

Date: January 29, 2009

To: Santa Cruz County Regional Transportation Commission

From: Pedestrian Safety Work Group, a subcommittee of the Elderly & Disabled Transportation Advisory Committee (see roster, Attachment 1)

RE: Recommendations on Local Economic Stimulus Projects

The Pedestrian Safety Work Group has been meeting for a few months with the goal of “ensuring safe and accessible pedestrian travel and access through the county for the benefit of all residents.” It is hoped that the final product will be a priority list of desired pedestrian improvement projects.

The Work Group met on January 28 and reviewed the Proposed Projects for the First Round of Economic Stimulus Funds. **The Work Group unanimously recommends that the Regional Transportation Commission require the local jurisdictions to include pedestrian improvements in road rehabilitation projects.**

In general, the Work Group requests that all road rehabilitation projects include the following:

Required:

- Curb Cuts – On all four quadrants of an intersection, preferably bi-directional cuts to ensure that people using wheelchairs and other assistive devices are able to safely negotiate street crossings.

Where feasible and appropriate:

- Cross walks
- Signals
- Countdown pedestrian signals
- Audio locators – With locator tones; preferably verbal walk messages as they are less ambiguous than the standard chirp/cuckoo message which can be imitated by Mockingbirds and which can also be confusing if streets curve or intersections are not at right angles.
- Minimize Street Crowns – Excessive slopes are challenging for mobility impaired individuals
- Fix uneven sidewalks and fill gaps in network

The Work Group will be developing a list of best practices for pedestrian improvements and hopes that the local jurisdictions can standardize the application of pedestrian improvements to minimize confusion for people traveling between jurisdictions.

Specific sidewalk improvement recommendations from the Pedestrian Safety Work group on the list of Projects Proposed for the First Round of Economic Stimulus Funds included in the February 5, 2009 Regional Transportation Commission packet (Item 20) are attached (Attachment 2).

Attachments:

1. Pedestrian Safety Work Group Roster
2. Work Group recommendations on the Projects Proposed for the First Round of Economic Stimulus Funds

Pedestrian Safety Work Group

A Subcommittee of the Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee

Veronica Elsea, Chair	Elderly & Disabled Transportation Advisory Committee (E/D TAC) member representing the 3 rd Supervisorial District
Virginia Butz	Retired E/D TAC member
John Daugherty	E/D TAC Chair and Santa Cruz Metropolitan Transit District (Metro) Accessible Services Coordinator
Sally French	E/D TAC member and Hope Services Program Director
Doug Patrick	Commission on Disabilities representative
April Warnock	E/D TAC alternate and Metro Paratransit Superintendent
Karena Pushnik/Lyle Broschat	RTC Staff

Projects Proposed for First Round of Economic Stimulus Funds

Projects that could be delivered within 90-150 days

Staff recommends \$180,000 to FSP, \$125,000 to UCSC, and the balance split between local jurisdictions based on population.

