

California Local HSIP Advisory Committee
Meeting Minutes
Thursday, September 24, 2020
1:00 pm – 4:00 pm
Webex

Attendees:

Charles Meyer, Richard Ke, John Asuncion, Ivy Attah, Tom Mattson, Darlene Wulff, Maria Bhatti, Chiu Liu, Rick Tippett, Tammy Mar, Saurabh Jayant, Patricia Chen, Ken Kochevar, Norman Baculinao, Stephanie Holloway, Ross McKeown, Nicole Fortner, Tracy Coan, Susan Herman

City of Redding—James Triantafyllou, Shelby Nadin, Amber Kelley

City of Los Angeles—Michael Hunt, Justin Ly, Uy Tran

Note: Decisions and Action items in boldface

Item 1. Welcome and Updates

- Dick McKinley has moved on; need another representative from League of Cities
- Heidi Borders has moved on; Darlene Wulff will be DLAE rep. Tammy Mar can choose after this meeting whether to be alternate
- Charles Meyer of FHWA introduced himself—new team leader at California Division office. Previously managed HSIP program at Colorado DOT.
- Rick will ask Lisa Davey-Bates if she wants to remain on the committee roster
- John Asuncion joined the group as alternate rep for MPOs

Item 2a. Project Update from Redding on HSIP6-02-002

- Old Oregon Trail project from Cycle 3. Project is about 1 mile long, shoulder widening & minor curb corrections. Environmental study turned up significant cultural site, which was removed from the project. Additional funding was previously requested and granted to complete cultural/archeological studies and for monitoring.
- Minor upgrades have been completed as interim safety countermeasures: pavement maintenance, chevrons and curb warning signs.
- Biology study complete, no federal permits are required. State permits should go quickly.
- Additional phase 2 subsurface testing complete, no other artifacts uncovered.
- Cultural documents being completed in consultation with three tribes. Two of the 3 are actively engaged. One of these has said construction will have an adverse effect but has not provided documentation for Caltrans. The third tribe said early

on that the project would not have adverse effects, and hopefully will confirm this in a meeting set for early October. All reports should be in to Local Assistance and HQ, SHIPO by end of 2020. City will then await SHIPO feedback.

- Ken offered possible consultation with Shawn Oliver, FHWA senior environmental specialist. He invited John to send background info.
- Target date for NEPA completion March 2022, Con RFA submittal expected March 2023.

Item 2b. Request for re-scope and time extension from LA City on H8-07-024

- Agency is requesting re-scope and time extension, flag removal so city can apply for HSIP Cycle 10.
- Project H8-07-024 originally included signal modifications at 20 signals for \$5,252,090 HSIP grant.
- City is requesting to remove 5 of the 20 locations from project scope. Four have already been completed with other funding; one had delays due to right of way negotiations with Union Pacific RR. Remaining 15 signals are left turn phasing projects.
- They are requesting to keep the entire grant amount due to cost increases.
- New BCR is 15.2. Originally submitted BCR was 7.08.
 - New BCR used the updated HSIP analyzer algorithm—crash costs have increased. Are there also new crash numbers?
 - City is happy to supply committee with BCR details
 - Any further delays beyond the proposed timeline would expose the city to liability issues
- Time extension: proposed construction RFA deadline out to September 2022, from September 2019
 - City of LA changed curb ramp standards from single bi-directional curb ramp to having two uni-directional ramps at each curb. This standard is more complex, involves full surveys, civil drawings, relocating fire hydrants and the like.
 - This change affected all engineering programs in the dept.
 - Agency has developed a master curb ramp plan.
 - New timeline includes consideration for staff changes—retirements, furloughs.
- **Time extension and re-scope were approved, red flag removed. Agency can apply for Cycle 10.**

Item 3. Update on SHSP Lane Departure

- SHSP Executive leadership approved all 45 actions recommended by SHSP steering committee.

- Survey + map data analysis showed 4 priority areas where targeted training is needed: LA, Bay Area, Sacramento, Central Valley. Virtual trainings scheduled for November, Dec, Jan, and Feb respectively.
 - Morning sessions will cover ped/bike, roadway departure, intersection countermeasures
 - Afternoon sessions: how to develop Local Roadway Safety Plans, road safety audits, incremental & systemic approach
 - LTAP center will set up the virtual trainings.
 - Still need to discuss: Recording and upload options? Will Caltrans be champions for this virtual training? How to facilitate/moderate questions with large numbers attending?

Item 4. Proven Safety Countermeasure Solicitation to Locals

- Guidance on how to implement the 20 proven countermeasures will be rolled out soon and publicized on Caltrans platforms.
- Ken asked for recommendations: What is the best way to encourage uptake of these countermeasures by local agencies?
- Rick noted that CEAC collects topics to discuss monthly—he can schedule a 30 min slot w/ 30 min Q & A for the proven countermeasures. Rick will also talk to Rene Guerrero at League of Cities.
- Stephanie suggested a Caltrans campaign to locals; Rachel Carpenter's office would be good public engagement contact. As a model, look at videos & other public outreach on Caltrans Highway 49 work.

Item 5. HSIP Implementation Plan and Status

- Robert shared highlights of the HSIP implementation plan that will be submitted to FHWA on 9/25/20. Note: The following are recommendations consider within the plan so some may not get implemented depending on further internal discussions.
- Safety was realigned within Caltrans—no longer nested within Traffic Operations.
- Actions include:
 - Alignment with guiding principles of SHSP, including project identification, monitoring programs, project/program effectiveness evaluations
 - District Road Safety Plans for state highways, coordinating with LRSPs. Determines project locations for low-cost proven safety countermeasures.
- Stakeholder engagement
- Target setting methodology
- Recommendation to change funding split based on data. Proposal to increase the percentages over several years to align with F+SI percent between state and local roads. OA balance is now down to \$40M so this is timely plan.

