquel Drive is a Minor Arterial.
 Trout Gulch Road is a Major Collector.

9. Contact Person/Project Manager Name: Jack Sohriakoff
 Telephone Number: 831-454-2160 E-mail: dpw140@co.santa-cruz.ca.us

B. Project Delivery Milestones

(Enter the proposed schedule or actual completion of various project milestones):

10. **Capital Projects - Schedule:**

Project Milestone	Date
Begin Environmental (PA&ED) Phase	1/1/2013
Circulate Draft Environmental Document	Document Type (ex. EIR) Neg Dec w/cond. 2/1/2013
End Environmental Phase (PA&ED Milestone)	4/1/2013
Begin Design (PS&E) Phase	In process
End Design Phase (complete PS&E)	4/1/2013
Begin Right of Way Phase	4/1/2013
End Right of Way Phase (Right of Way Certification Milestone)	7/1/2013
Request Authorization to Proceed with Construction (completion of all prior tasks)	7/1/2013
Award Contract	8/1/2013
End Construction Phase (Construction Contract Acceptance Milestone)	11/1/2014
End Closeout Phase (Closeout Report)	6/1/2015

13b. Non- Capital Projects - Schedule:

	Activity 1*	Activity 2*	Activity 3*
Start Activities (month/year)			
End Activities (month/year)			

*Please state the activity to be completed (ex. preliminary planning, project implementation, project completion).

C. Project Cost Summary

11. Capital Projects – Total Cost Estimate:

Environ- mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
\$40,000	In process	\$20,000	\$3,317,000		Construction contingency included in Construction	\$3,377,000

EXHIBIT C

Project Benefits

1. **Generally, what are the benefits of this project?** The project will implement the recommendations of the Aptos Village Plan improving transportation across all modes for the community on the roads adjacent to the town's center. The proposed project provides a comprehensive design for pedestrian, bicycle, and automobile traffic along Soquel Drive from 350 feet west of Aptos Creek Road to Trout Gulch Road. Two traffic signals will be installed on Soquel Drive which will increase pedestrian and vehicular safety through the Aptos Village core area. The project will also provide railroad safety improvements as required by the California Public Utilities Commission.

2. **How many travelers will be served by/benefit from this project per day?** _____
ADT volumes – 15,000 on Soquel Drive; 10,000 on Trout Gulch Road; new project to generate 3,650 ADT.
Other (e.g. avg. number of people directly served/day; number of users of facility/day; TDM-direct participants and indirect beneficiaries) _____

3. **What are the destinations served by this project? (e.g. employment centers, senior centers, schools, groceries, transit centers, etc.)**
The new Aptos Village development will include 63 housing units and over 70,000 square feet of commercial uses. The Aptos Village core area will become a destination.

4. **Does this project preserve existing transportation infrastructure/facilities or services?**
Highlight why this location is a priority for preservation, e.g. if project is part of a pavement management plan.
The existing bike lanes on Soquel Drive through Aptos Village will be maintained, as will the railroad facilities. Soquel Drive and Trout Gulch Road will be repaved, and the existing rail line will have significant safety improvements constructed.

5. **Does this project increase access or reduce pollution? If so, how?** If not applicable, put N/A.
One of the main objectives in the Aptos Village Plan is to create a pedestrian friendly atmosphere with pedestrian facilities connecting existing uses to the new development. The pedestrian infrastructure proposed in this project provides the necessary backbone for new development to complete the pedestrian network anticipated for this area. In addition, traffic signal coordination through the Aptos Village Soquel Drive corridor will play a huge role in reducing vehicular emissions. All the basic transportation infrastructure improvements will enhance the multi-modal alternatives for all users in the community.

6. **Does this project increase safety? Describe.** If not applicable, put N/A.
The proposed improvements for the Aptos Village Plan are intended to reduce risks to all transportation users by providing multi-modal facilities such as bike lanes, sidewalks, and bus stops. The traffic signals will provide protected pedestrian crossings, exclusive turn lanes with protected phasing for turning movements, emergency vehicle pre-emption phasing, and rail pre-emption phasing to protect the public from railroad related incidents at the railroad crossings.

7. **How does the project increase access and safety cost effectively, equitably and responsive to the needs of all users and/or benefit the natural environment?** If not applicable, put N/A.
N/A

8. Has public input been sought on this project? What is the public engagement plan for implementing this project? Is it identified in an adopted plan or other document?

The Aptos Village Plan has been through the public input process for over five years and was approved by the County of Santa Cruz Board of Supervisors on February 23, 2010. The Board of Supervisors also approved a street plan line for this segment of Soquel Drive as part of the public process for the Aptos Village Plan. The residential and commercial development project was approved by the Board of Supervisors on September 25, 2012. The County still has to begin the process of coordinating the project improvements with specific property owners in terms of easements and rights-of-way acquisitions, driveway access improvements and conforms, and parking lot modifications. The authorization to construct the railroad crossing improvements will be granted by the CPUC through a public process as well.

