



County of Santa Cruz, California

Application for TIGER III Transportation Infrastructure Improvement Grant

Project Information

Project Title: Aptos Village Multi-modal Transportation Improvements

Applicant: County of Santa Cruz, California

CCR Number/Cage Code: 4Q0Y2

DUNS Number: 614865751

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- **Project Location:** Rural community of Aptos Village, located in Santa Cruz County, California. Approximately 100 miles south of San Francisco, 6 miles east of the City of Santa Cruz.
- **Congressional District:** California - 17th District

- **Funding Requested**

TIGER III Federal Funding Requested:	\$4,000,000.
Local Contribution:	\$1,397,270.
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Total Project Cost:	\$5,397,270.

- **Project Timing:** June 2012 - September 2013
- **Supporting Organizations:**
 - Sam Farr - United States House of Representatives (California - 17th Congressional District)
 - Bill Monning - California State Assembly (27th District)
 - Association of Monterey Bay Area Governments (AMBAG)
 - Monterey Bay Unified Air Pollution Control District
 - Santa Cruz County METRO Transit District
 - Santa Cruz County Regional Transportation Commission
 - Ellen Pirie, Second District Supervisor
 - Aptos Chamber of Commerce
 - Ecology Action, Santa Cruz

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Aptos Village Multi-modal Transportation Improvements: Revitalizing the Village Core

Application for Department of Transportation TIGER III Transportation Infrastructure Improvement Grant

I. PROJECT DESCRIPTION

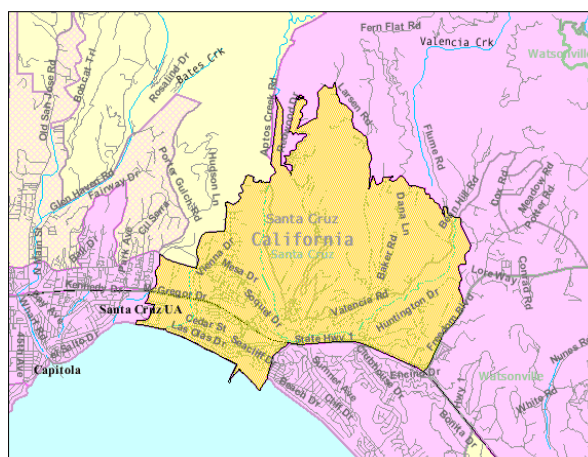
Description of transportation challenges that the projects aims to address, and how the project will address these challenges.

a. Transportation Challenges

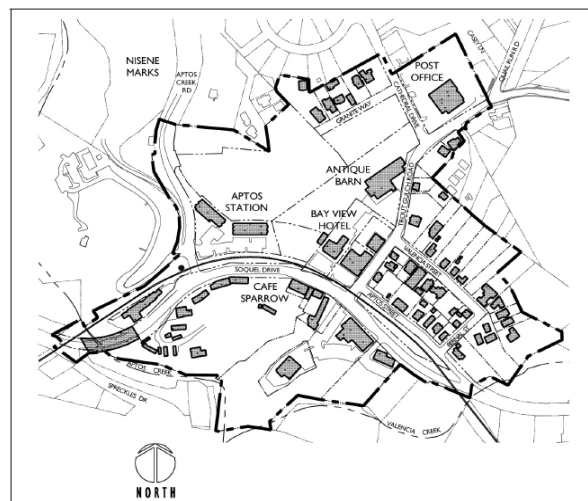
Since the 1960s, the total vehicle miles traveled in the United States has grown five times faster than the nation's population. Road capacity has not kept up with the increasing demand, resulting in congestion. Building new infrastructure and maintaining it is challenging for local governments, particularly in California, where the state's fiscal crisis has been acute. As cars get more fuel efficient, income from gas taxes is reduced, which affects the ability of counties to construct and maintain roads. Compounding this problem is the fact that in Santa Cruz County, employment growth has not kept pace with population growth. As a result, more residents drive to other cities, counties and regions to find high quality employment, adding to the traffic congestion.

Soquel Drive is the main arterial route into the project area, and it has some unique transportation challenges related to economic development and sustainability. As the primary commercial corridor in the County, Soquel Drive runs through several communities, Cabrillo College and a medical hub with two hospitals and several clinics. It parallels State Highway 1, the major north-south route on the Central Coast of California. Most of the frontage on Soquel Drive is zoned commercial, and there are many lands available for development. **The transportation challenge is how to plan for and implement sustainable, multi-modal transit options ahead of the economic development.** Santa Cruz County is preparing a Sustainable Transit Options Plan for Soquel Drive.

Planning for Aptos Village, which anchors the south end of the study area has already been completed, because a significant commercial/residential development is poised to happen after years of planning. The project proposed for TIGER III funding is directly related to the sustainable transit options identified in the Aptos Village Plan.



Aptos CDP (2000 U.S. Census)



Aptos Village - Existing Conditions

Pedestrian and traffic safety in the project area is another challenge addressed by this project. The level of service at the intersections of Soquel Drive at Trout Gulch and Aptos Creek currently operate at a Level of Service D during the peak hour. **The railroad crossings in their current state are unsafe for both vehicles and pedestrians.** Some of the crossings, which are immediately west of the tracks, have no STOP signs for the intersections with Soquel Drive and no crossing arms. This is especially dangerous for school buses and other group transit vehicles that must stop before the railroad tracks, but then by state law are not allowed to stop on the railroad tracks, making the STOP signs very dangerous to negotiate. Several unmarked and non-ADA accessible pedestrian crossings are also spread along the Project Area.

Existing conditions in the Project Area do not support multi-modal transportation options. Bus stops are unimproved, not ADA accessible, and are frequently blocked by parked vehicles. Another safety challenge is the lack of bike lanes in Aptos Village, which is an important bikeway in the region and a hub for cyclists who ride from Aptos Village to access country roads and mountain bike trails.

b. Transportation Solutions

The Aptos Village Multi-modal Transportation Improvements Project directly meets these transportation challenges. First, it provides the infrastructure for a revitalized, mixed-use transportation-oriented development to be built in Aptos Village. This development will create short- and long-term jobs close to where people live, reducing traffic and improving sustainability. The infrastructure will be pedestrian and bike-friendly, and includes safety and access improvements to bus stops and rail crossings. Aptos Village will be the first segment of the Soquel Drive corridor to implement sustainable transit options in advance of new development, and in this way will serve as a model for the rest of the 7-mile corridor.

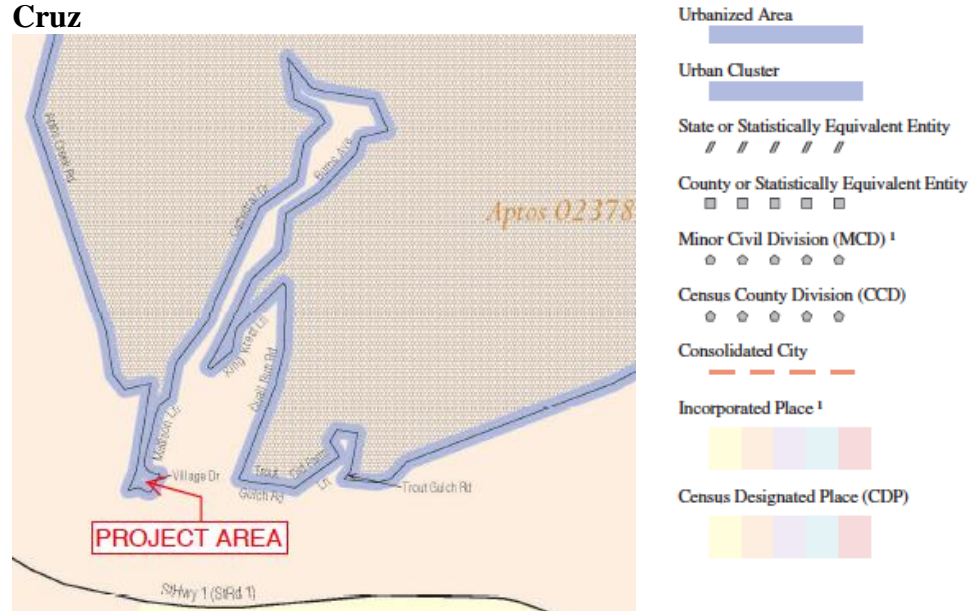
Improvements in Aptos Village will include upgrades to Soquel Drive, construction of new and upgraded rail crossings and traffic signals, improvements to two adjacent roadways, and construction of new pedestrian and bicycle-friendly “complete streets” in the village core. The Aptos Multi-modal Transportation Improvements will directly support the construction of new comprehensive mixed-use commercial and residential development. Federal financial assistance for the Aptos Village Improvements will provide the last missing link that is needed for the transportation infrastructure to support the mixed-use project.

c. Location

Aptos Village is an unincorporated community of rural density centrally located within Santa Cruz County, approximately 100 miles south of San Francisco. Aptos is a census-designated place of 9,396 people (per the 2007 Economic Census).

