



420 Capitola Avenue
Capitola, California 95010
Telephone: (831) 475-7300
FAX: (831) 479-8879
Website: <http://www.cityofcapitola.org>

41st Avenue Pavement Rehabilitation and Multimodal Improvements

Project Description: The 41st Avenue Pavement Rehabilitation and Multimodal Improvements aims to enhance the functionality, safety, and accessibility of 41st Avenue, which serves as the primary arterial and business local surface street in Santa Cruz County. Building upon previous improvements at intersections and the adaptive signal program implemented by the City, this project focuses on pedestrian enhancements, lane selection improvements, and the installation of physical barriers.

- To improve pedestrian safety and accessibility, the project will incorporate features outlined in the City's ADA transition plan, including audible signals and pedestrian improvements.
- The installation of a physical barrier between the limit line and the diverge of the Highway 1 southbound on-ramp on 41st Avenue will effectively prevent vehicles from bypassing the queue for southbound on-ramp traffic, enhancing safety for both motorists and bicycle riders in the Class II bike lane at the Highway 1 southbound on-ramp at 41st Avenue.
- Additionally, the installation of overhead signs and roadway markings will facilitate better lane selection for southbound and northbound movements on Highway 1 and improve traffic flow on the eastbound approach of Gross Road.
- In addition to the multimodal improvement, the project will also address the deteriorating pavement conditions along 41st Avenue. Through the rehabilitation of the road surface, the project will create a smoother and safer transportation network, improving the experience for all roadway users.

This project aligns with the City's recent installation of an adaptive signal system along 41st Avenue, which optimizes traffic flow by adjusting signal timing based on real-time vehicular demand. This system will also detect the new traffic patterns resulting from the project, further reducing queue times and improving overall system performance.

By extending the useful life of the roadway and implementing these improvements, the project will contribute to the continued service of the community. It will address safety concerns, reduce crashes, and improve mobility for all roadway users, including vehicles, bicycles, and pedestrians.

APPLICATION/PROJECT PROGRAMMING REQUEST

A. PROJECT INFORMATION					
Applicant/Implementing Agency			Public Agency Sponsor (if different)		
City of Capitola					
Project Title					
41st Avenue Pavement Rehabilitation and Multimodal Improvements					
Brief Description/Scope of Work (attach extra pages to fully describe scope)					
<p>The project encompasses pavement rehabilitation, lane selection improvements for the freeway, and upgrades for pedestrian and bicycle facilities along approximately 0.5 miles of 41st Avenue and Gross Road. Initially, the rehabilitation of 41st Avenue was included in the "41st Avenue Intersection and Roadway Rehabilitation Project," which was approved in the 2021 Consolidated Grant Program. However, due to insufficient funds, this scope was omitted from the project.</p>					
Location, Limits, Length (attach map(s)/photos on separate tab)					
41st Avenue (Clares Street to Northern City Limit) - 2.25 lane miles Gross Road (Western City Limit to 41st Avenue) - 0.26 lane miles					
Roadway Functional Classification:			3-Other Principal Arterial		
Summary of Project Benefits, Purpose and Need					
<p>The project aims to extend the life of the roadway, improve drivability, enhance accessibility for cyclists and pedestrians, increase safety for all users, and promote sustainability. It seeks to address existing deficiencies, improve the functionality of the roadway, encourage active transportation, and create a safer environment. The need for this project arises from the deteriorating condition of the roadway, inadequate lane selection, limited facilities for cyclists and pedestrians, and safety risks.</p>					
Funds requested	\$2,000,000	Total Project Cost	\$2,250,000	Estimated # of Daily Users	35,500
Are you able/willing to receive federal funds?		Yes			
Was project previously programmed for funds by RTC?			No	RTIP ID	
Project Cost by Mode (list approximate percentage of total project costs)					
Mode			% of Total Cost		
Pavement Preservation (rehab, overlay, etc.)			70%		
Road-Auto serving (not rehab)			10%		
Bicycle			10%		
Pedestrian			10%		
Transit					
Transportation System Management (TSM)					
Transportation Demand Management (TDM)					
Other:					
Total			100%		
Priority	Project is priority #		1	of 1 applications submitted	
Contact Name		Phone		E-mail Address	
Kailash Mozumder		831-475-7300		kmozumder@ci.capitola.ca.us	