Pedestrian Safety Work Group Recommendations	Implementing Agency	Project	Project Cost	Min. from Econ Stimulus	Staff Recommendation	Comments
Repair uneven sidewalk, add curb cuts if needed	Capitola, City	41st Ave Rehab: Capitola Rd to Clares	\$1,500,000	\$100,000	\$230,000	May include video detection at Clares
Ensure continuous sidewalks from Cap Rd to Brommer if only on one side, add curb cuts if needed	Capitola, City	38th Avenue Rehab & Bike Lanes	\$250,000	\$100,000	\$0-Back up project	Second priority
West Cliff Drive and pathway is the first priority project from a pedestrian perspective	Santa Cruz, City	Lump Sum Road Repairs: Morrissey Blvd. (Water to Fairmount), Market Street (Water to Highway 1), and West Cliff Drive (Bay to approximately Almar)	\$3,000,000	any	\$1,350,000	Will be advertised such that any street(s) can be eliminated if funds are not available, several ID by Bike Committee.
Project will add a critical pedestrian link	Santa Cruz, City	San Lorenzo River Trail under Hwy 1	\$1,000,000	\$1,000,000	\$0-Back up project	Second priority - if funds available, may not be able to meet 90 day deadline
Support	Scotts Valley, City	Whispering Pines Sidewalk	\$500,000	\$100,000	\$275,000	Sidewalk length would depend on funds available.
Critical sidewalk link between Middle School, Transit Ctr, Retail, Sr/Comm Ctr, Skate/Dog parks	Scotts Valley, City	Bean Creek Road Rehab & bike lanes: Scotts Valley Dr to Blue Bonnet	\$300,000	\$100,000	\$0-Back up project	Backup project - if Whispering Pines cannot make deadline or additional funds available.
Include sidewalk repairs, curb cuts, as needed	Watsonville, City	Lump Sum Road Repairs	\$2,000,000	\$100,000	\$1,200,000	# of roads depend on funds available
Green Valley Road is the first priority project from a pedestrian perspective	County of Santa Cruz	County of Santa Cruz Road Repair Projects	\$4,550,000	\$150,000	\$3,140,000	Exact projects TBD by County/possible projects shown below (included within this total). \$150k would funds one project only. # of roads depend on funds available, include roads ID by Bike Committee.
no ped improvements needed	County of Santa Cruz	Graham Hill Road Safety Project - Roaring Camp south	\$3,100,000	\$470,000	Consider full funding - instead of rehab jobs - if can meet deadlines, partial if STIP avail	\$2,671,000 in STIP currently programmed to the project could be freed up for other projects if \$3.1M in economic stimulus funds used. Project needs more than 90 days for delivery.
no ped improvements needed	SCCRTC	Freeway Service Patrol - restore prior service	\$450,000	\$148,000	\$180,000	Allows for continuation and restoration of service to levels provided in the past. Fills gap for STIP funds not approved by CTC.
no ped improvements needed	SCMTD	MetroBase Operations Facility	\$25,600,000	\$25,600,000	\$0	Plan to use Prop 1B, not currently available. Economic stimulus insufficient to fill funding gap.
no ped improvements needed	SCMTD	Paracruz Vehicle Purchases - 27 vehicles	\$2,025,000	\$2,025,000	If other projects miss deadlines	Previously proposed for STA - diverted to general fund by state.
no ped improvements needed	SCMTD	Purchase Smartcard System (Farebox)	\$2,000,000	\$2,000,000	\$0	Transit receiving separate stimulus package funds.
no ped improvements needed	SCMTD	Transit Management Info Technology	\$1,775,000	\$1,775,000	\$0	Transit receiving separate stimulus package funds.
no ped improvements needed	SCMTD	Bus Replacements (30 CNG vehicles)	\$15,000,000	\$15,000,000	If other projects miss deadlines	Transit receiving separate stimulus package funds.
Include sidewalks if no alternate paths	UCSC	Heller Drive Repaving	\$1,000,000	\$150,000	\$0	Project ready to go to construction, funding in question, needs to be federalized
no ped improvements needed	UCSC	4 paratransit vehicle replacements	\$185,000	\$42,000	\$125,000	Minimum amount reflects cost for 1 vehicle
no ped improvements needed	UCSC	6 12 passenger Vanpool vehicles @ \$33,000 each	\$198,000	\$33,000	\$0	Any increment acceptable (in increments of \$33,000)
TOTAL					\$6,500,000	

