

California Local HSIP Advisory Committee
Meeting Minutes
Thursday, July 23, 2020
1:00 pm – 4:00 pm
Webex

Attendees:

Chiu Liu
Darlene Wulff
Dick McKinley
Ivy Attah
Ken Kochevar
Maria Bhatti
Norman Baculinao
Patricia Chen
Rachel Carpenter
Richard Ke
Rick Tippett
Robert Peterson
Ross McKeown
Saurabh Jaynat
Tom Mattson
Trisha Tillotson
Tracy Coan
Susan Herman

Guests:

Denise Zitnick, Blossom Scott-Heim—Tuolumne County
Reata Kulcsar—City of Carson
Charleen Beard—Shasta County
Sam Gutierrez, David Lopez—City of Baldwin Park
Sean Corrigan—City of Moorpark
Hal Suetsugu, Mengci Yang—Evan Brooks Associates
Mike Colety, Amy Jackson—Kimley Horn
Dale Benson, Steve Novotny—Caltrans D7
Nicole Fortner—Caltrans D2

Note: Decisions and Action items in boldface

Item 1. Welcome and Updates

- Robert Peterson took the roll call.
- Gordon McKay has retired; Jodi Almassy and Dick McKinley are League of California Cities reps; a new member from League of California Cities is needed to serve as an alternate on the committee.

Item 2. Meet/Greet and High-level Overview of HSIP

Rachel Carpenter introduced herself. She is Caltrans' first-ever Chief Safety Officer, position was developed 6 months ago to elevate safety within Caltrans executive management (Safety used to be under Traffic Operations divisions).

- Safety is agency's top priority—working to eliminate fatalities. Can't normalize the loss of 10 people every day on roadways. Low-income, Latinx and African American pedestrians are inequitably affected
- Her priority is to develop strong partnerships between State and Local agency HSIP efforts
- She would be happy to present in future meetings on the Safe System approach

Item 3. SHSP Safety Performance Measures and Implementation Plan

Saurabh Jayant shared presentation slides

- He is Caltrans SHSP Coordinator, working with consultant Mike Colety at Kimley Horn to submit an HSIP implementation plan to FHWA by October 1. This is needed because California did not make significant progress towards 3 out of 5 of its 2018 safety targets (rate of fatalities, number of serious injuries, rate of serious injuries).
- Caltrans is re-evaluating the target setting process. With guidance from FHWA, Caltrans + OTS + Local agencies and other partner agencies will collaboratively set safety targets. Saurabh shared the stakeholder interview questions to be used as follow up after surveys are complete. Ken suggested the SHSP implementation plan include local agency leaders from the HSIP advisory committee in its deep dive interviews.
- Review process for draft implementation plan: 20-30pp summary document to be submitted to FHWA in October 2020 will be circulated among the HSIP advisory committee for input.
- For 2021, the SHSP is trend-based (hybrid aspirational + project based). Moving forward, considerations include:
 - How to make targets more data-driven & realistic
 - Do the projects we're funding prioritize eliminating fatalities?
 - Rates (not just numbers) of pedestrian and other fatalities
 - All transportation modes

Item 4. Project Updates

Baldwin Park on HSIP5-07-002

Sam Gutierrez presented his agency's request for construction timeline extension to November 2020.

- 98% complete plans, anticipate getting MetroLink and CPUC approval soon.
- Site has been difficult to work with over the years. Signalization plans include improvements for ADA and affect two rail nearby senior housing, school district, City Hall.
- Design is now approved. Pre-emption timing for signal is next approval hoop—must design wiring diagram.
- Project was scheduled to deliver in March 2020. Agency has been working with MetroLink; new target for RFA submittal to DLAE is November 2020.
- Steve Novotny of D7 voiced support for the City on their extension request
- **Committee approved the requested extension.**

City of Carson on HSIP6-07-004 & 005

Reata Kulcsar presented an update. Not formally requesting a PE extension yet. Design is delayed by only 1-2 months from original timeline. E-76 deadline is January 2021.

- Project is for bike lanes throughout the city
- RFP package was verified for consistency with LAPM; Caltrans adjusted consultants' indirect cost rates. City Council awarded contracts to consultant; they began design in May 2020.
- Design was anticipated to be complete in September 2020; now is pushed back to October-November.
- Environmental review determined no significant impact, unless number of parking spots is reduced
- Traffic studies are affected by COVID as well; numbers are lower than normal. Consultant has a solution to analyze numbers.
- Consultant created an online version of the public engagement forum (due to COVID-19) to discuss road diets that are part of the project
- Tom asked that Reata present to the committee in the near future on her agency's experience with the public online forum.