A material portion of the Project lies within a “rural area” as defined by the Census Bureau. The Project Area is identified on Figure 1 with a red arrow, and is a subarea of the Urbanized Area Outline Map (Census 2000). The blue border demarcates the Urbanized Area. The shaded area to the north of the boundary is defined as rural. Most of the Aptos Village Improvements (95%) are located within the “rural area” and directly on the Urbanized Area Border. A small portion of the improvements on Soquel Drive (5%) are located just inside of Urbanized Area Border.

FIGURE 1: DETAIL OF URBANIZED AREA OUTLINE MAP (CENSUS 2000) Santa Cruz



Reference: www2.census.gov/geo/maps/urbanarea/uaoutline/UA2000/ua79336/ua79336_04.pdf

Aptos Village History

Located at the confluence of Aptos Creek and Valencia Creek, Aptos has been a hub of human commerce for centuries. Formerly an Ohlone village site, the location was later used as a rail hub for logging redwood forests in the surrounding mountains. Lumber from Aptos mills went into the construction of San Francisco after the California gold rush. After the lumber boom of the late 1800s, the area transitioned to agriculture, mostly in the form of apple orchards. Aptos Village became a hub for fruit processing and shipping, with apple packing and drying sheds and rail connections to bring the produce to market. As other regions took the lead in apple production and packing, Aptos Village went into decline in the 1940s. Most Aptos residents now commute to work in other areas. The new mixed-use, transit-oriented development will keep this connection with the region's long commercial history while preserving the historic character of the Village.

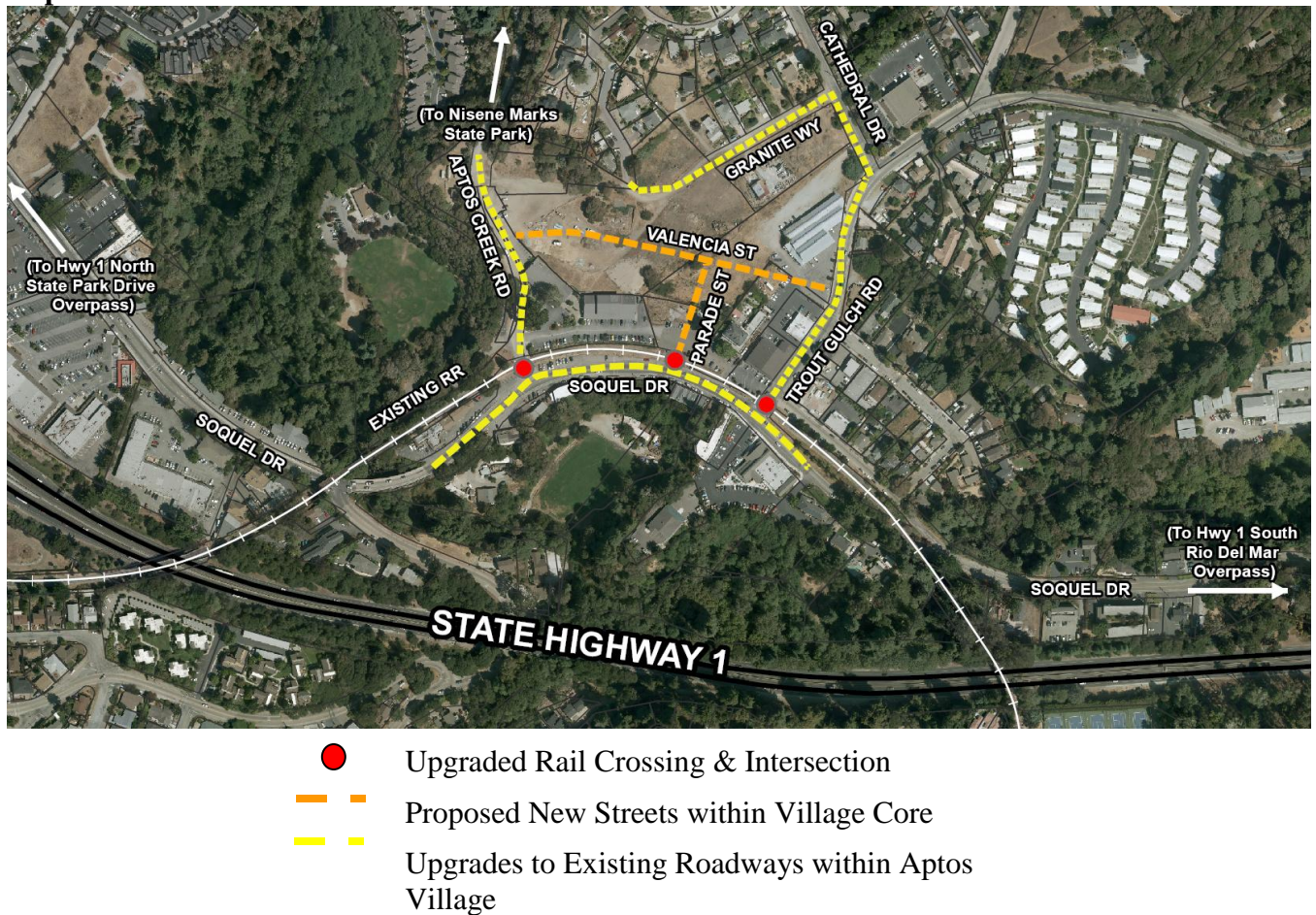
There are limited through routes for regional traffic headed north-south along the central coast of California. The two primary routes through the project area are Highway 1, which connects and serves all of Santa Cruz County, and Soquel Drive, a major mid-County arterial roadway connecting commercial, residential and recreational areas. The village is accessed by Soquel Drive between the State Park Drive and Rio Del Mar Boulevard interchanges on Highway 1.

d. Description of Improvements

The improvements consist of upgraded, innovative and safety-oriented transportation infrastructure to serve Aptos Village. Improvements to the rail crossings, transit stops, "complete street" pedestrian features (sidewalks/crosswalks/walkways), and bicycle lanes are needed to help transform the village into a walkable, livable and business-friendly community. Two new streets will be constructed to support a new commercial/residential development. These streets and the adjacent development will include low-impact development stormwater features such as pervious pavement in parking areas, tree wells/planter boxes, and structural soils that connect these features into a highly integrated and innovative system of stormwater management.

The Aptos Village Plan envisions a multi-modal, pedestrian, bicycle, and transit friendly atmosphere with generous sidewalks and safer routes across the railroad line and busy Soquel Drive. This project will support the regional transit and trade opportunities associated with the close proximity to the rail corridor and Soquel Drive. The rail line is currently used for freight, but the Regional Transportation Commission recently purchased the line and commercial and recreational uses are expected.