Topic	House Bill (HR 1 As Passed House)	Senate Bill (S 336 As Introduced)
HIGHWAYS:		
Funding:	<ul style="list-style-type: none"> ○ \$30 billion Total – estimated California Share of formula funding is \$2.796 billion ○ Federal share is up to 100 percent at discretion of the recipient ○ \$29.41 billion made available for projects and activities eligible for funding under the following programs: <ul style="list-style-type: none"> – Surface Transportation Program {23 USC 133} – Bridge {except for discretionary program} {23 USC 144} – Interstate and National Highway System {23 USC 103} – Interstate Maintenance {23 USC119} – Metropolitan Planning {23 USC 134} – Highway Safety Improvement Program {23 USC 148} – Congestion Mitigation and Air Quality Program {23 USC 149} ○ \$300 million for Indian Reservation Roads {23 USC 204} ○ \$250 million for park roads and parkways {23 USC 204} ○ \$20 million for highway surface and transportation training {23 USC 140(b)} ○ \$20 million for Disadvantaged Business Enterprises Bonding Assistance {49 USC 332(e)} 	<ul style="list-style-type: none"> ○ \$32.506 billion Total – estimated California share of formula funding is \$2.554 billion ○ Federal share for the formula funds is up to 100 percent at the discretion of the recipient, but discretionary grants must be 100 percent of project cost ○ \$26.356 billion made available for projects eligible for funding under the Surface Transportation Program and Congestion Mitigation and Air Quality Program. Funds may also be used for: Stormwater, Passenger and Freight Rail, Port Infrastructure ○ \$5.5 billion reserved for discretionary grants made by the Secretary of US DOT <ul style="list-style-type: none"> – Grant minimum is \$20M, maximum is \$500M – Awarded to State and Local Governments – Used for highway, transit, freight and passenger rail, and port infrastructure projects – \$200 million reserved for TIFIA program and State Infrastructure Bank support ○ \$60 million for ferries (discretionary program) ○ \$320 million for Indian Reservation Roads ○ \$100 million for Park Roads and Parkways ○ \$70 million for Forest Highways ○ \$10 million for Refuge Roads ○ Balance of funds reserved for distribution to US Territories and FHWA administrative expenses.
Allocation and Suballocation:	<ul style="list-style-type: none"> ○ Funds allocated to states based on share of FFY 2007/2008 appropriations formula. = \$2.8B to CA ○ 45 percent of the funds are suballocated in each State according to 23 USC 133(d), the Surface Transportation Program population distribution, including the 10 percent Transportation Enhancement set aside.==25% of total to regions based on RSTP formulas ○ 55% of the funds are distributed to the State. 	<ul style="list-style-type: none"> ○ Funds allocated to states based on the state distribution formula for the Surface Transportation Program (based on highway miles, vmt, and population) ○ 5 percent of the funds are reserved for CMAQ eligible projects that are in areas meeting CMAQ criteria, the bill does not specify that the funds be distributed according to the CMAQ allocation formulas ○ 40 percent of the funds are suballocated in each state according to Surface Transportation Program population formulas, there is no set aside for Transportation Enhancements ○ 55 percent of the funds distributed to the State
Use It Or Lose It:	<ul style="list-style-type: none"> ○ If less than 50 percent of the funds are obligated within 90 	<ul style="list-style-type: none"> ○ If less than 50 percent of the funds are obligated within 180