Shasta Co. on HSIP6-02-004

Charleen Beard presented her agency's request for construction RFA submission date extension from April 2020 to April 2021

- Project is currently in ROW. One property owner passed away and property went into probate. The property closed escrow July 7, should be able to certify right of way in 4-6 months

- She will provide another update in about 6 months.
- **Committee voted to approve the one-year extension.**

Tuolumne Co. on HSIP6-10-012 & 013

Denise Zitnik presented her agency's request for new construction RFA submission date from September 2020 to December 2020 and March 2021

- Tuolumne Road improvement project has completed environmental clearance, all construction easements signed. Two utilities have conflicts—sewer, PG & E. Progress is being made with both.
 - ROW certification will be delayed until September-October 2020, which will push Construction RFA back.
 - 3-month extension requested
- Phoenix Lake Rd. also working with utilities. One is a small HOA water agency—still in liability claim stage and implementing relocation.
 - 6-month extension requested
- **Committee voted to approve the requested extensions.**

Item 5. Time Extension for Project HSIP3-07-033

Sean Corrigan presented the City of Moorpark's request for construction time extension on the Princeton Avenue project (Chiu Liu circulated an email to the committee on July 1, 2020 with details about the request). Requesting an RFA date of June 2022.

- Project scope includes widening for center turn lane, curb gutter, sidewalk, bike lanes, gentle some of the curves.
- Design is 100% complete; although some changes could result after the 5th plan check with Caltrans District 7, environmental and encroachment permitting. Work is very close to two bridge support structures.
- Right of way is dependent on encroachment permit completion.
- This is the top public works priority of the City.
- Construction RFA deadline was June 30, 2020; last extension was granted two years ago.
- [see end of this memo for the committee's Q & A with City of Moorpark]
- Steve Novotny voiced support for the City and the time extension request; he feels that the 2-year extension is needed.
- **Committee voted to approve the requested extension.**

Item 6. HSIP OA and Safety Project Delivery Status and Safety Data Collection

Chiu Liu presented the financial status

- HSIP will authorize between \$132-141M this FFY 19-20. This includes \$8M in State-Federal exchanged dollars. This is the highest ever amount since inception of the program.

- OA balance will be \$60-80M going into the next fiscal year.

Project delivery status: 5 districts have delayed projects (43 in total)

- Compton project—Chiu will ask Steve and Dale from District 7 to communicate with the agency. They will send a “final notice” to city manager/council (to be reviewed by Patricia Chen, and Caltrans HSIP managers first) that the project will be deprogramed, pending receipt of detailed schedule for getting off State Controller’s ineligible list and communicating about project plans with DLA.
- Arvin—PE has not yet occurred; need official letters to request scope reduction and time extension. Chiu will request this documentation.
- Gardena, Glendora—correspondence is in progress
- Los Angeles City (H8-07-024) requesting extension until September 2022; this will be outside of the 5-year time limit. **They will be asked to present their request to the committee.**

Item 7. MIRE Data Update

Richard Ke presented the update.

- Task 1: 70% done. UC Berkeley SafeTREC has begun a survey of local agencies’ MIRE data collection practices
- Tasks remaining include gap analysis, data collection plan for becoming MIRE compliant
- Left over SSARP dollars are being used for this
- Completion deadline is April 2022

Item 8. Update on Cycle 10 Applications and LRSP

- No applications have been received yet.
- Due date is September 4—extend deadline to October 16.
- **Richard will email the DLAEs to share the new deadline with their agencies.**
- Richard shared the following proposal for funding LRSPs based on the local agency’s total centerline miles:

Centerline Miles (no more than)	Max. LRSP Amount
100	\$ 40,000
150	\$ 50,000
200	...increases by increments of \$10,000 for each 50 miles
900	\$ 200,000

- Miles-only formula is not equitable to cities, which have a lot of non-motorized activity.

- Could take population into account, e.g. standard formula for allocation of the gas tax to cities and counties. (75% road mileage, 25% population)
- Or, simplify by creating only four categories.
- Committee members will look at this and propose a new formula that takes into account the population and center miles.

9. SB137 Exchange/HSIP Cumulative OA

- Rick Tippet is receiving final comments from the TCC on the proposed guidelines for the exchange. He will soon submit these to League of California Cities and CEAC for approval.
- Goal is to fund all HSIP safety projects with State dollars rather than Federal.
- Looking at other demands on OA, it may not be possible to exchange all \$100M at once. It will more likely need to occur in increments throughout the year. Each exchange will require a CTC action, but this should be straightforward because the arrangement is made in legislation.

Item 10. Roundtable

- Ken—SHSP Action Updates. Re: training to the local agencies on proven safety countermeasures, systemic vs. incremental, HSIP application process.
 - 130 survey responses were aggregated and overlain with map to show where most crashes were happening in the State, and with location of cities/counties that responded that they wanted the training.
 - Four regional training areas were identified: LA area, Bay area, Sacramento area, Fresno/Central Valley. However; virtual training eliminates need to travel. Regionally-tailored trainings will be offered in a virtual format.