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:		41st Avenue Pavement Rehabilitation and Multimodal Improvements
Generally, what are the benefits of this project?		
<p>The project offers several benefits to the community. Firstly, it improves traffic flow by installing overhead signs and roadway markings, allowing for easier lane selection on Highway 1. This will result in reduced congestion and smoother movement. Secondly, the project prioritizes pedestrian safety by implementing improvements based on the City's Transition ADA plan and installing audible signals. These measures make it safer and more accessible for pedestrians to navigate the area. Additionally, the project focuses on enhancing bicycle safety by providing green-striped bike lanes and installing a physical barrier between the limit line and the southbound on-ramp. This ensures that vehicles cannot encroach on the bike lane, improving safety for cyclists. Lastly, the project aims to extend the lifespan of 41st Avenue, reducing the need for frequent repairs or reconstruction and allowing the road to continue serving the community effectively. Overall, these improvements contribute to improved traffic efficiency, enhanced pedestrian safety, and increased longevity of the road.</p>		
Benefit Category (See Attachment 2 of Call for Projects for additional information and sample supporting data)		How does this project address any of the following? Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".
1	Safety and Collisions (reduce fatal or injury collisions)	In the past 10 years, there have been a total of 41 crashes on 41st Avenue in the project area, with 26 of them occurring between Gross Road and the southbound Highway 1 entrance. Out of these, 7 involved bicycles. To prevent vehicles from bypassing the queue for southbound on-ramp traffic, a physical barrier will be installed on 41st Avenue, reducing the risk of bicycle collisions. Overhead signs and roadway markings on Gross Road help drivers choose lanes correctly for movements onto Highway 1. This improves traffic flow and reduces the chances of accidents caused by improper lane usage or sudden lane changes.
2	System Preservation / Infrastructure Condition (maintain existing transportation infrastructure, service, or program)	Will extend the useful life of the roadway by 20 years and improve PCI.
3	System Performance	<p>The installation of physical barriers on 41st Avenue will prevent vehicles from bypassing the queue for southbound on-ramp traffic. The installation of overhead signs and roadway markings will facilitate better lane selection for movements onto Highway 1, improving traffic flow on the eastbound approach of Gross Road.</p> <p>The project aligns with the City's adaptive signal system along 41st Avenue, which optimizes traffic flow by adjusting signal timing based on real-time vehicular demand. This system will also detect the new traffic patterns resulting from the project, further reducing queue times and improving overall system performance.</p>
3a	Reduce Emissions and/or Vehicle Miles Traveled	Improvements in traffic may indirectly contribute to reducing emissions by potentially reducing congestion and promoting more efficient movement of vehicles. The project also includes promote alternative modes of transportation that could potentially have a positive impact on reducing emissions.
3b	Improve travel times, travel time reliability; reduce delay	NA
3d	Improve freight or goods movement efficiency	Improved ride quality and visibility of lane selection for vehicles traveling to and from the arterial road to the highway.
4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)	Project improvements will provide safer and more accessible infrastructure for pedestrians and cyclists, and improve traffic flow for motorists to enhance access to the commercial corridor.

5	Public Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	Improvements, such as pedestrian enhancements, bike lanes, and smoother traffic flow, create a more accessible and safe transportation network. This benefits individuals who rely on walking, cycling, or public transportation, promoting equity by ensuring that transportation-disadvantaged populations have better access to essential destinations
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	NA
5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	NA
5c	What percent of the population in the project area is minority or low-income?	18.8% of Capitola residents identify as non-white and 14.4% live below at or below the poverty line per US Census Data
5d	Will the proposed project increase traffic in low-income and minority neighborhoods?	The project is situated on a high-traffic arterial road with direct access to Highway 1. Project improvements will not lead to increased traffic or have a direct impact on any residential neighborhoods.
6	Climate Change and Resiliency (reduces greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita)	NA

