

**California Local HSIP Advisory Committee**  
**Meeting Minutes**  
**Thursday, March 18, 2021**  
**1:00 pm – 3:30 pm**  
**Via Zoom**

Streaming link and transcript: <https://otter.ai/u/y36X40eusNcO0EP7Alz9dluNBCI>

**Attendees:**

Chiu Liu, Robert Peterson, Ken Kochevar, Richard Ke, Ross McKeown, Tom Mattson, Trisha Tillotson, Patricia Chen, Nicole Fortner, Darlene Wulff, Rick Tippett, Jodi Almassy, John Asuncion, Dennis Acuna, Stephanie Holloway, Rick Somers, Nicole Donahue, Susan Herman

Reata Kulcsar, City of Carson  
Nick Lowe, City of Carson  
Dilesh Sheth, City of Carson  
Gilbert Marquez, City of Carson  
James Triantafyllou, City of Redding  
Shelby Nadin, City of Redding  
William Miller, Shasta County  
Charleen Beard, Shasta County  
John Heath, Shasta County

**Note: Decisions and Action items in boldface**

**Item 1. Welcome and Updates**

- Cycle 10 Project list is ready to go and will be released soon. Funding has been approved. \$40M in Federal HSIP funds has been exchanged for State funds. Process is simpler—no going through MPOs, no programming in FTIP, etc. Today's meeting will include high level review (see item 5).
- Dee Lam will be giving a presentation to CTC about Local Assistance and HSIP next Wednesday 3/24. Agenda and links for participating/call-in or viewing: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2021/2021-03/000-eta.pdf>

**Item 2a. Project Update from City of Carson on HSIP6-07-004 & HSIP6-07-005**

Nick Lowe and Reata Kulcsar presented the City's request for an extension to their milestone for RFA package submittal milestone to District 7. Requesting to move date from January 31, 2021 to June 30, 2021.

- Projects involve bicycle lanes on 9 major roadway corridor segments, 17 miles in total.
- ROW Certification for both projects is with Caltrans Local Assistance now. Agency is waiting for approval to move ahead with RFA for Construction.
- Plans are fully developed, ROW cert originally submitted in November 2020, City has responded to comments and anticipates no other issues at this time.
- Agency is submitting invoices to spend all design funds over the next few weeks.
- Patricia Chen noted she is aware of staff changes both in City of Carson and at Caltrans D7 that have caused delays, but is confident the project and communication will get back on track.
- **Extension to June 30 was approved.**

#### **Item 2b. Project Update from Redding on HSIP6-02-002**

James Triantafyllou and Shelby Nadin presented the update.

- Project involves adding 6-ft shoulders and minor curve correction on Old Oregon Trail. Archeological items were discovered at the site.
- Biological review is now complete, no issue.
- Progress being made on archeological report Phase 2. Three tribes are involved.
- Documents to State Historic Preservation Office (SHPO) in March 2021, next step is Caltrans Cultural Services Office (CSO) approval.
- Archeological monitoring and late discovery plans are in the works.
- Environmental studies are in progress for anticipated NEPA clearance by 2022. Agency then anticipates 6-8 months in ROW phase. Design and utilities movement will take place during this time.
- Con RFA late 2022, anticipated project completion by 2023.

#### **Item 2c. Project Update from Shasta County on HSIP6-02-004 & HSIP7-02-003**

Charleen Beard presented updates on the Deschutes Road Widening project, Phase II, to widen and pave shoulders.

- ROW was certified in February 2021, agency has submitted RFA for Construction. Project specs are under review with Council now.
- Current plan is to advertise in mid- or late April, award contract by early June
- Construction anticipated to begin July 2021

William Miller presented updates on the Riverland Drive Widening project.

- Final archeological studies are with CSO & SHPO for approval and concurrence
- NEPA should be completed shortly
- ROW authorization submittal is in progress, involves moving a telephone pedestal into underground box
- Goal to have CON RFA submitted by end of April 2021

### **Item 3. Committee Membership Updates**

- Dennis Acuna is new on the committee, representing CSAC (South). He is traffic engineer with Riverside County. He has been involved with CEAC and CSAC under Patty Romo. 2005 Graduate from Cal Poly-Pomona, worked at the county since then. Participating on State Highway Strategic Update, and ATP Advisory Committee.
- Tom Mattson is now alternate CSAC representative
- Tricia Tillotson is alternate CSAC representative
- John Asuncion is alternate MPO representative
- Vacancies for 1 CLC representative and 2 alternates
- **Vacancy for advisory committee Co-chair, rotating position every 2 years: Stephanie Holloway put herself forward. Ken seconded her nomination. The committee approved.**
- **Jodi Almassy volunteered for alternate Co-chair**
- Ken Kochevar noted that Saurabh Jaynat may not be available for the committee in an advisor/support role; he suggested contacting Saurabh for suggested replacement
- When Ken retires both Ivy Attah and Maria Bhatti will represent FHWA on the committee as advisor/support

### **Item 4. Local Road Safety Training Update**

Ken provided the report and highlights from the training.