Figure 2 - Aerial View of Aptos Village Indicating Areas of Proposed Transportation Improvements



Rail Crossings & Intersection Upgrades

Three railroad crossings currently exist across the railroad tracks north of Soquel Drive. All have substandard or non-existent crossing arms and all require well-located, safe walkways. In addition, the proximity of the railroad crossings to the intersections make for dangerous crossing for buses and other large vehicles. The following chart (Table 1.) indicates the existing and proposed features of these three rail crossings/intersections:

TABLE 1 - Existing and Proposed Rail Crossings / Intersections

<u>Intersection</u>	<u>Existing Condition</u>	<u>Proposed Improvements</u>
Trout Gulch Road at Soquel Drive	<ul style="list-style-type: none"> - No traffic signal - Substandard crossing arms - No sidewalks 	<ul style="list-style-type: none"> - Signalized intersection - Upgraded crossing arms - Install sidewalk
Parade Street / Bayview Hotel at Soquel Drive	<ul style="list-style-type: none"> - Private crossing at Bayview Hotel (abandon and relocate to new Parade Street) - No left turn lane - No crossing arms - No sidewalks 	<ul style="list-style-type: none"> - Private crossing at Bayview Hotel (abandon and relocate to new Parade Street) - Install left turn lane - Install crossing arms - Install sidewalk
Aptos Creek Road at Soquel Drive	<ul style="list-style-type: none"> - No traffic signal - No left turn lane - No crossing arms - No sidewalks 	<ul style="list-style-type: none"> - Signalized intersection - Install left turn lane - Install crossing arms - Install sidewalk

County staff has worked with California Public Utilities Commission (CPUC) staff to address design of the proposed crossings since 2010. It is anticipated that the CPUC review will be completed in approximately 6 months with the County receiving authorization for the upgrades.

Multi-modal Street Improvements

In addition to upgraded and ADA accessible rail crossings and intersections, new roadways and improvements to existing roadways are also needed to create the best possible multi-modal, pedestrian and bicycle friendly environment within Aptos Village. Two new roadways, Parade Street and Valencia Street, will be user-friendly complete streets, including wide sidewalks, separated from the traffic and bicycles by on-street parking and landscaping (Figure 3). Upgrades to existing roadways that serve the village are proposed as well, including new frontage improvements for pedestrians and cyclists. The roadways will be widened to add dedicated bicycle and left turn lanes. The following chart (Table 2) indicates the existing and proposed features of the roadways serving Aptos Village.

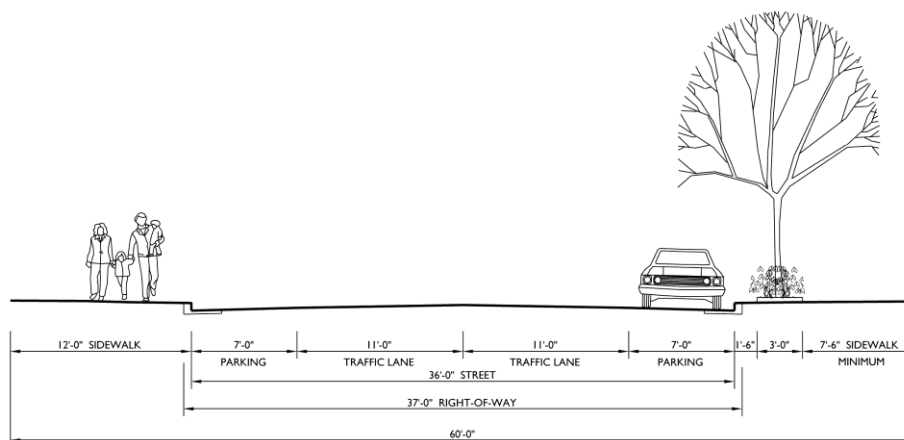
Figure 3 - Typical Cross Section of Proposed East-West Street

Table 2 - Existing and Proposed Roadway Improvements

	<u>Existing Roadway Conditions</u>	<u>Proposed Roadway Improvements</u>
Soquel Drive	Arterial roadway with connections to Highway 1 <ul style="list-style-type: none"> - Lack of turn lanes - Lack of formal bicycle lanes - No formal sidewalk 	<ul style="list-style-type: none"> - Signalized intersections with Trout Gulch and Aptos Creek Roads - Install left turn lanes - Install sidewalk on south side of roadway.
Trout Gulch Road	Collector roadway with access to rural areas to the north and east of Aptos Village <ul style="list-style-type: none"> - Stop sign at intersection with Soquel Drive - Substandard rail crossing - Existing sidewalk and bicycle lanes 	<ul style="list-style-type: none"> - Install traffic signal and upgrades to rail crossing at Soquel Drive - Minor improvements to existing paving at intersection with new Valencia Street. - Frontage improvements to include realignment of sidewalks to remove barriers to accessible movement
Aptos Creek Road	Local street providing primary access to Nisene Marks State Park <ul style="list-style-type: none"> - Stop sign at intersection with Soquel Drive - Substandard rail crossing - Poor pavement condition (severely rough roadway with large potholes and unpaved sections) - No formal sidewalk 	<ul style="list-style-type: none"> - Install traffic signal and rail crossing at Soquel Drive - Resurface roadway with improved road base - Install frontage improvements including new sidewalk along east side of roadway
Cathedral Drive	Local street providing access to neighborhoods above Aptos Village <ul style="list-style-type: none"> - No formal sidewalk 	<ul style="list-style-type: none"> - Install frontage improvements including new sidewalk along west side of roadway
Granite Way	Local street providing access to homes on Granite Way and Village Drive, with pedestrian and bicycle access to residential neighborhood above Aptos Village <ul style="list-style-type: none"> - Poor pavement condition (majority of roadway surface is unpaved / dirt) - No formal sidewalk or on-street parking 	<ul style="list-style-type: none"> - Pave roadway surface - Curbs and gutter both sides of roadway - Install separated sidewalk on south side of roadway - Formal parking both sides of roadway
Parade Street (vacant/unimproved area)	New north-south street proposed to serve the core area of Aptos Village <ul style="list-style-type: none"> - Installation of rail crossing at Soquel Drive - Wide travel lanes to accommodate motor vehicles, bicycles, and on-street parking - Wide sidewalks, frequently separated from travel lanes by landscape areas, to encourage pedestrian use 	
Valencia Street (vacant/unimproved area)	New east-west street proposed to serve the core area of Aptos Village <ul style="list-style-type: none"> - Wide travel lanes to accommodate motor vehicles, bicycles, and on-street parking - Wide sidewalks, frequently separated from travel lanes by landscape areas. 	

Multi-modal Transit Connections

The busy Soquel Drive arterial corridor has bus service provided by the Santa Cruz County METRO Transit District. FIRST TRANSIT also brings 29 elderly adults with developmental disabilities to the Hope Center in Aptos Village everyday for a support program and social activities. Two bus stops currently exist in Aptos Village, one in each direction, but these are in need of improvement. The bus stop on the north side of Soquel Drive is located on an unimproved shoulder adjacent to Aptos Creek Road. Because there is no dedicated turnout, this location is often obstructed by parked vehicles. This bus stop will be relocated across from the southbound bus stop east of Trout Gulch Road, where there is additional space between the roadway and the rail line. New bus shelters and sidewalks will be installed.

Santa Cruz County has a culture that promotes biking. All METRO buses are equipped with front-mounted bike racks for multiple bikes. Folding bikes are allowed on the bus on a space available basis. A local non-profit Ecology Action operates the Folding Bikes in Buses program, which offers a financial incentive for Santa Cruz residents to ride a folding bike for short commutes or utility trips instead of driving an automobile. The incentives will assist with the cost of purchasing a folding bike, while also providing discounted bus passes and safety training. All Santa Cruz residents are eligible to participate in the program.

Another goal of the Aptos Village Plan is to accommodate the creation of a future passenger rail stop. Although not a part of the current project, the potential for future passenger rail service is a valuable element for improved regional connectivity, and livability of the Aptos Village.

II. PROJECT PARTIES

Information about the grant recipient and other project parties.

The following entities play major roles in the Aptos Village Improvements Project:

County of Santa Cruz, CA

The County of Santa Cruz is the grant applicant and the County Public Works and Planning Departments will be responsible for executing the Aptos Village Improvement Project. The County Board of Supervisors approved the project on February 23, 2010. Santa Cruz County is experienced with administering federal grants for capital construction projects. With a current annual Road budget of \$27.5 million, including approximately \$16.1 million in capital improvement projects, the County Department of Public Works manages approximately 600 centerline miles of roadways, and at least 40 traffic signals.