Additional Considerations in Project Evaluation:		
A.	RTP Consistency: If project is included in the 2045 Regional Transportation Plan (RTP) Project List, list RTP Project Number	CAP19 - Capitola Street Pavement Management, CAP-P44- Gross/41st Ave Bicycle Intersection Improvement, CAP 22 - 41st Ave Rehabilitation
B.	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements	This project is in line with the Monterey Bay Area Complete Streets Guidebook. It is designed to both ensure the longevity of crucial roadway infrastructure serving the community and enhance multi-modal transportation options. This approach maximizes the number of community members benefiting from transportation funding.
C.	Consistency with other plans. What other plans is this project listed in, if any?	Pavement Management Plan, Capitola General Plan, Capitola Bicycle Transportation Plan
D.	Public engagement: How was this project determined to be a priority? What outreach will occur during implementation?	The rehabilitation of the roadway was identified and approved by City Council as part of the City's 2022 Pavement Management Program. Enhancements to multi-modal accessibility are integrated as outlined in the bicycle plan, which underwent extensive public engagement. If approved, further public outreach initiatives, including through social media and specialized meetings, will be organized.
E.	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	The estimated total number of users is approximately 35,000 to 36,000. This estimate is based on the Average Daily Traffic (ADT) count of around 35,500 vehicles recorded in 2022. Additionally, it assumes approximately 100 cyclists and 100 pedestrians, respectively, based on nearby county counts outside the city limits in 2013. It's also considered that there may be an increase in bicycle users in the future with the introduction of the BCycle electric bike share program in early 2024.
F.	Potential Risks (and plans to mitigate them)	
F1	Funding - Is this project fully funded? What other funding has been secured for the project?	Yes, upon receiving this funding, the rest of the project is entirely covered by the City's pavement management budget. The City may consider seeking extra funding from the Rubberized Pavement Program, however the project does not depend on this supplementary funding.
	How will potential cost increases be funded?	Any cost increases that may arise will be addressed by either reducing the project's scope or limits or by increasing the utilization of local funds, if available.
	Will funds programmed by RTC be used to leverage other grants? If funds are not approved by the RTC during this competitive grant cycle, will other funding be at risk of being lost?	As indicated below, the project's eligibility for other grants is limited, which means that leveraging additional funds and the associated risk of losing grants is not applicable
	Is this project eligible for any other competitive grants?	The project's eligibility for competitive grants is reduced since it is not located in or near a community of concern, in terms of income or environmental justice. The City may seek funds from the Rubberized Pavement Program as an additional funding source.
F2	Schedule: Describe any potential delays to schedule	Delays in the project schedule may occur due to the need for Caltrans approval for improvements in the Right-of-Way. The City is currently actively working to secure encroachment approval for the project.
F3	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	The City has dedicated project management staff in place to execute and oversee the project's implementation. The project involves City facilities within the existing Right-of-Way and will necessitate only a CEQA exemption for environmental planning.
F4	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future	NA
F5	Other: Describe any other potential risks and plans to mitigate risks	NA

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY

Non-infrastructure projects/programs - see NI tab

Project Title:	41st Avenue Pavement Rehabilitation and Multimodal Improvements		
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	10/01/25		
Begin Environmental (PA&ED) Phase			
Circulate Draft Env'l Document	Env'l Document	CAT-EX	09/01/24
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase	01/01/24		
End Design Phase (Ready to List for Advertisement Milestone)	10/01/24		
Begin Right of Way Phase	03/01/24		
End Right of Way Phase (Right of Way Certification Milestone)	09/01/24		
Begin Construction Phase (Contract Award Milestone)	04/01/25	Flexible based on funding availability	
End Construction Phase (Construction Contract Acceptance Milestone)	07/31/25		
Begin Closeout Phase	07/31/25		
End Closeout Phase (Closeout Report)	10/01/25		

Project Cost Summary/Funding Information								
Total Project Cost (\$1,000s) - AUTO FILLS (do not enter numbers here)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total
E&P (PA&ED)	0	0	0	0	0	0	0	0
PS&E	0	30	100	0	0	0	0	130
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	0	0	120	0	0	0	120
CON	0	0	0	2,000	0	0	0	2,000
TOTAL	0	30	100	2,120	0	0	0	2,250

Fund No. 1:		NEW FUNDS REQUESTED FROM RTC							SCCRTC is expected to consider proposals at its December 7, 2023 meeting	
Fiscal Year									Are there certain fund sources (e.g. federal, STIP)	
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29	Total		
E&P (PA&ED)								0		
PS&E								0		
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W								0		
CON				2,000				2,000		
TOTAL	0	0	0	2,000	0	0	0	2,000		

Fund No. 2:		Measure D and SB 1							Funding status		
Fiscal Year									Are these funds secured?		Yes or No
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29	Total			
E&P (PA&ED)								0	If no, when will you know if funds are secured?		Yes
PS&E		30	100					130			
R/W SUP (CT)								0			
CON SUP (CT)								0			
R/W				120				120	What risks are there to these funds, if any?		Potential for the estimate to change based on tax revenues
CON								0			
TOTAL	0	30	100	120	0	0	0	250			