	<p>days of distribution, the remainder of the 50% are redistributed to other states that have met the 50% commitment.</p> <ul style="list-style-type: none"> ○ For funds suballocated under 23 USC 133(d) the 50% deadline is triggered in 75 days, at which time the funds will revert to the state for allocation at its discretion. ○ Any funds not used by August 1, 2010 shall be redistributed to States that have committed all of their funds 	<p>days of apportionment, the remainder are redistributed to other states</p> <ul style="list-style-type: none"> ○ Funds suballocated under the Surface Transportation Program are exempt from the first 50 percent requirement -- it is subject to interpretation as to whether this provision also applies to the CMAQ set aside ○ After 1 year from the date of apportionment, any unused funds are withdrawn and redistributed through the discretionary grant program described above
TRANSIT:		
<p>Funding:</p>	<ul style="list-style-type: none"> ○ \$12 Billion Total – California share has yet to be determined (it was \$932 million of the formula funds prior to the addition of the \$3 billion during floor debate) ○ Transit Capital Assistance \$6.0 billion <ul style="list-style-type: none"> – \$6.75 billion for grants under 5307 program and apportioned under formulas in 49 USC 5336 <ul style="list-style-type: none"> · Recovery funds cannot be commingled with 5336 funds. – \$750 million for grants under the 5311 program <ul style="list-style-type: none"> · Funds cannot be comingled with existing 5311 funds. · 3 % or \$18 million of the funds set aside for Public Transit on Indian Reservations. – The federal share is up to 100 percent at the discretion of the recipient. – 10 percent Disadvantaged Business Enterprise requirement ○ Fixed Guideway Infrastructure Investment: \$2.5 billion ○ Capital Investment Grants \$1.0 billion <ul style="list-style-type: none"> – For Major Capital Investment Grants under discretionary allocation. 	<ul style="list-style-type: none"> ○ \$8.4 Billion Total – California share yet to be determined ○ \$200 million set aside for discretionary grants for transit capital investments that reduce energy consumption or greenhouse gases ○ Transit Capital Assistance Formula Distribution: \$8.2 billion (note: the following distributions are estimates): <ul style="list-style-type: none"> – \$5.822 billion apportioned to states using the 5307 program distribution formula – \$1.596 billion apportioned to states using the Growing States distribution formula – \$840 million apportioned to states using the 5311 program distribution formula – \$16.4 million or 2 percent of the 5311 distribution is set aside for Indian Reservation Roads – The federal share is up to 100 percent at the discretion of the recipient. – Disadvantaged Business Enterprise requirement ○ Buy America requirement
<p>Use It Or Lose It:</p>	<ul style="list-style-type: none"> ○ Use It Or Lose It Deadline for first 50% is to obligate 90 days after apportionment ○ Second 50 percent of the funds <ul style="list-style-type: none"> – Must award contract within two-years of enactment or 21 months of grant award, whichever is later ○ Funds not awarded within the timeframe above are redistributed to other eligible recipients 	<ul style="list-style-type: none"> ○ If less than 50 percent of the funds are obligated within 180 days of apportionment, the remainder are redistributed to other states ○ After 1 year from the date of apportionment, any unused funds are withdrawn and redistributed through the discretionary grant program described in the Highway section of the bill

	<ul style="list-style-type: none"> ○ Uncommitted funds redistributed by appropriate federal department or agency 	
TRANSPARENCY:		
	<ul style="list-style-type: none"> ○ Federal Agencies are required to post their plans for using their funds and announcements for grant competitions, allocations of formula grants, and awards of competitive grants on the Recovery.gov website. (1201) ○ State and Local Agency Requirements (1201) <ul style="list-style-type: none"> – Agencies are required to post notices of obligation of funds on Recovery.gov website. <ul style="list-style-type: none"> · Includes a certification that the investment has received the full review and vetting required by law. Certification is signed by the Governor, mayor, or other chief executive officer as appropriate. – Contracts will also be posted on the website with proprietary data redacted. ○ To the maximum extend possible, contracts will be awarded as fixed price contracts (1205) ○ Establishes an Accountability and Transparency Board (1221, 1222, 1223) <ul style="list-style-type: none"> – Seven members – Purpose is prevent fraud, waste and abuse – Oversight of compliance with reporting, competition, and other requirements of the Act. ○ Includes “whistle blower” protections 	<ul style="list-style-type: none"> ○ \$7.75 million to the Inspector General for audits and investigation in regard to the transportation provisions of the bill. ○ In general “Buy America” applies throughout the act ○ Governor or responsible chief executive required to certify that investment is an appropriate use of tax dollars ○ Includes “whistle blower” protections ○ Creates and independent board with oversight and coordination responsibility for audits and fraud and waste prevention ○ Creates an advisory panel to advise on fraud, waste and abuse.
Maintenance of Effort:	<ul style="list-style-type: none"> ○ Requires certification by the Governor that grant funds will not supplant existing funds. Funds may be rescinded under specified circumstances. 	<ul style="list-style-type: none"> ○ Silent on maintenance of effort