- Funding by Caltrans District
- Funding by County—evaluate reallocating HSIP funding to better align with the number and rate of fatalities and serious injuries in different counties. Ross suggested including language about bike/ped as well as vehicle, to be inclusive of both urban and rural counties.
- Requiring LRSPs for program eligibility
- Funding by Challenge Area—opportunities to increase funding for ped crossings/lighting
- Funding by Demographics (State data will inform on projects in disadvantaged communities)
- Section 130 rail crossings
- Collision data
- Project identification—using a new network screening tool based on Highway Safety Manual predictive methodologies; TSNR, individual project cap, BCR requirements, set-aside for bike improvements, emphasizing 3 proven safety countermeasures (leading pedestrian interval, retroreflective backplate borders, rumble strips)
- Project performance effectiveness measures
- Stephanie noted that good data drives good safety projects and it has been hard to get timely, reliable data from CHP. Tom said that DMV and hospitals are partnering to get ped & bike data from providers.

Item 6. Update on SB137 Exchange

- Robert noted that Senate Bill 743 updates how transportation-related environmental impacts are measured for new development projects. Instead of level of service (LOS) congestion measures, metrics now include trip generation, VMT, and others. Troy Bucko at Caltrans seeks feedback on the Transportation Analysis Framework from 10-11 rural and urban agencies. Rick can solicit through CEAC and League.
- Up to \$100M State funds exchanged with Federal; this will fully fund Cycle 10 HSIP projects. Lump-sum exchange and account setup occurs through CTC in Feb-March 2021, sub-allocations then distributed to agencies.
- Rick will follow up with signed letter from CEAC and League approving the funds exchange plan
- BPMP projects not yet allocated federal money can also receive exchanged funds.
- Cycle 9 projects that are using local funding sources for PE may also be able to utilize exchange funds.
- Guidance to be published soon to support implementation.

Item 7. Update on Cycle 10 Applications Collection

- Deadline is October 19, five applications received so far
- Computer glitch caused 1000+ size 0KB files to be generated when a new application is submitted; a workaround is in place while IT resolves the coding issue with file transfer
- Richard will supply Ken a report of how many agencies applied for Cycle 10 that have never participated in HSIP before

Item 8. Use of Local HSIP Funds on State Highway Program for Locally Important Safety Projects

- Rick reported that rural main street safety projects that are high priority in a community (e.g., elementary school crosswalk signal) often aren't as high priority in Caltrans State Highway Program. Can Local HSIP funds be used for this?
- Yes, current guidance already makes an exception for Local HSIP money to be used when the local agency's main street is a State highway, see Section 9.5 in HSIP guidelines. Concurrence is required.
- Richard suggested updating guidance language about "locally important" roads to clarify this

Item 9. HSIP OA and Safety Project Delivery Status/Safety Data Collection

- In FFY 19-20 HSIP has authorized \$146.7M – a record obligation delivery for the Local HSIP program
- Chiu shared the delay list with statuses—it shrunk down to 15 projects plus another 3 projects that the local agencies had been taking action on. It was suggested that these 3 delayed safety projects in Compton due to non-communication should be deprogrammed; same for the one Arvin project H9-06-001; these projects could be reprogrammed later if the BCRs associated with the projects meet the HSIP cut-off requirement for project selection in the most recent cycle.
- Patricia will follow up on correspondence with Compton so their project sponsor can provide status update and information on continued need for HSIP funding; Robert will also share info about Compton's status with State Controller's Office.
- Chiu asked John Asuncion to help communicate with Norwalk, Hawaiian Gardens, and Long Beach about their projects. He and Patricia will coordinate.

Item 10. Update on MIRE Data Progress

- Richard reported on the MIRE data collection plan. Contract with UC Berkeley. Expected completion April 30, 2022. MIRE compliance deadline is 2026.
- Stakeholder group has been formed, with 23 agencies (includes cities, counties, MPOs, RTPAs, tribes)

- Task 1—Establish data governance and standards. Drafts have been developed.
- Task 2—Conduct safety data gap analysis. Four agencies responded to the pilot survey; revised survey will soon be sent to all 23 agencies.
- Tasks 3 and 4—Develop data collection and integration plan; Identify training needs for local agencies. Not started yet.

Item 11. Roundtable/Suggested Topics for Future Meetings

- Darlene asked about LRSPs—new agencies that come in for funding will not get the \$72K promised under old guidelines, max cap is now around \$40K and is dependent on population and mileage. Richard contacted City of Lincoln and a few other agencies to revise their applications.
- Ross asked why is Local HSIP funding projects on State highways? Is there a way to highlight why this is happening—Caltrans should take care of safety on all of its roads, including those that serve as community main streets.
 - In cases of community-significant safety needs (e.g., sidewalks) the requirements to get into the SHOPP are often too stringent. And sometimes crash data are inaccurate, because state highways that function as local roads aren't marked properly.
 - HSIP managers scrutinize such applications carefully to make sure it's a stretch of State highways that functions like a community main street.
 - Robert will learn more from SHOPP about process for getting these projects funded with State funds—how to access set asides; how to leverage asset management to meet performance targets.
- Tracy noted that FHWA has launched a "road show" of safety support materials all in one place. Please take a moment to look around - great information to enhance presentations, etc.

https://safety.fhwa.dot.gov/local_rural/tribal/Local_Rural_Local_Road_Virtual_Trade_Show.pdf