- Four one-day sessions were offered: Feb 24, March 3, 10, 17
- 850 attendees took part; many more than would have been possible in-person
- Every session was recorded and links to each (including chat and PowerPoints) are being uploaded on the Local Assistance website. Feb 24 session is here: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/roadway-safety-training-materials>
- Evaluations still coming in. Before/after question about knowledge of LRSPs showed increase in knowledge from high 2's to high 3's
- Instructor ratings, course fit with job requirements: 95% of responses were in Mostly or Strongly agree
- Under Negative comments category many participants said "none" or "course was great"
- Received 250+ comments on participants' plans to implement countermeasures and strategies.
- Steve Pyburn and Hillary Isebrands were excellent resources & facilitators
- Darlene Wulff and Ross McKeown complimented Ken for his contributions for his workshop presentations and, as he prepares to retire from FHWA, for his

decades of work on safety.

### **Item 5. Update on Cycle 10 Applications and Roll Out**

HSIP managers will post the project list as soon as the green light from management is received. Richard shared the following highlights [copied from handout]:

- Number of applications received: 429; Number of applications selected for funding: 266.
- Total HSIP funds requested by all applications: \$489.8 million; Total HSIP funds for the selected applications: \$227.6 million.
- Out of the 266 applications selected for funding,
  - 147 applications, totaling \$184.6 million of HSIP funds, were selected based on their Benefit Cost Ratios (BCRs). The BCR cutoff for an application to be selected for funding is 12. The average BCR of the selected applications is 24.3;
  - 119 applications, totaling \$43.0 million of HSIP funds, were selected for funding under the set-asides for Pedestrian Crossing Enhancements, Guardrail Upgrade and installing Edgelines.
- The types of safety projects include but are not limited to:
  - Safety improvements at intersections, such as new signals (6 intersections), roundabouts (7 intersections), converting signals to master arm (27 intersections), dilemma zone detection (306 intersections), providing left-turn phases and/or lanes/left turn improvements (119 intersections), signal hardware improvements (1295 intersections), intersection lighting (71 intersections), flashing beacons (53 intersections), median installation (15 intersections), friction improvement (46), signal timing improvement (629), installing emergency vehicle pre-emption systems (40), improving sight distance (9), and other intersection safety improvements (such as signing/marketing/upgrade) (157 intersections);
  - Pedestrian/bike projects, such as pedestrian countdown signal heads (357 intersections), pedestrian hybrid beacons (17 crossings), sidewalks (3.5 miles), bike lanes (32.9 miles), Rectangular Rapid Flashing Beacons (RRFBs) (198 intersections), Leading Pedestrian Interval (LPI) implementation (604 intersections), new or upgrade crosswalks (346 intersections), and other safety enhancements of existing pedestrian crossings (711 intersections);
  - Roadway safety improvements, such as curve/speed warning signing (110.3 miles), Install/Upgrade signs with new fluorescent sheeting (2410.1 miles), High Friction Surface Treatment (HFST) installation (61.7 miles), rumble strips/stripes 2 of 2 2/10/2021 (422.5 miles), edge/center lines (596.1 mile), raised medians/median barrier (3.2 miles), new guardrails or guardrail upgrades (90.6 miles), and lighting (2.5 miles).
- The below table provides a summary of HSIP Cycle 10 Funding Distribution by

Caltrans Districts.