C2. ENGINEERS ESTIMATE

Project:	41st Avenue Pavement Rehabilitation and Multimodal Improvements				
Item No.	Engineer's Estimate				
1	Environmental Studies and Permits				\$0
2	Plans, Specifications, and Estimate				\$130,000
	Right of Way				
3	Right of Way Acquisition				\$0
4	Right of Way Support				\$0
5	Utility Relocation (exclude if included in construction)				\$0
	TOTAL RIGHT OF WAY COMPONENT COST				\$0
	Construction				
	Item Description	Quantity	Units	Unit Cost	Total
6	Mobilization	1	LS	\$50,000.00	\$50,000
7	Traffic Control	1	LS	\$200,000.00	\$200,000
8	Stormwater Pollution Control	1	LS	\$5,000.00	\$5,000
9	Survey Monumentation	1	LS	\$9,000.00	\$9,000
10	Conform Grind	3000	LF	\$5.00	\$15,000
11	Cold in Place Recycling 6"	16000	SY	\$25.00	\$400,000
12	2" Overlay	3500	TON	\$250.00	\$875,000
13	Adjust Utility Covers	30	EA	\$900.00	\$27,000
14	Pavement Markings	1	LS	\$150,000.00	\$150,000
15	ADA Curb Ramps	8	EA	\$8,000.00	\$64,000
16	Bicycle Delinators	1	LS	\$40,000.00	\$40,000
17	Signage	1	LS	\$5,000.00	\$5,000
		SUBTOTAL CONSTRUCTION ITEMS			\$1,840,000
		CONTINGENCY		15.0%	\$276,000
		TOTAL CONSTRUCTION COST			\$2,116,000
	Escalation Rate Used:			%	
Total Cost					\$2,246,000

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:	41st Avenue Pavement Rehabilitation and Multimodal Improvements	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	JK
2	This project is among the highest priorities for this agency;	JK
3	The proposed transportation investments have received the full review and vetting required by law;	JK
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;	JK
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;	JK
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;	JK
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;	JK
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;	JK
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;	JK
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;	JK
11	The agency will commit the funds necessary to ensure this project is fully funded.	JK

Implementing Agency Representative:

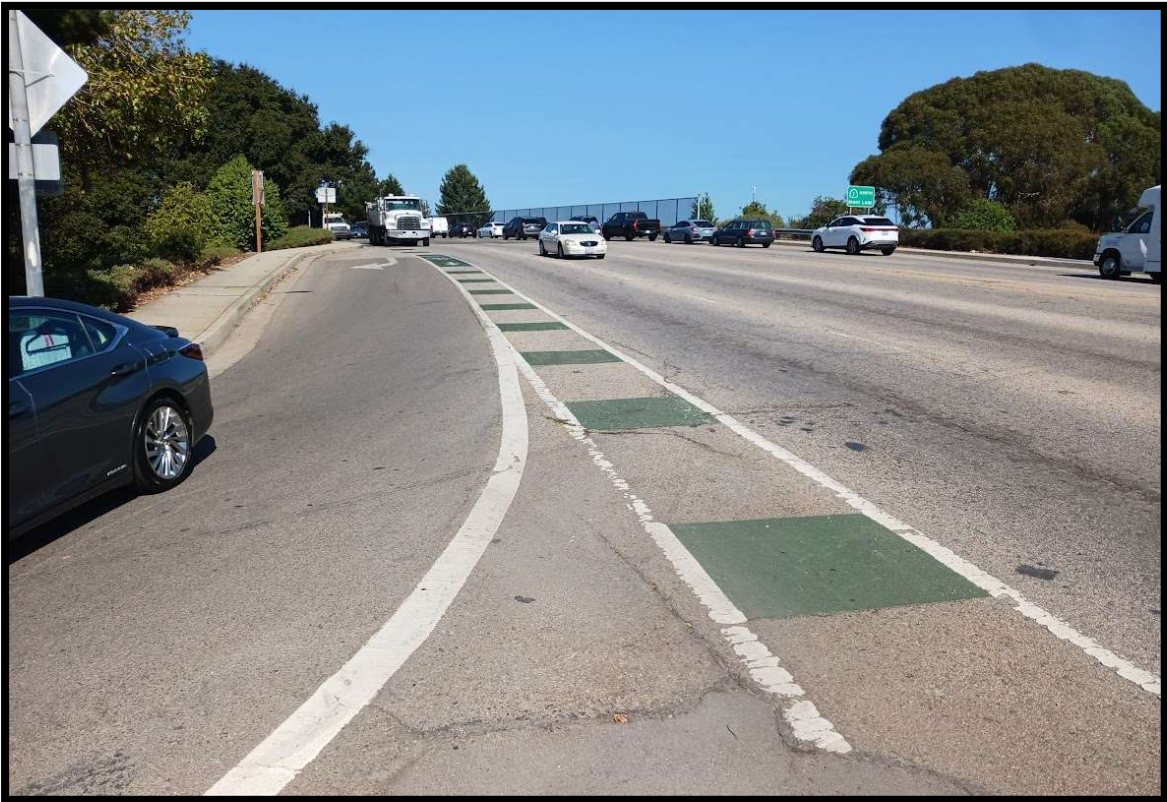
Signed Jessica Kahn Date 10/23/2023
 Printed (Name and Title) Jessica Kahn, Public Works Director
 Implementing Agency City of Capitola

