

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

Attendees:

Robert Peterson, Richard Ke, Chiu Liu, Darlene Wulff, Tom Mattson, Ross McKeown, John Asuncion, Bill Sandhu, Rafael Cobian, Lisa Davey-Bates, Nagi Pagadala, Maria Bhatti, Cindy Utter, Susan Herman

City of Sacramento: Bill Shunk, Cecilyn Foote, Jesse Gothan

City of Compton: John Strickland, Nicole Jules (Interwest Consulting)

LA County: Jeff Pletyak, Masashi Tsujii, Mario Rodriguez

Note: Decisions and Action items in boldface

Item 1. Welcome and Update

[Office bulletin has been released with updated HSIP guidelines.](#) Adds Local Roadway Safety Plan requirement for Cycle 11; process for scope, cost, and schedule changes; other updates.

Item 2. Org Chart Review

New members:

- Rafael Cobian, City traffic engineer, City of Anaheim. He is also a sworn deputy sheriff with Orange County. Has developed partnerships with enforcement partners in the traffic division.
- Bill Sandhu, Public Works Director, City of Modesto. Oversees “everything from garbage to airports.” Background includes Caltrans Traffic Safety and District 10.
- Robert emphasized that committee members who are California League of Cities members should bring forward issues from cities when relevant to safety.

Departing:

- Ross McKeown’s last meeting. He is retiring after serving 15 years at Caltrans, 22 at MTC. He expressed gratefulness for how much everyone in the group cares about safety, and are moving safety in the right direction for the state (not just talking about it).
- Stephanie Holloway has taken a new position in Placer County so will no longer serve on the committee.
- Susan Herman’s last meeting as notetaker.

Changes:

- John Asuncion will move from alternate to main representative for MPOs.
- Maria Bhatti is the official FHWA advisor/support representative.
- Dennis Acuna will be the alternate committee co-chair.
- TCC representative is still needed.

Item 3. Project Update Brief, City of Compton

John Strickland reported on the status of H8-07-005 (enhancing ped crossing at 15 intersections) and H8-07-006 (20 additional pedestrian heads).

- Currently in design phase 30%.
- Projects are part of an overall Smart Streets project. The contract will be amended to incorporate additional Smart improvements.
- City has begun Preliminary Environmental Study with Caltrans.
- Drafted RFP for the 15 pedestrian crossings. Things are moving forward with the projects.
- Committee members asked for clarity on project status; different people are reporting each time and are not sharing the same information. Robert recommended an interim meeting with City of Compton in December (see Item 5 for action item).

Item 4a. Project RFA Extensions, City of Sacramento

Bill Shunk and Jesse Gothan reviewed the project scope of H8-03-013 and -014 City of Sacramento, described the project's challenges, and requested time extensions until June 2022 and September 2022, respectively.

Tom moved to approve the extensions; Ross seconded. Extensions approved.

H8-03-013: Mast arm replacement. Seven locations where signal poles are to be converted to mast arms.

- ROW Certification took longer than anticipated. Disconnect in getting Caltrans Environmental the documentation they needed. DLA environmental stepped in to resolve this.
- Worked with Local Assistance to put together a Federally participating list of on-call consultants with expertise in NEPA. This did wonders for getting Categorical Exemptions approved and the Phase 2 ISAs that were required. Environmental clearance for this project was completed in May 2019.
- Four properties needed easements. Closed escrow on last one last Friday. This Tuesday ROW certification was submitted.
- Construction RFA will be submitted in December—provisional until ROW certification is approved. Will set us up to get the project rolling early in 2022. Extension requested until June 2022.

H8-03-014 Florin Road from Greenhaven to 24th Street. Replace non-standard signal poles with newer mast arm designs and install advanced detection.

- Modifying curb returns were added to the project—this quickly ballooned to modifying medians and bus stops on the frontage road. Now scope includes ADA accessibility upgrades and other construction that is not HSIP-eligible.
- SACOG grant will close the gap in funding. Darlene Wulff has been extremely helpful in working through these challenges.
- Construction RFA expected this coming summer. Requesting extension until September 2022.
- Tom emphasized the usefulness to local public agencies of having a Federally participating on-call consultant list. It's a game-changer for delivering projects.