Green Valley Corporation

Green Valley Corporation was founded in 1961 and is based in San Jose, California. Green Valley Corporation and partners will be responsible for the development of the core area of the project, constructing over 70,000 square feet of new commercial area and 63 new residential units. Green Valley began working with the Aptos Community in 2002. Today, Green Valley Corporation provides a full range of construction and post-construction services ranging from contracting and turnkey development to design-build and project management. The company also provides sale and lease services for office, warehouse, office/retail, office/medical, and build-to-suit properties.

Santa Cruz Regional Transportation Commission (RTC)

The Santa Cruz County Regional Transportation Commission (RTC), headquartered in downtown Santa Cruz, is the regional transportation-planning agency for Santa Cruz County. Of

relevance to the Aptos Village Improvement Project is RTC's pending purchase of the rail line that parallels Soquel Drive on the southern portion of the Aptos project area. While final use of the rail line is undecided, all options under consideration would strongly complement the Aptos project. These range from passenger service to recreation.

Multiple local agencies and elected officials are in enthusiastic support of this proposal, due to the potential for short and long term economic growth.

Letters of support for the Aptos Village Improvement project have been received from the Santa Cruz Regional Transportation Commission; the Santa Cruz Metropolitan Transit District; Monterey Bay Unified Air Pollution Control District; the Association of Monterey Bay Area Governments; William W. Monning, Assembly Member of the 27th District; Sam Farr, U.S. Representative (17th District, CA); John Presleigh, Director of Public Works for Santa Cruz County; Ellen Pirie, 2nd District Supervisor of the County of Santa Cruz; Aptos Chamber of Commerce; and Virginia Johnston, Executive Director of Ecology Action. See Letters of Support at this link: www.sccoplanning.com/pdf/env/LtrsSupprt.pdf

III. GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS

Amount of Grant Funding Requested

Santa Cruz County is requesting \$4,000,000 of federal funding.

Availability/commitment of funds sources and uses of all project funds

Federal funding (\$4,000,000) for the transportation improvements is the last step needed to bring the Aptos Village Plan to fruition. The project has a firm commitment of \$1.397 million in Transportation Improvement Area (TIA) fees contributed by the developer, plus dedicated maintenance funds from the County of Santa Cruz. Green Valley Corporation & partners will construct a mixed-use commercial and residential development in the village core, constructing over 70,000 square feet of new commercial area and 63 new residential units. Construction of the transportation improvements is an essential component that will catalyze the entire project.

Capital

The project capital cost is \$5.397 million dollars. \$1.397 million dollars will be allocated to the project from Transportation Improvement Area (TIA) Fees contributed by the developer.

Operations and Maintenance

Maintaining the Aptos Village Transportation Improvements including rail crossings, signals, bus stops, new roads, sidewalks and associated drainage features is estimated to cost between \$13,000 and \$15,000 annually beginning in 2015. The costs will be shared between the County, the rail line owner and a County Service Area (CSA).

Percentage of Project Costs Paid for by TIGER III Discretionary Grant Funds and Others

The \$4,000,000 funding request represents 74% of the capital costs. The balance of \$1,397,270, or 26%, is the local contribution.

Capital Funding Breakdown

SOURCE	AMOUNT	% of TOTAL
TIGER III (Federal)	\$4,000,000	74%
Local TIA Fees (Local)	\$1,397,270	26%

IV. SELECTION CRITERIA

Primary Selection Criteria

The Aptos Village Multi-modal Transportation Improvements project will directly result in the creation of jobs and long-range economic activity that would not occur if the multi-modal enhancements were not constructed. The project will result in many short- and long-term benefits for the community and the region by improving transportation infrastructure, creating jobs, and increasing economic activity. These transportation improvements will support a vibrant mixed-use development with a walkable and livable environment that will reduce vehicle trips and improve environmental quality and public safety.

a. Long-Term Outcomes

i. State of Good Repair

- *Whether the project is part of, or consistent with, relevant State, local or regional efforts and plans to maintain transportation facilities or systems in a state of good repair.*

The Project is part of, or consistent with the following state, local, and regional efforts:

Caltrans Complete Streets Implementation Program

The Aptos Village Multi-modal Transportation Improvements meet the requirements of the Caltrans Complete Streets Implementation program wherein cities and counties, when updating the part of a local general plan that addresses roadways and traffic flows, ensure that those plans account for the needs of all roadway users.

Santa Cruz County Regional Transportation Commission - Specific Improvements List

The project includes a segment of the larger Soquel Drive Improvement project (CO-P19) listed on the Santa Cruz County Regional Transportation Commission 2010 Regional Transportation Project list.

Association of Monterey Bay Area Governments – Envisioning Monterey Bay Area – A Blueprint For Smart Growth and Smart Infrastructure

Aptos Village is identified as a Blueprint Priority Area in the 2011 Blueprint Plan. Blueprint priority areas are high-priority transit nodes and are targeted for transit-oriented development.

2011 Santa Cruz County Bicycle Transportation Plan

The section of Soquel Drive that runs adjacent to Aptos Village is identified as an important bikeway in the 2011 Bicycle Plan. The bicycle and pedestrian improvements on Aptos Creek Road, Soquel Drive, Valencia Road, and Trout Gulch Road are identified as priority projects in the 2011 Bicycle Transportation Plan.

Santa Cruz Comprehensive General Plan – Aptos Village Plan

The Aptos Village Plan complies with General Plan Objective 2.24 which calls for the continued use of Village, town, community and specific plans to provide a planning framework to guide future public and private improvements in town centers to provide a higher level of planning detail and public involvement; and to promote economic viability, coherent community design and enhancement of the unique characteristics of the village areas.

Soquel Sustainable Communities and Transit Corridor Study (in progress)

The Study will assess the jobs, transportation, design and housing components that will be key factors in developing a plan for sustainable development along Soquel Drive. Aptos Village anchors the south end of the study area. The Study will also assess opportunities to improve use of pedestrian, bicycle and bus travel modes. Underlying the "sustainable community" goal is the desire to reduce vehicular travel, and thereby reduce greenhouse gas emissions. Aptos Village plan will be incorporated.

- *Whether an important aim of the project is to rehab, reconstruct or upgrade surface transportation assets that, if left unimproved, threaten future transportation network efficiency, mobility of goods or people, or economic growth due to their poor condition*

An important aim of this project is to upgrade Soquel Drive and other roadways in Aptos Village. Soquel Drive receives extensive north-south traffic as a frontage road alternative to Highway 1. During major traffic incidents on Highway 1, traffic is re-routed onto Soquel Drive. Soquel Drive is also a designated truck route for oversized vehicles that cannot meet height-restrictions on Highway 1. In this way, Soquel Drive is vital to the regional transportation network efficiency.

The level of service at the intersections of Soquel Drive at Trout Gulch and Aptos Creek currently operate at an unacceptable Level of Service during the peak hour. Upgrades to other roadways in Aptos Village, as indicated in Figure 3, will fix pavement surfaces that are substantially damaged (Aptos Creek Road) or missing (Granite Way). Pedestrian and bicycle improvements will improve the transportation network within the village. When combined with the two new roadways (Valencia Street and Parade Street) overall mobility for pedestrians, bicycles, and vehicles will be greatly enhanced. Turn lanes are not present for Aptos Creek Road or at the Bayview Hotel intersections. The Aptos Village improvements will upgrade this primary surface transportation route to ensure increased network efficiency and mobility in a region with limited through-route options.

Well-functioning transportation routes, with proper traffic control devices, are essential for the safe and efficient movement of goods and people through Aptos Village. The current transportation infrastructure is not conducive for a thriving commercial development, and if left unimproved will impede economic growth as well as mobility. The project is critical to economic development and job creation in Aptos, and the Santa Cruz County region.