I:\RTIP\STP-CMAQ\RSTP2013\Submittals\County\RSTP app Aptos jax2.doc

EXHIBIT A
Project Budget & Funding Plan
Project Cost by Phase

Capital Projects: Aptos Village Plan

*Enter the amount to be expended for each project phase in each fiscal year by funding source.
 Totals should calculate automatically if electronic file is used.*

Round figures to the nearest thousand dollars

Sources (Specify fund source type - ex. RSTP,STIP, AB2766, Local, TDA, etc)	Source Total	Phase of Work			
		Env'1 (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction
New Funds Requested from RTC:	\$920,000	\$40,000	\$0	\$20,000	\$860,000
Source 2: Developer fees	\$1,575,000	\$0	\$0	\$0	\$1,575,000
Source 3: Gas tax revenue	\$350,000	\$0	\$0	\$0	\$350,000
Source 4: County Service Area 9	\$25,000	\$0	\$0	\$0	\$25,000
Source 5: County Service Area 9A	\$50,000	\$0	\$0	\$0	\$50,000
Source 6: TDA	\$69,000	\$0	\$0	\$0	\$69,000
Source 7: Local Road Funds	\$388,000	\$0	\$0	\$0	\$388,000
Total	\$3,377,000	\$40,000	\$0	\$20,000	\$3,317,000
Fiscal Year each component to begin		FY 2012/13	FY 2012/13	FY 2012/13	FY 2013/14
		Env'1 (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction

Pending Funds: Highlight any funds that are yet not secured, describe below status/anticipated receipt date:

- Pending Source 2: Developer fees subject to County approved budget for FY 2013/14
- Pending Source 3: Gas tax revenue subject to County approved budget for FY 2013/14
- Pending Source 4: CSA 9 subject to County approved budget for FY 2013/14
- Pending Source 5: CSA 9A subject to County approved budget for FY 2013/14
- Pending Source 6: TDA subject to County approved budget for FY 2013/14
- Pending Source 7: Local Road Funds subject to County approved budget for FY 2013/14

EXHIBIT B
ENGINEERS ESTIMATE
CAPITAL PROJECTS ONLY

Cost Estimate Breakdown

	<u>Cost</u>
<u>ENVIRONMENTAL STUDIES AND PERMITS</u>	\$40,000
<u>PLANS, SPECIFICATIONS, AND ESTIMATE</u>	in process
<u>RIGHT OF WAY</u>	
Right of Way Acquisition	\$15,000
Right of Way Support	\$5,000
Utility Relocation (exclude if included in construction)	\$0
TOTAL RIGHT OF WAY COMPONENT COST	\$20,000
 <u>CONSTRUCTION</u>	
 SOQUEL DRIVE IMPROVEMENTS INCL. APTOS CREEK ROAD	
1. Mobilization	\$25,000
2. Traffic Control System	\$25,000
3. Demolition	\$30,000
4. Grind Asphalt Concrete Pavement	\$20,000
5. Aggregate Base Class 2	\$30,000
6. Asphalt Concrete (New Pavement)	\$40,000
7. Asphalt Concrete (Overlay)	\$90,000
8. Asphalt Concrete (Conforms)	\$20,000
9. Concrete Sidewalk	\$100,000
10. ADA Ramps	\$30,000
11. County Standard Concrete Curb and Gutter	\$30,000
12. County Standard Concrete Curb	\$10,000
13. Concrete Valley Gutter	\$10,000
14. Concrete Bus Turnout Pad	\$10,000
15. Truncated Domes	\$5,000
16. New Drain Inlets	\$15,000
17. New 18" Storm Drain Line	\$40,000
18. New Storm Drain Manhole	\$5,000
19. Relocate Aptos Village Type Light Poles	\$10,000
20. New Aptos Village Type Light Poles	\$15,000
21. Bus Turnout Retaining Wall	\$20,000
22. Under Sidewalk Drains	\$2,000
23. Bus Shelter	\$10,000
24. Striping & Markings	\$13,000
25. Signage	\$5,000
26. Extra Work	\$70,000
Subtotal	\$680,000

TROUT GULCH ROAD IMPROVEMENTS

27. Mobilization	\$15,000
28. Traffic Control System	\$30,000
29. Demolition	\$15,000
30. Grind Asphalt Concrete Pavement	\$5,000
31. Aggregate Base Class 2	\$7,000
32. Asphalt Concrete (New Pavement)	\$7,000
33. Asphalt Concrete (Overlay)	\$30,000
34. Asphalt Concrete (Conforms)	\$5,000
35. Concrete Sidewalk	\$34,000
36. ADA Ramps	\$7,000
37. ADA Ramp to Trout Gulch Crossing	\$20,000
38. County Standard Concrete Curb and Gutter	\$15,000
39. County Standard Concrete Curb	\$1,000
40. Raised Conc. Curb @ Trout Gulch Crossing	\$20,000
41. Raised Sidewalk Guardrail	\$13,000
42. Truncated Domes	\$5,000
43. Relocate Aptos Village Type Light Pole	\$2,000
44. New Aptos Village Type Light Pole	\$6,000
45. Under Sidewalk Drains	\$2,000
46. Striping & Markings	\$10,000
47. Signage	\$3,000
48. Extra Work	\$30,000

