

California Local HSIP Advisory Committee
Meeting Minutes
Thursday, November 14, 2019
1:00 pm – 4:00 pm
Sacramento International Airport
Terminal A, 2nd Floor, Conference Room 2070

Attendees: Patricia Chen, David Giangco, Stephanie Holloway, Richard Ke, Ken Kochevar, Chiu Liu, Tom Mattson, Ross McKeown, Dick McKinley, Robert Peterson, Rick Tippett, Darlene Wulff, Susan Herman

Note: Decisions and Action items in boldface

Item 1. Welcome and Updates

Committee membership:

- Dick McKinley of Paso Robles is new on the committee, representing League of California Cities. He served on the Washington State Transportation Improvement Board for 8 years.
- Stephanie recommended nominating an alternate LCC representative from Town of Truckee, as they are likely to have helpful input on roundabouts
- **Tom will solicit a new CSAC member from Southern California. He will verify whether Norman Baculinao is participating and, if not, also find an alternate.**

Railroad/Highway At-Grade Crossing Program (23 U.S.C. §130): Robert noted that this program is coming under umbrella of HSIP, and that \$16M of HSIP budget already goes to railroad/highway crossings. CPUC selects the projects from a list of identified needs, and reports to FHWA on accomplishments. Bruce Roberts will be the program manager.

- Prioritization for rail projects is separate from the regular HSIP calls for projects; however, Section 130 funds are sometimes also included alongside HSIP funding.
- HSIP managers can monitor progress and provide efficiency tools.
- **Ken will have a get-up-to-speed meeting with Bruce & Robert prior to December 5.**

Item 2. Safety Project Delivery Status

Chiu provided a report showing 19 total delayed projects. They are in Districts 6, 7, 8.

- There were 40+ delayed projects at this time last year; communications with DLAEs has improved.
- Most of these are PE delays (17); 2 have CON delays

Robert reported \$91M in project deliveries this FFY

- Because Cycles 7 & 8 are back to back, delivery by this time next year should be around \$160M.
- Currently the program has \$130M obligation authority balance; next year at this time the OA balance will be around \$60M

For the January 22 meeting Patricia will speak with City of Carson officials about their updated schedule for HSIP6-07-004 & -005 and discuss their responses to four specific items the committee wanted to verify (list in May 30, 2019 minutes).

Item 3. Locals' Participation in SHSP Challenge Areas

Ken described the next step in the SHSP process as getting implementation teams together. These would develop a clear direction for each of the 16 challenge areas, analyzing data, setting priorities, identifying specific actions. The actions should be of the type that can be completed within 1-2 years, with ability to add more actions for the 5-year span of SHSP. Ken asked committee members to share the co-lead contact list to interested others who could participate as team members or SMEs (friends) in one or more challenge areas. In addition to the contact list, he will send a packet via email that includes:

- Introductions, guidance for developing actions
- Description of 5E strategies and SMART criteria for actions
- Feedback from outreach events and lessons learned from previous SHSP
- Data sets for each challenge area team to use. By Dec 20 teams should request any additional data needed. Kimley-Horn is consultant providing this.
- Timeline. Goal is to get actions to steering committee by March 2020

Tom said local agency perspectives are crucial at both team and co-lead levels, since 62% of fatal and severe injury crashes occur on locally-owned roadways. For example, the bicycle area currently has bike advocates and State representation but sorely needs local agency leadership.

Item 4. SHSP Roadway Departure Challenge Area

Robert will set up a teleconference in the next 3 weeks for the Roadway Departure challenge area. Some proposed actions could include engineering solutions that HSIP is already doing. He will send Dick McKinley a message with the proposed actions so far and will reach out to others on State/local side as well.

Tom noted that HSIP committee has an opportunity to pull out unique aspects of project applications and forward them to the relevant SHSP team as actions to consider. All data in the HSIP project list are available to query.

Item 5. Proven Safety Countermeasures Solicitation to Local Agencies

Ken distributed a booklet on 20 proven safety countermeasures (downloadable from: <https://safety.fhwa.dot.gov/provencountermeasures/fhwasa18029/fhwasa18029.pdf>)

He asked for ideas about how FHWA can provide training/technical assistance to raise awareness of the proven countermeasures among local road owners. Trainings already set for next week at CSUS and Feb 22-23 in Camarillo. Ken will send out agendas.

Patricia noted that webcast or recordings of each training module would be helpful; she will message Tracy at LTAP about this.