An important element of the project is to add sidewalks throughout the project area. This is a very important upgrade because the few sidewalks that do exist in Aptos Village are in poor condition. There are 29 elderly people with developmental disabilities that are currently served by Hope Services at a facility in Aptos Village. Most have Down syndrome, memory loss and many physical challenges. Some are blind. Eleven of these people are non-ambulatory, and all are at risk for falling. According to the program director, "Just having a sidewalk around the block would be awesome." They try at HOPE to get the program participants out for walks to improve their health. The lack of sidewalks definitely impedes the mobility of these community members.

- *Whether the project is appropriately capitalized up front and uses asset management approaches that optimize its long-term cost structure*

The required infrastructure improvements have been fully designed and are near construction-ready. The improvements have been designed to ensure a long lifespan and minimal maintenance. Green Valley Corporation will privately finance the larger development project capital costs. The County uses an asset-management approach to road and signal maintenance. While most road maintenance is done in-house, the signals are maintained by a contractor on a 4-year contract, whereby each signal is inspected on a basic maintenance plan.

- *Extent to which a sustainable source of revenue is available for long-term operations and maintenance of the project.*

The County's road maintenance budget for this area is comprised primarily of gas tax revenues and County Service Area 9 (CSA9) assessment fees. All parcels in CSA9 pay an assessment for traffic signal maintenance and other street improvements. The railroad will maintain the crossing equipment at the three crossings.

ii. Economic Competitiveness

- *Improve long-term efficiency, reliability or cost-competitiveness in the movement of workers or goods.*
- *Make improvements that increase the economic productivity of land, capital or labor at specific locations.*

Santa Cruz County is preparing a Sustainable Transit Options Plan for a seven-mile stretch of Soquel Drive. Planning for Aptos Village, which anchors the south end of the study area that was completed in 2011. The project proposed for TIGER III funding is directly related to the sustainable transit options and infrastructure identified in the Aptos Village Plan. It is one of the transit nodes that will support commercial development of the larger Soquel Drive corridor. The infrastructure upgrades and new roads will improve the efficient movement of goods and people through Aptos Village, and enhance access to regional attractions. Soquel Drive is a vital alternative route to Highway 1.

Economic productivity is increased by the creation of up to 300 jobs associated with the new residential/commercial development in Aptos Village. This will create new live/work options in the region and reduce commutes for workers. The project will provide infrastructure to support new businesses in Aptos Village. It will result in more efficient movement of vehicles, better circulation and reduced emissions through reduced wait times at intersections. The enhancement of pedestrian, bike and public transit options will offer additional emissions-reduction benefits and improve commute times within Aptos and in the larger mid-County region. Safety of the roadways and intersections will also be substantially improved.

The Benefit Cost Analysis (BCA) prepared by TJKM Associates (2011) for this project (located here: www.sccoplanning.com/pdf/env/BCA.pdf) indicates a substantial benefit from the construction of the transportation improvements. In quantifiable terms, the reduction in vehicle travel times, fuel consumption, emissions produced, and collision damages resulting from this project will be approximately \$29 million dollars for the approximate \$5 million dollar cost of the transportation improvement project (a 6:1 ratio of benefit over cost).

The direct benefits from the proposed transportation improvements cannot be considered in isolation. The full scope of the comprehensive mixed-use Aptos Village Plan will only occur in concert with the necessary transportation infrastructure upgrades, resulting in increased business productivity that will be enabled through efficient movement of goods, customers and

employees. For this reason, the substantial indirect and long-term benefits resulting from the combined project are important to quantify, and together the transportation infrastructure improvements and mixed-use development project represent an impressive contribution to the regional economy relative to the cost of infrastructure upgrade investment.

The County's Economic Development Coordinator has identified significant economic benefits resulting from the combined project. This analysis was based on two prior studies of economic activity in the area and an assessment of economic activity resulting from the combined project. The economic potential for Aptos Village development was first identified in a market study performed by Keyser Marston Associates, Inc. in 2003 (located here: [www.sccoplanning.com/pdf/env/Keyser Marston 2003.pdf](http://www.sccoplanning.com/pdf/env/Keyser_Marston_2003.pdf)). The 2003 study concluded that 235,000 square feet of comparison retail, 89,000 square feet of convenience retail and 51,000 square feet of eating and drinking space was supportable within the Aptos Trade Area. In September 2011, the City of Santa Cruz Retail Market Analysis was prepared by The Gibbs Planning Group (located here: [www.sccoplanning.com/pdf/env/SC Retail Market Analysis.pdf](http://www.sccoplanning.com/pdf/env/SC_Retail_Market_Analysis.pdf)). The 2011 study reinforces the conclusion that substantial new retail space is supportable within the Aptos Trade Area. The analysis indicates that despite the recent economic downturn and high levels of unemployment, unmet retail demand remains high. The only missing element of the development plan is funding for public infrastructure improvements, in the form of streets to support the development, which cannot be funded by the developer while ensuring a reasonable rate of return necessary to induce private sector investment.

The construction of the mixed-use commercial and residential development, combined with the proposed infrastructure improvements would create over 100 Full Time Equivalent (FTE) jobs in the near term. The infusion of over 100 FTE construction jobs generating \$17 million dollars in payroll into the economy over a 20-month period is estimated to have an even greater impact when a multiplier accounting for indirect and induced impacts of labor cost is applied. Recent multiplier data for construction in the State of California indicates that an appropriate multiplier would be 2.5). Application of the multiplier to the total Short Term Employment Payroll of \$17 million yields an additional economic impact of approximately \$24 million dollars, which supports an estimated additional 200+ indirect or induced jobs within the economy. Long-term permanent FTE job creation resulting from the project would provide over 300 new income-generating positions. The addition of over 300 permanent jobs that generate an annual payroll of \$7.9 million dollars has a larger overall impact on the economy when a multiplier is applied to the direct payroll generated by the project. In this case the U.S. Department of Commerce indicates that an appropriate multiplier would be 1.65, which yields an additional \$5.1 million dollars in economic impact and supports an additional 197 indirect and induced jobs. The aggregated benefits can be broken down as follows:

- **Jobs Created/Induced**

○ Short Term Jobs	102
○ Short Term Indirect/Induced Jobs	212
○ Long Term Jobs	303
○ Long Term Indirect/Induced Jobs	<u>197</u>
○ Total Jobs	814

- **Payroll Generation**

○ One Time	\$17,000,000
○ Annual	\$7,900,000

- **Indirect/Induced Economic Impact**
 - One Time \$76,098,000
 - Annual \$5,100,000
- **Tax Generation**
 - One Time \$1,400,000
 - Annual \$1,590,000
- **Total Impact One Time + One Year \$109,088,000**

An attractive and efficient mixed-use commercial and residential project in the core area of Aptos Village will attract a variety of businesses in search of a well-connected and user-friendly mid-County regional home base. This project will replace underutilized and dilapidated commercial property with new businesses and residences and provide new economic opportunities and revenue generation in Aptos. Construction of the combined project is anticipated to create 100+ temporary construction jobs and more than 300 new long term jobs. Increased revenue resulting from the mixed-use project is projected to create substantial one time economic benefits (over \$100 million dollars) and long-term continuing economic benefits (\$14.59 million dollars) to the region through direct and induced annual revenues.

In addition to the quantifiable benefits, the proposed mixed-use pattern of development will exemplify sustainable smart growth planning, with commercial businesses and residences constructed on the same site and enhanced with walkable streets and attractive common open spaces. Mixed-use commercial and residential developments have a demonstrated additional economic draw due to the increased desirability of a community where residents can walk to the goods and services they need, and where a customer base is located on the same site as commercial businesses. The mixed-use nature of the project stimulates economic activity and reduces vehicle miles traveled and travel times. The increased pedestrian/multi-modal activity and residential component of the Plan will in turn stimulate the growth of support businesses such as restaurants and coffee shops.

Aptos Village is a vibrant regional hub for outdoor recreation, with many attractions and events that draw people in from the entire County and beyond. The village provides the gateway to Nisene Marks State Park (via Aptos Creek Road) for mountain biking, hiking, and trail running, and provides access to the rural roads of Aptos hills and Corralitos for road cycling (a well known training ground for professional and novice cyclists). The improvements to the roadways in Aptos Village will allow easier and safer access through the village for cyclists and pedestrians, and the implementation of the Aptos Village Plan will also ensure that the village continues to be a central meeting and staging area for the outdoor enthusiasts who frequent the area.

