

California Local HSIP Advisory Committee
Meeting Minutes
Thursday, July 18, 2019
1:00 pm – 4:00 pm
Sacramento International Airport
Terminal A, 2nd Floor, Air-Media Conference Room
(916) 874-0182

Attendees: Maria Bhatti, Ken Kochevar, Bob Goralka, Stephanie Holloway, Paul Moore, Tom Mattson, Robert Peterson, Richard Ke, Chiu Liu, Ross McKeown, Philip Chu, Patricia Chen, Susan Herman
By phone: Jana Cervantes, Uy Tran

Note: Decisions and Action items in boldface

Item 1: Welcome/Updates

Philip Chu is finishing his 2-year term on the HSIP committee. This is his last meeting. He will now be moderator of RTPA. Patricia Chen of Los Angeles County Metropolitan Transportation Authority (LA Metro) attended today and will take over Philip's spot as RTPA representative.

Maria Bhatti (Safety & Traffic Ops, FHWA) attended with Ken.

Robert Peterson shared a few takeaways from a National Safety Engineer Peer Exchange summit he recently attended:

- Australia has 5 traffic fatalities for every 100K people; USA has 12
- Arizona's has its own state-specific STEP tool (Safe Transportation for Every Pedestrian). It is a guide to help agencies determine best countermeasures based on roadway widths, speeds, and other factors. This might be useful model for Caltrans and local agencies. <https://azdot.gov/business/tsmo/operational-and-traffic-safety/az-step/overview>
- Dick Albin shared an Excel-based crash tree diagram tool that helps identify corridors where the highest percentage of crashes occur. Robert will forward this to committee members for evaluation and possible use on the HSIP website.
- 3M Innovation Center hosted tours & product showcase
- FHWA would like to keep these Peer Exchanges going so their proposed plan is to have each region (4 across US) have a Peer Exchange, either by webinars or in person. FHWA would be able to pay for one region each year and then meet as together every 5 years. Arizona will host next year's summit for the Western Region should our region be chosen.

Tom Mattson recommends networking at the upcoming NACE Western Region conference (inexpensive because of casino housing):

<https://www.ceaccounties.org/meetings-and-events/conferences/naceaace-western-region-conference/>

Item 2. 2020-2024 SHSP Updates

Tom is on SHSP Steering Committee. He shared a presentation covering the process of updating SHSP. Highlights included:

- SHSP includes input from multiple stakeholders representing public health, education, enforcement, and engineering sectors.
- Causes of collision: Human factors make up 95%
- Along with engineering, emergency response, education, enforcement there will be an additional E: Emerging technologies
- Number of fatal and serious injury collisions are trending up from 2008-2017 due to more miles driven, more drivers (raw numbers increase); however, rates stayed largely unchanged
- Primary causes continue to be intersections, speeding/aggressive driving, DUI, roadway departure
- Other data categories include age of victim, collisions by month, day of the week, time of day, rural vs. urban roads. Higher rates per 100 VMT in rural counties.
- Updated SHSP will have 16 Challenge areas (Emergency response replaces Data). Challenge area teams develop strategic actions that can be measured at 1-, 2-, and 5-year increments
- Plan is to finalize SHSP by December and have statewide safety summit in March

Ken Kochevar reminded the committee of the co-lead vacancies on the Intersection challenge area. He noted the biggest time commitment is in the upcoming 4-6 months while strategic actions are being developed. He recommends having co-leads from Caltrans and a local agency. Contributing to the Action Plan is a great way to get innovative designs approved statewide and also promote local agency interests. Chiu Liu is backup co-lead representing Caltrans on Intersection challenge area, if no one from Caltrans Traffic Ops steps up.

Paul Moore said he will continue to be bike challenge area co-lead.

Subject matter experts are also needed. Patricia Chen volunteered to be an SME on active transportation.

A consultant—Mike Colety of Kimley-Horn—will facilitate process for the challenge area committees. Co-leads act as conveners and project managers; SMEs shape the plans, which consultants evaluate to determine whether there will be issues with funding, legislation, other “actionability.” Challenge areas may be limited to a small number of actions (3-5).

Item 3. LRSP Update

Richard Ke reported that CTC allocated \$10M for local agencies to develop Local Roadway Safety Plans or SSARPs. Caltrans will issue a call for projects in October or November 2019 and guidance for how to use the money. Over 100 agencies have SSARPs in progress; 10-12 final reports received, most are 50% or more complete.

In creating an action item for the committee to vote on regarding amount of each award and rules, the following points were discussed:

- SSARPs return specific engineering countermeasures that agencies may pursue as an HSIP-funded project. LRSP identifies systemic issues that will be addressed with broader methods and countermeasures such as enforcement and education, in addition to engineering.
- LRSP will be “recommended” in Cycle 10 (April 2020), then required in Cycle 11 (March-April 2022). FHWA is promoting having agencies develop plans and other states have gone this direction as well—but data-driven projects are nothing new. Webinars for California public works directors start in September 2019 to educate about these plans.
- An LRSP may be too high-level if it elicits a “now what?” response. SSARP is more of a deep dive that helps identify specific engineering projects to develop. Robert is talking to Tracy & Bruce at the LTAP center to organize LRSP workshops to help local agencies develop actions / projects from their plans.
- If an agency has done a SSARP and it is 5 years out of date when they apply for Cycle 11 HSIP (when a local roadway safety plan will be required), then they should be eligible for help with LRSP.
- The bigger cities and agencies will be the ones that move the needle; consider taking the top 20 percent cities and counties and inviting them specifically to attend these workshops and in return will be submitting effective safety projects.
- In Washington State, separate HSIP calls for projects are issued to cities and counties in alternate years. If an agency has an LRSP, they automatically are approved for one project they’ve applied for.
- Among applications for set-aside funded HSIP projects, we could encourage applicants to have a LRSP in place to get higher priority. Or, include a minimum of one project for those that have an LRSP and apply for set-aside funds provided the application is good.