Item 4b. Project RFA Extensions, LA County

Jeff Pletyak reviewed the project scope of six LA County HSIP projects, described each project's challenges, and requested time extensions.

Extensions for five projects were approved: H8-07-027, -028, -029, -032, -033

Extensions for one project was not approved: H8-07-026

Next project update from the agency (either January or March 2022) to include a status report on Cycle 9 projects.

H8-07-028 Intersection of 120th Street at Compton Blvd.

- Caltrans identified hazardous waste concerns. NEPA approved in October 2021. Plans 90% complete; may receive a few more modifications based on results of soil sampling and analysis. ROW certification is expected in spring 2022.
- Previous extension had a deadline of December 31 of 2021. With the current schedule, Con RFA is expected on June 30.

H8-07-032 Bouquet Canyon Road with curve warning signs, chevron signs, variable speed warning signs to be installed.

- Caltrans determined there were cultural artifacts. Agency has begun work with a tribal consultant for Phase I cultural resources assessment; allow one year for this. Have considered installing signposts on the guardrail itself to avoid archeological concerns.
- Property survey results will be submitted this month. Property is owned by US Forest Service. The City of LA is adjacent jurisdiction. Questions about ROW and permitting have generated extra reviews, resulting in a longer design phase.
- On target to have plans completed in Jan 2022. ROW to be completed in March 2023.
- Con RFA to be submitted on April 30, 2023.

H8-07-026 Whittier Blvd at Eastern Ave in East LA adjacent to the Calvary Cemetery walking path, install mast arms, vehicle heads, protected left-turn phasing, bicycle and vehicle detection, ADA access ramps.

- Project requires coordination with an adjacent walk/bike path project at Calvary Cemetery community recreation space. That project has gone through many iterations. They finally selected a sidewalk widening using rubberized material; their funding is dependent on results of a traffic impact analysis and they've also had delays due to utility pole relocations.
- Calvary Cemetery project currently scheduled to start September 2023, pending final design and funding availability to start construction.
- Calvary project may require a bulb-out that will need to be coordinated with the HSIP project's signal pole and push-button locations. Want to ensure curb return is placed properly and equipment does not have to be replaced.
- ROW is approved. Requesting an extension on Con RFA until April 30, 2023.
- Ross recommended more communication between County public works and the other project team to learn more about how likely they are to get funding, etc. Committee asked that Jeff return in January with an update.

H8-07-033, San Francisquito Canyon Rd project to install chevron and advance curve warning signs.

- Also includes Native American cultural resources. Since this location is also in US Forest Service jurisdiction, the project team is working on permits. ROW certification is anticipated by March 2023.
- Requesting extension for CON RFA until April 2023.

H8-07-027, Group 1 Signal improvement project.

- Utility clearances have caused delays; companies do not always respond in a timely manner. Plans complete and ROW Cert complete.
- Con RFA to be submitted in January 2022.

H8-07-029, Group 2 Signal improvement project

- Had extra impacts from sharing jurisdiction with cities—long response time on getting permits and easements. Plans are complete as of Feb 2020; given easement issues, project ROW cert is expected to be complete by Sept 2022.
- Con RFA to be submitted in October 2022.

Comments

- Jeff noted that for multi-jurisdictional projects with cities like this one, LA County is now aiming to develop comprehensive scope with cities early in the project.

Scope management and coordination changes are now being implemented.

- County staff have learned that field evaluations are a stronger method than mapping for managing utility information for relocating poles and understanding conflicts early in the design phase.
- Ross asked for details about how LA County will address the high rate of delays in their safety projects—six of eight projects (75%) are delayed. Concerns with delivery rate. What is the status of the County's three Cycle 9 projects? Any plans to come in for Cycle 11? Better to deliver current projects than apply for a new cycle.
- Jeff explained that the County administration just formed a new division called Project Management to manage horizontal construction projects in Public Works to address project delivery on schedule moving forward. Will bring in more project management expertise than we've had before—will free up the engineering team.
- County Board office began monitoring public works projects monthly since the beginning of 2021. Scope management, scope control, risk assessment.
- Jeff committed to looking at ways to move forward with the project near Calvary Cemetery that doesn't depend on that project getting done first.