#### HSIP Cycle 10 Funding Distribution

Caltrans District	Number of Projects	HSIP Funds (\$ million)
1	7	\$5.2
2	3	\$2.2
3	32	\$30.6
4	48	\$42.4
5	21	\$16.5
6	23	\$13.4
7	48	\$54.1
8	26	\$14.9
9	10	\$4.3
10	23	\$29.6
11	20	\$11.6
12	5	\$2.7
Total	266	\$227.6

- Many projects have BCR between 7.5 and 12
- LTAP to present a webinar on March 30 on converting all-way stop intersections to mini roundabouts. These may be included as a new countermeasure in Cycle 11.
- Dilemma Zone Detection—sensors sense when high-speed vehicle is coming and extend either green or yellow light timing. The 40% metric and mile per hour cutoffs to be revised for next cycle.
- Sign upgrades: application asks how many miles of roadway are being covered. Consider clarifying miles vs. number of signs for next cycle.
- Road diet countermeasure may undergo some changes as well, to include reconfigurations that allow other modes of transportation
- Ken commented on his conversations with Adam Larsen regarding transferring funding through BIA for HSIP projects in tribal lands. Northern California Tribal Court Coalition (NCTTC) meeting is coming up April 1. This would be a good opportunity to explain HSIP application process and countermeasures—Ken recommended this mode of outreach and keeping the tribal set-aside for future HSIP cycles.
- Robert noted a questionnaire has gone out to agencies on status of LSRPs.
- **Each successful applicant will receive a Next Steps letter. Robert committed to also posting these to RTPA group list (which includes MPOs) so they know what safety projects are going forward in each region.** It will be useful as a heads-up since the projects will not be in the FTIP.

- Stephanie requested a report on various trends in HSIP program seen since Cycle 4 when SSARPs and LRSPs, general push for systemic projects was started. E.g., to what extent do applications reflect the systemic approach, how have the benefit/cost ratio (BCR) cutoffs changed over the years, number of applications accepted/rejected?
- She also suggested that for Cycle 11 there be a requirement for monitoring to show efficiency and success level of money invested.
- **Robert said at the next meeting HSIP managers will share data from last years' before/after reports.** Ken noted this type of reporting could be shared as a best practice among other agencies/divisions.
- Richard shared the LRSP update. \$18 million was available altogether to fund local roadway safety plans. As of March 1, we have awarded \$16.2 million to 233 local agencies. Have allocated \$11 million so far to some of the 233 projects. Still have \$1.8 million available. Information for those that still want to apply for funding is on the website.
- Patricia and Robert compared/contrasted focus on systemic, data-driven, small projects that HSIP delivers vs. ATP, which tend to be in higher-dollar amounts for “transformational” projects

#### **Item 6. OA Update and Safety Project Delivery Status**

Robert reported that \$25M have been authorized for 2021, does not include the \$40M being exchanged for State funds.

- OA balance estimated at \$99M as of February 2021.
- There is a good chance the program could deliver an additional \$50-60M this year, zeroing out the program’s obligational authority.
- New Federal authorization may give more funding for local roads. \$21M of Local HSIP currently goes to ATP; hopefully in future this will come off the top before the 50-50 State-Local split.
- The State also has all Penalty (Section 164) funds: \$30-40M/year
- Local agencies can lobby for higher HSIP apportionment.

Chiu reported on four projects that are delayed. Los Angeles and South Gate are both in CON delay (Cycle 7). The other two (Cycles 5 and 9) have been in contact.

#### **Item 7. Update on MIRE Data Progress**

UC Berkeley is developing a plan for MIRE FDE database for California

- Quarterly stakeholder meetings being held
- HSIP funding is eligible for agencies to use in the data collection effort
- Project to be completed by April 2022

## Item 8. Roundtable

- Ross continued from previous comments about HSIP funding going toward State-owned roads. He asked for a discussion on Cycle 10 projects on State-owned highways that investigates why the local agencies see them as high priority while State appears not to. On higher level, how can partnership be improved to substantively improve funding for local agencies?
- Patricia noted that with upstream programs such as TAMP and SHSP there's an intent to create a more quantitative process. Might these programs learn from algorithms HSIP is using, so that a broader cross-section of the Caltrans shop can make more efficient use of available funds? Robert acknowledged there is some movement on State side toward lower-cost projects.
- Stephanie said she would like a future discussion on engineering solutions to support speed management as a safe driver behavior. It's a big factor in crash data. Legislation was recently introduced to allow automated enforcement, for example. Her county proposed installing series of signals to time a Granite Bay area corridor to control speeding between existing far-apart intersections. Highway 49 got additional signals to control speed on that corridor.
- Ken suggested continuing to work with OTS and NHTSA on grants for behavioral countermeasures
- Rick noted that photo enforcement in Roseville in the 1990s worked, but the community eventually rejected it. He said elected officials want to see solutions for speeding, and that city & county engineers need to proactively provide expert data to local boards before non-optimal legislative "fixes" are imposed.