Project Sponsor – if different

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



41st Avenue north at the Hwy 1 Southbound onramp – example location for bicycle safety



41st Ave looking north at the Hwy 1 Southbound onramp



Gross Rd looking east towards 41st Avenue



Example of poor pavement condition on 41st Avenue looking south



Proposed location of physical barrier on 41st Avenue approaching Highway 1 southbound on-ramp



Proposed location of physical barrier on 41st Avenue at Highway 1 southbound on-ramp



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Exhibit 25-K: Local Road Rehabilitation Project Certification

Date: October 23, 2023

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

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

Project Description: 41st Avenue Pavement Rehabilitation and Multimodal Improvements

<u>Street/Road</u>	<u>Limits</u>	<u>Local Road Facility</u>	<u>PPNO</u>	<u>Rehabilitation Strategy</u>	<u>Service Life (Years)</u>
41 st Avenue	Clares Street to Northern City Limit	Pavement	---	Cold In-Place Recycling	20
Gross Road	Western City Limit to 41st Avenue	Pavement	---	Cold In-Place Recycling	20

The project listed above meets the following standards:

- The type of work is eligible for local road rehabilitation, and excludes routine maintenance work, as described in Section II-D-9: "Eligibility of Rehabilitation Projects" of the Procedures for Administering Local Agency Grant Projects in the State Transportation Improvement Program.
- For pavement rehabilitation, the estimated number of years the work will extend the service life of the facility is documented in a PSR or equivalent signed by a registered civil engineer.
- Pavement rehabilitation strategies with less than 10 year service life have been determined by a Pavement Management System (PMS) to be cost-effective and have a service life of 5 years or more. (Attach PMS certification if appropriate).
- The work does not degrade any existing safety or geometric aspect of the facility.

City Signature:  Title: Public Works Director

Regional Transportation Planning Agency/County Transportation Commission Certification

The [Regional Transportation Planning Agency/County Transportation Commission] certifies the projects listed above meet California Transportation Commission guidelines.

Signature:

Title:

Date:



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

Date: October 23, 2023
To: Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060

PPNO: TBD

Project Description: 41st Avenue Pavement Rehabilitation and Multimodal Improvements

The City of Capitola certifies that it has a Pavement Management System (PMS) and the project meets the criteria described in this chapter. A system must be in place to meet standards for pavement rehabilitation projects programmed in the STIP.

The system was developed by the Metropolitan Transportation Commission (StreetSaver) and contains, at a minimum, the following elements:

- Inventory of all existing pavements under the City jurisdiction.
Centerline miles: 27.05
Total lane miles (or equivalent units): 54.97
The last update of the inventory was completed: May 2022
- Identification of sections of pavement needing rehabilitation
Total lane miles (or equivalent units): 39.55
- Estimate of the cost to rehabilitate deficient sections: \$29,000,000
- A procedure to identify rehabilitation strategies that are cost effective
The City utilizes the StreetSaver pavement management system to catalog City-maintained road sections and conduct pavement condition assessments using the Pavement Condition Index (PCI) ranking system. This program incorporates a built-in decision tree that suggests appropriate and cost-effective resurfacing treatments for different PCI ranges. Based on the current PCI of a specific road section, the program can identify the most suitable resurfacing techniques for that particular area.

You may direct any questions regarding the system to Kailash Mozumder at (831) 475-7300

Signature: 
Jessica Kahn

Title: Public Works Director