Item 5. OA Update and Safety Project Delivery Status

Chiu Liu provided the update.

- OA delivery for FFY 2021: authorized \$112M + \$563K; expect this to increase next year. Of the \$112M, \$40M was converted to HSIP-State to get Cycle 10 projects started.
- Agencies can come in for State construction-phase funds beginning in March 2022.
- In FFY 2022, \$60M will be converted to State funds. \$13.9M remaining carryover OA balance. Assuming this is used by May 2022, managers can begin to program to the apportionment levels.
- Only 11 delayed projects. Received replies from agencies regarding 8 of these. Expect that Arvin, Glendora projects may drop out.

Meeting in December with Compton + HSIP managers will also include D7 staff, Patricia Chen, Rafael Cobian, John Asuncion and will focus on determining the best way forward with Compton's three projects. Will ask Compton to designate a single project manager to report to the advisory committee each time.

Item 6. Local HSIP Cycle 11 Discussion

The committee discussed (1) the Size of the Call, (2) Set-Asides, and (3) the Revised/New countermeasures: roadway reconfiguration, mini-roundabouts, and

advanced dilemma detection.

- HSIP awarded \$226M total for Cycle 10.
- Richard recommended the call size of \$160M based on the current apportionment of \$80M/year (State funds; does not include local match). This will be revisited if apportionment increases with the new transportation bill.
- Robert noted that \$400M worth of applications were submitted for Cycle 10. Demand is high. Many countermeasures are 100% Federally funded with no need for the local match—eliminating these and returning to the 90% Federal-10% Local match split in order to fund more safety projects? Rafael endorsed this idea.

Tom moved to return to 90-10 funding formula split for Cycle 11, Rafael seconded. Committee approved.

- Richard shared a table summarizing set-asides and amounts from Cycle 10: Ped crossing, Guardrail upgrade, edge-line installation, and Tribal safety improvement.
- Richard recommended \$32M as the total amount available in the set-aside category for Cycle 11.
- Robert recommended a new set-aside for bike safety improvements. Tom specifically noted buffered bicycle lanes will encourage broader use (on high-speed corridors only experts tend to use the regular or green painted lanes). Darlene suggested bike signage, signal intervals as lower-cost options.
- Tom said demand for guardrails may go down, demand for ped crossings will increase. Maintain balance & support both rural and urban areas. Rafael agreed that some set-aside for guardrail could be reallocated to bike and pedestrian.

HSIP managers will bring proposals for HSIP set-aside categories and amounts to vote on in January.

- Revised countermeasures. Advanced dilemma detection—does it really have a crash reduction factor of 40%? No good studies to confirm this. Cycle 10 applications were accepted for speeds of 45mph and above.
- Tom and Rafael recommended eliminating this countermeasure from HSIP because it teaches drivers the bad habit of speeding up at intersections.
- Chiu suggested that additional data be gathered from agencies that have installed this Countermeasure.

Advanced dilemma detection will be dropped from the list.

- Roadway reconfiguration—reallocating the right of way; broader definition than

FHWA's definition of the road diet. Maria Bhatti said it would be appropriate for Caltrans to devise its own definition.

- Do certain kinds of reconfiguration provide higher BCs than others?
- Mini-roundabouts. Input from Hilary Isebrands—these are lower-cost than large ones, best as a substitute for a 4-way stop in low volume areas. Reduces rear-end collisions. The city of Lancaster is in the process of installing some mini-roundabouts.

HSIP managers will do more research and bring new countermeasures proposal to the next meeting.

Item 7. Roundtable

- Committee members offered warm farewells to Ross on his retirement.

Adjourn

The meeting adjourned at 3:45pm.