Other ideas included:

- Case study-type videos for public works directors and elected officials. County/city public information office resources can be used for this
- Case studies that emphasize how medians and road diets positively affect businesses (these are politically volatile so important to highlight benefits)
- Quarterly workshops and huddles for local jurisdictions with RTPA or DLAE can include short demo on one or more countermeasures that agencies are interested in
- Present results for each countermeasure by community profile; e.g., how effective is it for urban, suburban, rural areas?
- Offer a survey for local agencies to identify the 3-5 countermeasures they are most interested in, along with regional info, so Ken could present a workshop with multiple agencies that are geographically close together.
- Leverage the Local Assistance blog

Item 6. Local Road Safety Plan Peer Exchange

Robert reported that the peer exchange was held in Camarillo with 38 in attendance, including consultants. Examples of LRSPs from local agencies were well received.

Key takeaways:

- Some components of Safe Routes to School-type projects might be useful set-aside categories in HSIP, e.g. beacons and signalized crosswalks.
- A few people expressed concern about whether data used to inform LRSPs can somehow be used as evidence against an agency in an action for damages.

Ken/FHWA will put together a fact sheet on 23 U.S.C. § 409 (Discovery and admission as evidence of certain reports and surveys) to share with city and county attorneys.

Item 7. SB 137 Impact on Local HSIP

Robert reported that new legislation—SB 137, Federal transportation funds: state exchange programs, 2019-2020—makes it possible to de-federalize \$100M of safety

projects. It allows for converting federal On-system Bridge funds and federal HSIP funds to state highway funds, with consultation from LCC and CSAC on implementation. For the HSIP program this could translate to a large number of projects, as many that HSIP currently funds are under \$1M each. Intent is to reduce federal footprint, reduce paperwork, make funding go farther, allow more agencies to participate—especially those with smaller projects.

- Some federal-State money exchange already occurs but per SB 137 will no longer require yearly CTC action.
- HSIP is programming \$110M/year in FTIP currently. If entire program were state funds, none of it would need to be programmed in the FTIP. Would also make it possible to negotiate contracts for simple projects such as signs.
- Next federal fiscal year (Oct 1 2020), some projects on HSIP list that haven't yet expended federal funds or are delayed with environmental studies can be funded with converted money. A \$100M swap will have to be phased in as previous cycle projects clear.
- **Tom proposed the following priority with federal-State exchange money to present to LCC and CSAC: 1) buy out HSIP program, 2) BPMP program, 3) regular on-system bridge program. This will be presented at HBP advisory meeting next month. Dick seconded the motion with the provision that in the interim, project priority decisions continue to be guided by current criteria (not just how easily the funds could be converted)**

Item 8. Local HSIP Participation on the Traffic System Network Replacement Project

Robert reported that to meet the MIRE requirement to combine all traffic systems into one network by 2026, Caltrans Division of Research, Innovation and System Information (DRISI) is writing a budget change proposal (BCP) for \$20M to put all of roadway network into single Linear Referencing System platform, which will eventually replace TIMS.

- A portion of this \$20M will come from Local HSIP (about 12%) = \$2.5M, spread out over three years. Robert has committed this money.
- Left over SSARP funds in the amount of \$480K are being used to contract with UC Berkeley for collecting MIRE data from local agencies. Contractor will develop plan for how to collect data and create examples from different systems. Robert will report as this gets rolling.
- Patricia asked whether local agencies were represented on the steering committee for the project. Robert said no; however, he judged that the need breakdown was methodical and showed clear benefit to local agencies.

Item 9. Accelerating Data Transfer on Fatal Injuries from Local Agencies to CHP

Ken reported that CHP has been moving to electronic transfer of data on fatal injuries. Local agencies that submit fatal crash reports to CHP via electronic systems instead of paper can be reimbursed through OTS for the upgrade. Ken verified that non-infrastructure-designated NHTSA money is available via OTS, so he proposed making some local HSIP dollars available to be swapped for this purpose.

Tom recommended first identifying the agencies contributing to the data backlog before committing HSIP money to it.

Item 10. Set-asides and Eligible Projects for Cycle 10

Robert proposed that if an agency has two or more CON-delayed safety projects, they should not be eligible to apply for Cycle 10. This allows some flexibility for those agencies whose projects are delayed by actions they don't directly control (ROW, Railroad, utilities) while also holding them accountable for sound project management. This info can be covered in webinars introducing Cycle 10.

- To make this happen HSIP managers would need to verify which agencies are eligible for Cycle 10 at end of this FFY, Sept 30 2020, and contact those that are ineligible.
- Another option could be to use a proportion instead of a set number of projects delayed, e.g. "Two or 40% of your projects" or similar language.
- The best HSIP projects will continue to be those that lower crash rates and do not involve drawn-out right-of-way process or complicated project management.
- Conversation about specific set-asides will be on the January meeting agenda

Item 11. Three Project Delivery Guidance Documents

Robert asked the committee to read the proposed guidance documents included in the agenda packet and share feedback by December 31, to discuss at January 22 meeting.

Item 12. Roundtable

none