Subtotal **\$282,000**

TRAFFIC SIGNALS AND RAILROAD WORK

49. Traffic Signals	\$860,000
50. Railroad Improvements	\$900,000

Subtotal **\$1,760,000**

TOTAL \$2,722,000
20% Contingency \$270,000

TOTAL CONSTRUCTION COST **\$2,992,000**

Construction Support \$325,000

TOTAL CONSTRUCTION COMPONENT COST \$3,317,000

OVERALL TOTAL COST **\$3,377,000**

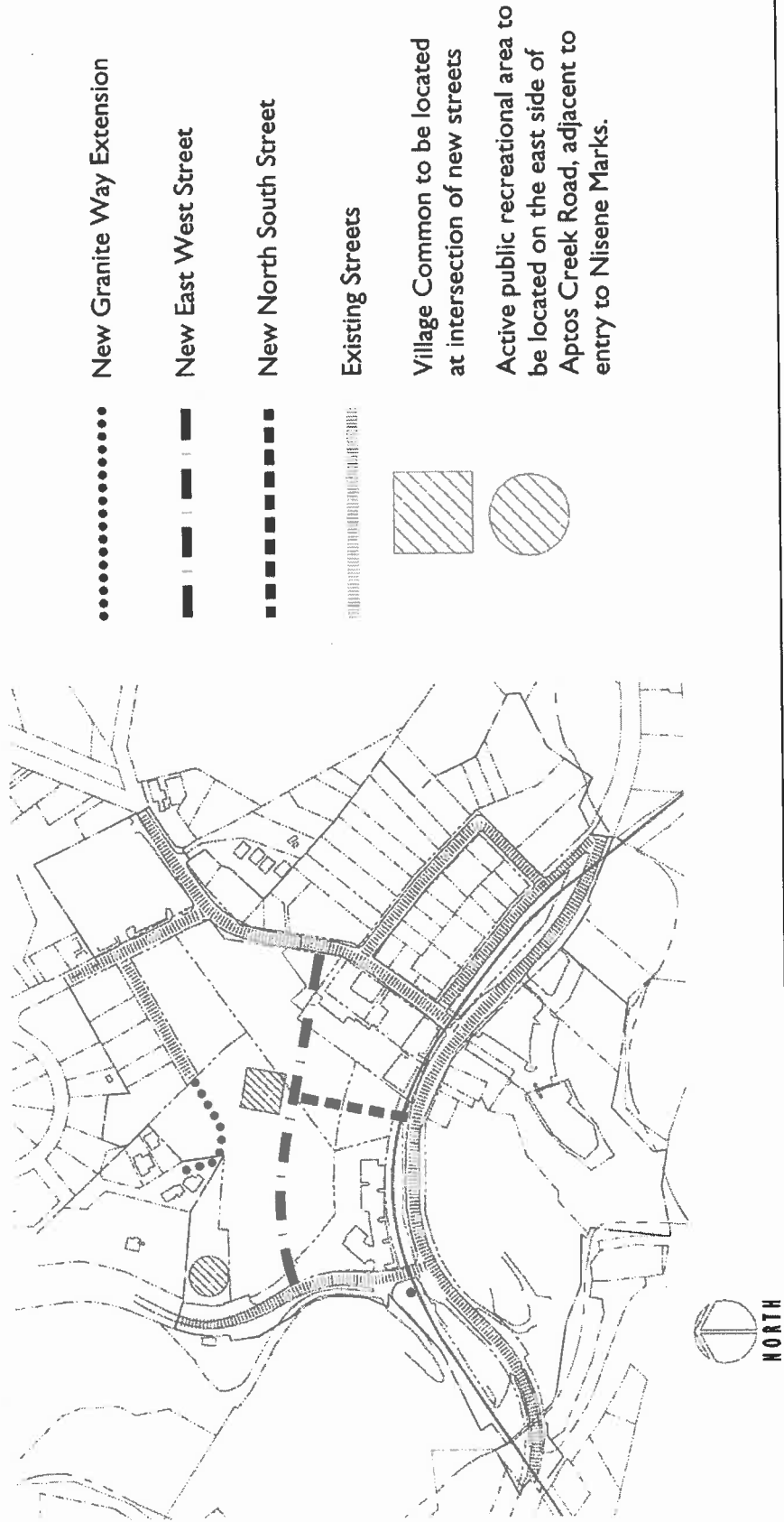


FIGURE 11: KEY FEATURES