Other attractions that draw regional visitors to Aptos Village include music festivals, wineries and small farms. Economic activity associated with these attractions will further add to the overall economic benefits of the combined project.

iii. **Livability**

- *Significantly enhance or reduce the average cost of user mobility through creation of more convenient transportation options for travelers*
- *Improve existing trans choices by enhancing points of modal connectivity, increasing number of modes accommodated on existing assets, or reducing congestion*

The project increases bicycle, bus and pedestrian access on existing streets in Aptos Village by adding bike lanes, bus stops, turn lanes, traffic signals and sidewalks. The project also includes construction of two new complete streets and common open areas. These will have generous walkways, bike lanes, bus stops and landscaped areas to create an atmosphere that encourages pedestrian mobility and livable, interactive public spaces. Bicycle facilities, including wider travel lanes, dedicated bicycle lanes, bicycle lockers and racks to make cycling an easier, more attractive option for many residents. New bus stops will make bus access easier, safer and more attractive. Santa Cruz METRO buses all have bike racks and allow fold-up bikes to be carried on the bus.

Transportation improvements combined with the mixed-use nature of the residential/commercial Aptos Village development will reduce congestion and commute costs, and improve the livability of Aptos Village and the Santa Cruz County region. The clustering of commercial businesses and residential units on the same sites reduces vehicle dependency and encourages a walkable, livable, and healthy community. Aptos Village anchors the south end of a seven-mile corridor of Soquel Drive where significant commercial and residential development is foreseen.

- *Improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and person with disabilities, or will make goods, commodities, and services more readily available to these groups*

Some 39.2% of Aptos households earn “low” ‘extremely low’ or ‘very low’ incomes, according to the 2005 County General Plan Housing Element. Since 2005, economic conditions have worsened significantly across Santa Cruz County. The September 2011 unemployment rate in California is 11.4%, and in Santa Cruz County was 10.1%. Median home prices in the County have dropped to \$460,000, down from \$607,000 in 2008. At least 20 percent of residential properties in the County are saddled with a mortgage that is more than the property is worth in today's recessed market (Santa Cruz Sentinel, October 26, 2011).

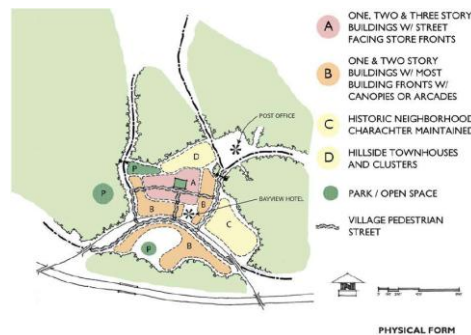
There are 29 elderly people with developmental disabilities currently served by Hope Services at a facility in Aptos Village. Most have Downs syndrome, memory loss and many physical challenges. Some are blind. Eleven of these people are non-ambulatory, and all are at risk for falling. According to the program director, “Just having a sidewalk around the block would be awesome.” They try at HOPE to get the day-program participants out for walks to improve their health. The lack of sidewalks definitely impedes the mobility of these community members. An important element of the project is to add sidewalks throughout the project area.

A FIRST Transit bus transports participants to Hope Services everyday. The FIRST Transit coordinator described the railroad crossings adjacent to Soquel Drive as “very difficult for our vehicles to negotiate.” Because the buses are not allowed to stop on railroad tracks, they essentially have to run the stop sign to make the turn from Trout Gulch Road onto Soquel Drive. The coordinator described how the bus driver must make eye contact with drivers on Soquel Drive in order to safely initiate the turn from behind the railroad tracks. New traffic signals at this intersection and at a similar intersection at Aptos Creek Road and Soquel Drive will improve safety and transport for the FIRST Transit buses, school buses and for all.

Fourteen percent of Aptos residents are over age 65 (2010 Census). This is higher than the national average. The residential development at Aptos Village includes housing that will be developed for and marketed to seniors. The entire residential/commercial development is designed to be walkable as a means to accommodate non-drivers and provide healthy options.

- *The result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process.*

A decade of community involvement and public/private partnership shaped the plans for Aptos Village. In 2001, the Aptos business community and the County began discussing options for coordinated development of the vacant and underutilized parcels in the heart of the village, and linking this with commercial and residential development. The County conducted public meetings to hear from area residents, business owners, and others. A public design charrette helped to create the vision. In the years following the initial meetings, a team of developers (Green Valley Corporation and partners) came together with planning staff to address the challenging design issues for Aptos Village. The Santa Cruz County Board of Supervisors adopted a revised Aptos Village Plan in February 2010.



iv. Sustainability

- *Improve energy efficiency, reduce dependence on oil and /or reduce greenhouse gas emissions (QUANTIFY)*
- *Maintain, protect or enhance the environment, as evidenced by its avoidance of adverse environmental impacts (air quality, water quality, wetlands, endangered species) and by enviro benefits (air quality, wetlands creations or improved habitat connectivity).*

The proposed transportation improvements will result in substantial benefits to the environment and the sustainability of the region. First, the project will upgrade existing transportation infrastructure to reduce the impact of vehicle travel on the surrounding environment. The upgrades will result in reduced vehicle wait times, reduced CO₂ emissions, and reduced vehicle trips due to enhanced transit options. Jobs associated with the commercial-residential live/work opportunities will result in reduced vehicle miles travelled, and reduced CO₂ emissions, and fewer impacts to the environment from automobiles. This data is quantified in the attached Benefit Cost Analysis prepared by TJKM Transportation Consultants (including a total 46% reduction in vehicle travel times and 8.6 ton reduction in annual CO emissions).

Aptos Village is in Aptos Creek watershed, an important salmon and steelhead stream, where many watershed restoration investments have been made. Aptos Creek has a TMDL for pathogens, attributed largely to urban runoff. The new streets and sidewalks include an innovative design to address stormwater runoff. Stormwater features include use of engineered soils integrated below-grade. These will be connected to “open” curbs, tree wells and

landscaping that will direct stormwater runoff to the engineered soils. These interconnected pervious areas, combined with bored retention (Darcy) columns, allow stormwater runoff to be treated by natural organisms and filtered through the soil prior to infiltrating the groundwater. These drainage features will reduce the rate and volume of stormwater flows, and contribute to groundwater recharge.

The smart growth mixed-use pattern and form envisioned in the Aptos Village Plan is based on principles of environmental sustainability, preserving open space and farmland by clustering of development and transit corridors, providing for an attractive complete community in one location. The implementation of the Aptos Village Plan, through the construction of Aptos Village Improvements and the mixed-use development project will achieve these goals and promote environmental sustainability.

v. Safety

- *Project ability to reduce the number, rate and consequences of surface transportation-related crashes, injuries, and fatalities in region.*

Overview of Project Safety Improvements

The Aptos Village Improvements will greatly improve safety for rail operations, motor vehicles, cyclists, and pedestrians in Aptos Village. The existing rail crossings have substandard walkways (as indicated in Figure 2) and two of the three existing crossings do not have any form of barrier to prevent crossing as a train approaches. The project will rectify this situation through the construction of new crossing arms at each crossing. Additionally, the construction of the new crossing at Parade Street will require the closure of two existing substandard, uncontrolled crossings. The closure of these two substandard crossings will further improve safety and reduce rail and vehicle conflicts and collisions.

Traffic Study Results

The Traffic Impact Study for Aptos Village Mixed-use Development in Santa Cruz County (January 18, 2008) evaluates 13 intersections that may be impacted by the project. Under existing conditions, eight of ten study intersections operate at acceptable service levels during the p.m. peak hour. Two intersections operate unacceptably during peak pm hour: Soquel Drive/Trout Gulch Road at a Level of Service (LOS) of D and Soquel Drive/Aptos Creek Road operates at a LOS of D. According to the Study, the Aptos Village Mixed-Use Development will result in no unacceptable traffic operations.