- Exercise caution about whether all under-resourced agencies feel the same about whether it's an incentive to receive state funding help for safety plans. Some cities may have difficulty contracting—can funds also be used for staff resources? Yes, and it's appropriate to partner with other agencies for contract management.
- SB-137, if passed, will mean all of HSIP funds will be swapped for state dollars. This would allow agencies to follow the state funds process and may be encouraged to submit safety projects where they might have not wanted to do if they were federally funded projects especially for smaller safety projects.

The committee voted to incentivize safety plans for Cycle 10 HSIP applications, by:

- **Assigning priority to applications for set-aside funds if the agency has a LRSP, SSARP, Tribal safety plan, Vision Zero plan, or equivalent.**
- **Offering the option to change scope, to convert SSARP into an LRSP.**

The committee voted to require LRSP, SSARP or equivalent to be eligible for Cycle 11 funds.

Item 4. Delayed Project Updates

City of Carson Extension Request HSIP6-07-004 & -005

Responses received from the City have so far not answered whether the City complied with the LAPM regarding the consultant selection process. If they did not, possible outcomes include:

- Not allowing extension of federal funding
- Caltrans staff encourages the City to deliver the project by dividing the project into federally-funded and non-federally funded

Chiu will follow up (see Item 7 below).

City of Baldwin Park HSIP5-07-002

A one-year extension for construction authorization was granted to the agency in June 2018. The Con Auth date was June 30, 2019. The city is requesting another extension. The city provided an update via email dated July 9 that indicates:

- On December 19, 2018, the City Council approved the Design Services Agreement Amendment with Southern California Regional Rail Authority Metrolink (SCRRA) for the signalization improvements to the Rail Safety Crossing Improvements Project (Quiet Zone Ready) at Pacific Avenue.
- On July 3, 2019, SCRRA sent the City and the design team the latest and final comments to the design plans.

However, the documents and timeline provided by the agency did not provide evidence of moving forward in good faith on this project. Beyond the details of the seven-year timeline, it is more important to know what changes have taken place to prioritize the project. What actions have they taken to indicate that they will deliver the project one year from now? Chiu will follow up.

City of Los Angeles HSIP7-07-013, 14 , 015

Uy Tran reported that his agency has not yet submitted a Con RFA extension request for the 3 delayed Cycle-7 projects with traffic signal upgrades because they are unsure whether to proceed with construction at the current site. Maintenance crews do not have equipment needed to maintain the new 100 MPH signal poles and foundations. Dale Benson will likely approve a project down scope request around the holidays. It is likely to take the city another 2 months to get done with the con-rfa extension for these 3 projects.

Item 5. Supporting DLAEs in their outreach efforts

- Many HSIP applicants with funds awarded appear not to have begun their PE, or they are using local funds for PE and just not communicating with HSIP managers.
- Caltrans will take a more proactive approach to eliminate this first year of apparent inaction, to pre-empt projects going on delay list.

Item 6. OA update

- \$10M of CTC allocation was converted to state funding in June 2019
- OA usage now reaches \$72M, including the above \$10M for LRSP authorized by the CTC last month.
- HSIP projects that are queued right now, demand \$30M OA.
- August re-distribution for processing HSIP projects will offer \$20M additional, which isn't enough to cover the \$30M demanded by the queued projects.
- OA is totaled about \$92M so far but OA usage is demanded with a total of \$102M in FFY 18/19; and the HSIP OA balance is expected to drop below \$120M by the end of 2019.
- Implementation may now use advance construction (AC), if agreed by the associated agencies, to authorize the projects that are in the queue.

Item 7. Required Items for Asking the Committee for RFA Extension

Rather than simply having agency representatives come to Sacramento and present their (possibly incomplete) extension requests, it would be more efficient to create a boilerplate form that includes the information the committee needs to consider.

The committee agreed that such a form would include but not limited to the following elements as a minimum:

- *Timeline so far to show due diligence and reason for delays*
- *Project schedule and detailed plan to deliver within the extension period*
- *Cost increase implications of the extension and explanation of how this will be covered, i.e. with local funds or a portion of increase shared with HSIP—what portion?*
- *Anticipated hurdles such as archeological, environmental clearances*
- *Re-scoping options that were considered and why original project or a re-scope option is the most viable*

Item 8 (Continuation of Item 3). Advancing Funds for Developing LRSPs

When issuing the call for applications for LRSP dollars this fall, there will initially be \$10M of state funds, which if limited to \$80K per agency would yield 125 plans. If needed, DLA can go back to Budgets to get additional funds, if needed.

Tom proposed to make the LRSP funds available specifically for agencies that missed out on the SSARP rounds (~\$17M is currently invested into SSARPs, with 100 agencies taking part). He proposed not offering the funds for those that already have SSARPs in progress.

Item 9. Roundtable

Tom noted that his member of Congress asked for input on incentivizing states to buy out smaller, local agency federal-funded projects. South Dakota adopted a gas tax so they could swap federal for state money.

Robert also encouraged committee members to consider and share the news about the new Road Safety Professional 1 and 2 certifications:

<https://www.tpcb.org/certification/rsp/>

Patricia Chen said she is feeling depressed about the cities in her jurisdiction.