Rail Crossing Improvements

The three railroad crossings within the Aptos project area currently threaten the lives of children and FIRST transit passengers on a daily basis. According to the Department of Motor Vehicles (DMV) Motor Code Section 2245, before traversing a railroad grade crossing, a bus driver shall stop “not less than 15 feet nor more than 50 feet” from the railroad tracks. To the right is an image of the intersection at Valencia and Soquel Drive. It is clear that if a bus advances through the tracks it must either run the stop sign or stop the bus with the



majority of the bus over the railroad tracks. The AVP will remedy this dangerous situation by adding traffic lights.

ADA Accessibility

A very important component of the proposed upgrades will be new or enhanced ADA accessibility at all intersections and crossings. These improvements will ensure an increased level of safety and reduce collisions for motor vehicles, cyclists, and pedestrians.

b. Job Creation and Economic Activity

- *Does the project promote creation of job opportunities for low-income workers*



The overall benefit of the transportation improvement project is substantially leveraged by the economic development that it will enable. The Aptos Village Improvements combined with the mixed-use development proposal will create 100+ temporary construction jobs and more than 300 permanent jobs in the community of Aptos. Increased revenue resulting from the mixed-use project is projected to create substantial one time economic benefits (over \$100 million dollars) and long-term continuing economic benefits (\$14.59 million dollars) to the region through direct and induced annual revenues. This is a significant increase in economic activity for the Aptos area at a time when jobs and capital investment in development projects are in decline. The project combines short-term, immediate construction related jobs with long-term permanent employment opportunities. Without the infrastructure improvements, the economic development cannot occur, but with the improvements substantial investment will occur in Aptos Village. The effects of this combined federal and private investment will positively impact the local area as well as the surrounding region and beyond (as indicated in the Benefit Cost Analysis). The Aptos Village Improvements are an excellent example of how transportation infrastructure investment can support and stimulate further economic investment and growth, a primary goal of the American Recovery and Reinvestment Act (ARRA).

- *Provide maximum practicable opportunities for small business and disadvantaged business enterprises, including vet-owned small business*

The County of Santa Cruz Department of Public Works has adopted an Annual Anticipated Disadvantaged Business Enterprise Plan that sets goals for utilizing small, disadvantaged, and vet-owned businesses on County projects and submits this information to the California Department of Transportation. In the RFP for the Aptos Village Project, the County will request information from regarding Disadvantaged Businesses and will ensure that minority and disadvantaged businesses will be afforded full opportunity to submit proposals and will not be discriminated against on the grounds of race, color, or national origin in consideration for selection. In addition, the County will consider the potential contractors Minority and Disadvantaged status in relation to meeting the goals of the Disadvantaged Business Enterprise Plan.

- *Effective use of community-based organization in connecting disadvantaged workers*

Santa Cruz County has a long history of working with non-profit, community-based organizations to support County Projects. For example, the County recently worked with the

Workforce Investment Board of Santa Cruz County and local non-profit Central Coast Energy Services to fill 57 federally funded for workers to help repair local tsunami damage. The nonprofit discussed in other sections, Hope Services, is located in the Aptos Village Project Area and would be the type of partner the County would seek to connect with the project.

- *Support entities that have a sound track record on labor practices and compliance with Fed laws.*
- *Implements best practices with nations civil rights and equal opportunity laws.*

The RFP process for the Aptos Village Improvements will specifically require information from contractors regarding track records on labor compliance, compliance with Federal law, and best practices with civil rights and equal opportunity laws. The Evaluation Criteria in the RFP will give preference to contractors that meet these requirements. In addition, the County of Santa Cruz will reference the Federal Department list in selecting contractors and suppliers for the project to ensure that Federal requirements are being met.

See the Section V. PROJECT READINESS AND NEPA for more detail about the readiness of the project and opportunity for immediate implementation.

SECONDARY SELECTION CRITERIA

c. Innovation

- *How does project use innovative technology (example: intelligent transportation systems, dynamic pricing, rail wayside or on-board energy recovery, smart cards, real-time dispatching, active traffic management, radio frequency (RFID), or others)?*
- *DOT will access innovations that demonstrate new approaches to transportation funding, finance, contracting, project delivery, congestion management, safety management, and long-term operations/management.*

The AVP encompasses a variety of innovative planning tools, technologies, and approaches to stormwater management, complete streets and enhancing community and regional bicycle options.

Storm-Water Runoff

The AVP utilizes a variety of innovate strategies and best management practices (BMPs) for the capture and treatment of stormwater runoff. As the project area is in a sensitive watershed, this is a critical component. This includes the use of engineered “structural soils” in combination with impervious paving surfaces and tree wells and planter boxes. Combined together, these strategies use natural systems to manage stormwater onsite, with traditional detention systems as back up.

Complete Streets

The Aptos Village Improvements project includes multi-modal “complete streets” in a village setting. Complete streets have adequate space for pedestrians, bicycles, and motor vehicles and are complemented by transit services to improve accessibility to destinations too far to walk or bike. Most exciting is the future connectivity opportunities that will result from the RTC’s pending purchase and development of the rail-line that runs through Aptos. This holistic approach to transportation improvements will serve as a model for the rest of the County.

Enhancing Community & Regional Bicycle Options

With year-around world class mountain biking and road biking prominent throughout the County of Santa Cruz County, the region has become a mecca for cyclists. The bike culture is growing

with the recent construction of a BMX park in Aptos Village and numerous bicycle events (including “Bike to Work” and “Bike to School”) organized throughout the year by the non-profit Ecology in Action. The AVP will advance Aptos as a “bike hub,” acting as a model for other communities in the Soquel corridor. This innovative approach promotes a more livable community and healthier habits.

Centrally Located Mixed-Use Development

Centrally located mixed-use development adjacent to easy transit access and bicycle facilities is an integral component of intelligent land use planning. This design concept - popular in larger cities - is critical in reducing urban sprawl and encouraging the feasibility of viable public transportation options in rural areas as well.

d. Partnership

- *Project’s involvement with non-fed entities*
- *Use of non-fed funds*
- *Non-profit community group involvement*
- *Web-site link of letters of support from community members*
- *Demonstrate why project cannot be complete without Federal assistance*
- *Demonstrate collaboration among neighboring regional jurisdictions for national/regional benefits*

The Aptos Village Plan (AVP) is an example of how a local government agency, through partnership with a private developer and public participation, can achieve the desired goals of the community. The AVP has been a decade in the making, with extensive community involvement with land use planning, preservation of the historic character of Aptos Village and architectural design. Without a willing development partner, the AVP could not be realized. The Green Valley Corporation and their partners led a comprehensive effort to acquire multiple separate parcels so that development could proceed as a whole, and they have worked closely with the community and the County to develop a plan that would revitalize Aptos Village. The County is currently bringing the development application for Aptos Village through the final review and approval process, but insufficient local funds exist for the County to construct the roadway improvements that are envisioned in the AVP. The Aptos Village Improvements project, with TIGER grant funding, will fill this gap and allow the AVP to be implemented.

County Resolution

After a decade-long planning process referenced in previous sections, the Santa Cruz County Board of Supervisors adopted a revised Aptos Village Plan in February 2010.

Broad Partnership

The AVP is a broad-based, collaborative effort with wide support from non-profit, government and private entities with one common goal in mind: to revitalize the village of Aptos into a mixed-use, smart-growth village that fosters effective transportation options. Without transportation infrastructure, the development project cannot occur and the AVP cannot be realized. With TIGER grant funding, combined with Transportation Improvement Area (TIA) fees from the developer we will be able to realize the vision of the community and to fully implement a walkable and livable community that can be a model for future development and environmental sustainability. Letters of support located here provide evidence of this broad-based support: www.sccoplanning.com/pdf/env/LtrsSupprt.pdf.

e. Results of Benefit-Cost Analysis

Overall, the AVP has a benefit-cost ratio of 6:1 in 20 years. This means that for every \$1 spent on improvement, the greater community acquires \$6 of benefit in the 20 years following project completion. Through compiling each of the seven road construction projects and cross referencing them with the benefits of roadway improvements, mixed-use VMT reductions and collision safety, the project benefits include a 46% average decrease in travel time; a 111% increase in average speed; and 29% average fuel savings.

More details are available in the “County of Santa Cruz Aptos Village Improvement Project Benefit Cost Analysis” located here: www.sccoplanning.com/pdf/env/BCA.pdf

V. PROJECT READINESS AND NEPA

- *Info about how ready project is to move forward quickly, schedule, environmental approvals, legislative approvals, state and local planning, technical feasibility, financial feasibility.*
- *Environmental and legislative approvals*

The Aptos Village Improvements provide the essential infrastructure to trigger the redevelopment of Aptos Village. This is the final step of a decade long process and the majority of the design and preparation for construction has already been completed. The Aptos Village Plan (AVP) is the guiding document for this community, establishing the land use policies and the layout of the undeveloped portions of the village, including the locations and features of the transportation infrastructure. The AVP was reviewed by the Planning Commission on February 10, 2010 and adopted by the County Board of Supervisors on February 23, 2010, including certification of a Mitigated Negative Declaration under the rigorous environmental impact review requirements of the California Environmental Quality Act (CEQA). As part of the preliminary design process, the County prepared detailed improvement plans for the necessary infrastructure upgrades and the three rail crossings (at Trout Gulch Road, Parade Street, and Aptos Creek Road).

Staff review of the mixed-use development has been completed and will be considered by the County Planning Commission in early 2012. Following the Planning Commission hearing, the item will be heard by the Board of Supervisors. Upon final action by the Board of Supervisors, all local land use approvals will be in place. This will be followed by submittal of a final map and final improvement plans for the proposed development. Because we are seeking to obtain federal funding through the TIGER program, additional steps will include listing the project on the regional Metropolitan Transportation Improvement Program (MTIP) and Federal Statewide Transportation Improvement Program (FSTIP) lists and completing the NEPA review process.

- *Schedule*

1. County prepares Aptos Village Plan (AVP)	2001 to 2010
2. Community meetings and design charettes	2002 through 2009
3. Preparation and review of preliminary designs and improvement plans	2002 to 2010
4. Mitigated Negative Declaration (CEQA document) for AVP	11/23/09 to 12/22/09
5. Adoption of AVP & Mitigated Negative Declaration (CEQA document)	2/23/2010
6. Formal application for mixed use development	7/15/10
7. Mitigated Negative Declaration (CEQA document) for Aptos Village Improvements	9/13/11 to 10/12/11
8. Submittal of rail crossing applications to CPUC for Aptos Village	10/5/11

Improvements	
9. Submittal of TIGER III Grant Application	10/28/11
10. Submit application to AMBAG for MTIP amendment	11/1/11
11. AMBAG Board approves amendment programming project into MTIP	1/11/12
12. Programming of project into FSTIP	1/18/12
13. Initiate NEPA process with CalTrans - Submit draft PES form	1/19/12
14. Planning Commission Hearing	1/25/12
15. Field meeting with CalTrans to finalize PES form for NEPA	2/2/12
16. Prepare NEPA Environmental Assessment (EA)	2/3/12 to 4/5/12
17. Board of Supervisors Hearing	3/13/12
18. NEPA EA advertised in the Federal Register for 30 days	4/6/12 to 5/7/12
19. Final CPUC action for rail crossings for Aptos Village Improvements	4/30/12
20. Issuance of NEPA EA / Finding of No Significant Impact (FONSI)	5/8/12 to 6/6/12
21. Submittal of final map and improvement plans	6/7/12
22. Approval of final map and improvement plans	8/1/12
23. Begin construction of improvements	8/15/12

- State and local planning

The Aptos Village Improvements project consists of a segment of the larger Soquel Drive Improvement project (CO-P19) listed on the Santa Cruz County Regional Transportation Commission (SCCRTC) 2010 RTP project list. The entire CO-P19 project is currently unfunded, and therefore not eligible for programming into the Association of Monterey Bay Governments (AMBAG) Monterey Bay Metropolitan Transportation Improvement Program FY 2010-11 to 2013-14 (MTIP) list. However, with funding made available through the Aptos Village Improvements project for roadway improvements within Aptos Village along the Soquel Drive corridor, the County of Santa Cruz has submitted an application to AMBAG to amend the MTIP. Following approval of the MTIP amendment by AMBAG in January of 2012, the project will then be programmed into the FSTIP.

The County of Santa Cruz will initiate the National Environmental Policy Act (NEPA) process through the California Department of Transportation (Caltrans) in January 2012 following programming into the MTIP and FSTIP. Because the already-completed and highly detailed CEQA analysis fully addresses many of the same potential project impacts, the County is confident that the NEPA process can be completed well before the 6/30/13 timeline necessary to receive TIGER grant funding. It is anticipated that an Environmental Assessment (EA) Finding of No Significant Impact (FONSI) would be adequate. The primary Aptos Village improvements to be analyzed under NEPA associated with the federal funding request include: three upgraded railroad crossings, two new internal streets, various intersection upgrades, and drainage improvements. The County has completed a draft of the Preliminary Environmental Study (PES), and will submit it to Caltrans In January 2012 to initiate the NEPA process. In sum, as indicated on the attached project timeline, there is more than sufficient time to list the project on the regional MTIP and statewide FSTIP, and to also complete the NEPA review process.

- *Technical feasibility*

The draft documents that have been prepared for the transportation infrastructure are detailed pre-construction documents, which need only minor refinements prior to being approved as final documents for construction. The review and approval of the improvement plans will ensure that the project design complies with all conditions of approval and the requirements of the CPUC and NEPA reviews. In any case, the project would be ready for construction well in advance of the June 30, 2013 deadline for commitment of TIGER funds.

- *Financial feasibility.*

The pre-construction documents for the project are highly detailed and include highly accurate cost estimates. The County of Santa Cruz believes that the project is financially feasible with the addition of federal funding (\$4,000,000) for the transportation improvements, which is the last step needed to bring the Aptos Village Plan to fruition. The project has a firm commitment of \$1,397,270 million in Transportation Improvement Area (TIA) fees, contributed by the developer, plus dedicated transportation funds from the County of Santa Cruz.

VI. FEDERAL WAGE RATE CERTIFICATION

Located here: www.sccoplanning.com/pdf/env/FedWage.pdf (and attached to this application)

VII. ANY MATERIAL CHANGES FROM PRE-APPLICATION

To the extent relevant, the final page of the application should describe (in one page or less) any material changes that need to be made to the pre-application form, including changes to the assurances provided in items xvii through xxii regarding initiation of NEPA, planning, and required cost sharing.

Project Name: changed to Aptos Village Multi-modal Transportation Improvements

Total amount of non-federal funds committed to the project: \$1,397,270

Total Project Cost: \$5,397,270

Is any segment of this project located in a census designated Urbanized Area? Yes, however a material portion (95%) of the project is located in a designated Rural area.

Does the applicant have a Federal Wage Rate Certificate? Yes, the County has attached signed certification stating that it will comply with the requirements of Subchapter IV of Chapter 31 of the Title 40, United States Code (Federal Wage Rate requirements) located here: www.sccoplanning.com/pdf/env/FedWage.pdf

NEPA Status: NEPA changed from “unknown” to “process is underway”. The NEPA environmental process has been initiated to document any significant impacts and a determination was made that NEPA cannot be met with issuance of a Documented Categorical Exclusion (DCE). Consultation is being conducted with state and federal agencies regarding preparation of an Environmental Analysis (EA). A NEPA consultant will be under contract by January 2012 to complete the balance of NEPA activity and completion of an EA, is targeted for June 2012.

Is this Project included in the relevant STIP and TIP Plans? No, application is pending.

Anticipated date of inclusion in relevant STIP and TIP plans: A completed application for funding inclusion in the MTIP is currently pending. MTIP approval of the application request is scheduled for January 2012. FSTIP approval will be provided once MTIP application approval occurs. The County anticipates that MTIP and FSTIP inclusion will be completed by late March 2012.