

**California Local HSIP Advisory Committee**  
**Meeting Minutes**  
**Wednesday, January 20, 2021**  
**1:00 pm – 3:30 pm**  
**Via Zoom**

Streaming link and transcript: [https://otter.ai/u/ESuX7g0VWL77SKh5L-G2\\_XJSRnk](https://otter.ai/u/ESuX7g0VWL77SKh5L-G2_XJSRnk)

**Attendees:**

Robert Peterson, Tom Mattson, Chiu Liu, Richard Ke, Jose Luis Caceres, Ross McKeown, Rick Tippett, John Asuncion, Trisha Tillotson, Darlene Wulff, Jim Perrault, Ken Kochevar, Maria Bhatti, Nicole Donahue, Tracy Coan, Susan Herman

Susan Gonzalez, Charles Garabedian, Vijay Kopparam, Steve Novotny

Dan Garcia, Interwest Consulting Group

Michael Antwine, City of Compton

John Strickland, City of Compton

Johnson Vang, Tulare County

Hernan Beltran Herrera, Tulare County

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

**Item 1. Welcome and Updates**

**Item 2a. Project Update from Tulare County on HSIP7-06-013**

Johnson Vang shared a presentation to support the County's request for time extension of E-76 milestone until December 2021.

- The original Cycle 7 project was to install seven left turn pockets along the Ave 328 corridor. The project has since been re-scoped due to cost, to include only three intersection improvements: at Rd 112, at Rd 138 near a school, at Rd 156 which enters the Ivanhoe residential community.
- County staff turnover between January and September 2020 was a main cause of design delays. It also created disruption in key communications needed to create an on-call contract for appraisal services, and negotiate with utilities companies for right of way.
- Utility relocation agreements with SoCal Gas and SoCal Edison have gone smoothly but this is not the case with the Ivanhoe Public Utility District; the community will not accept liability for having to re-locate its utilities. Improving the corner at Rd 156 to make it ADA-compliant will require Ivanhoe PUC adjustments to grade: 2 water valves, one fire hydrant.

- Delivery milestones: Design is 100%, NEPA Clear as of November 2019. E-76 for ROW complete as of Jan 2020. One property left to obtain ROW, to be complete by June 2021. Utility clearance, obtaining relocation plans from Ivanhoe PUD anticipated by Sept 21. The County plans to submit construction RFA October 2021, and E-76 for construction by Dec 21.
- County has had good track record for numerous federal projects. Worked very closely with Caltrans D6.
- Small agencies such as Ivanhoe PUC commonly do not have franchise agreements in place with Counties to facilitate utility relocation; accepting liability is challenging because HSIP funds cannot be used for this purpose. County staff must attend the PUC's public meetings and keep the conversation going.
- Project cost has increased but County will cover cost overruns with local funds. And, for the intersections that will not have construction upgrades, the County can go forward with signing, flashing beacons, etc. with their own funds.
- **Robert moved to adopt the County's new project schedule, Trisha seconded. The committee approved.**

#### **Item 2b. Project Update from City of Compton on HSIP7-07-005, H8-07-005, H8-07-006**

Dan Garcia and Michael Antwine shared a letter describing Compton's request for deadline extensions to three projects underway: 1) raised medians and bicycle lanes on E. Compton Blvd. to integrate with other downtown improvements; 2) bike lanes, lighting, enhanced ped crossings at multiple intersections; 3) pedestrian countdown heads at 20 intersections.

- Revised timeline was presented showing target date for project's amendment into FTIP Jan 1, 2022; expected completion PE phase March 31, 2023; proposed CON Authorization September 20, 2023; construction complete January 2025.
- Reasons for delay: City personnel changes prior to COVID, City funding shortages, and complexity of coordination with a current Downtown Compton enhancement project.
- Much of the work is tied to a larger plan for downtown Compton that includes development of innovation space, commercial retail and residential, plus a conceptual plan for street improvement and road diet.
- All pre-construction funds are covered with non-HSIP streams. HSIP funds will be applied to construction phase only.
- Steve Novotny voiced support for City of Compton on these projects. He urged the committee to support City in their extra time request.
- RFP for countdown heads can get going sooner than overall schedule indicates, because they are not closely tied with the building development. E-76 application for CON authorization anticipated within 6 months. Dan Garcia will work with

Vijay and Steve to prioritize this application and update the schedule submitted with letter on November 25, 2020.

- **Robert moved to adopt the County's new project schedule, Trisha seconded. The committee approved.**

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

- Tom Mattson is stepping down as co-chair of the HSIP Advisory Committee.
- Tom nominated Ross McKeown to be new co-chair; however, Ross declined because he is planning to retire.
- Stephanie Holloway (Placer Co) is currently alternate co-chair. Rick recommended having co-chair position rotate between RTPA reps, Cities, and Counties, and that Cities and RTPAs should have first pick of nominations.
- Co-chair selection to be moved to next meeting's agenda.
- If the vacant CSAC representative seat is not filled by someone from a southern County, Tom will apply to represent Counties (Humboldt).
- There is also one vacancy for CLC rep.
- Three seats for Alternates are vacant as well: CSAC (1), CLC (2)
- Jose Luis Caceres will be the Alternate RTPA rep. He attended today in Patricia's place.
- Ken Kochevar is retiring from FHWA on May 31.

### **Item 4. Update on SHSP Lane Departure**

Trisha and Robert are co-chairs of the SHSP Lane Departure challenge area. Ken shared the update.

- In yesterday's meeting the committee received suggestions based on data indicating that high-friction surface treatment improves safety in both wet and dry conditions.
- Robert is heading up a demonstration of technology that shows a continuous measurement of friction. For the pilot, a SCRIM® will be used to measure 150 miles of state highway. This is a proactive approach of looking at skid numbers on curving roads.
- Ken will meet with team leads on Friday and bring three countermeasure proposals: for training, shoulder widening in curves, and an edge strip set-aside in HSIP applications.
- Tom reported that the number of voting members on the Executive Committee has been expanded. Voting membership on the Steering Committee has also been added for Native American tribes. Along with industry and advocacy groups, these additions will provided more balanced input.

### **Item 5. Local Road Safety Training Update**

This is one of three actions already approved under the SHSP Lane Departure challenge area. Ken provided the report.

- Four one-day sessions will be offered: Feb 24, March 3, 10, 17
- Morning session will cover FHWA proven safety countermeasures for: ped/bike, roadway departure, intersections
- Afternoon session will cover LRSPs, road safety audits, and the systemic and incremental approach
- Each session will include two short breaks. One-hour lunch will allow time for participants to “put out fires”
- Exit exam questions and course evaluations will be included, as well as Q & A sessions
- Presentations aren't specific to geographic area (though priority for the 300 slots in each session is given as shown in Ken's draft agenda dated 1/11/21); participants can join in any of the four sessions.

#### **Item 6. SB137 Exchange Status and Rollout of State Funded HSIP Projects**

Robert reported that a formal letter from RTPAs and CSAC is still needed to affirm their support for the plan of converting \$40M of Federal to State funds; once complete, TCC will vote. All projects selected for HSIP cycle 10 will be State-funded (with local match).

- State-funded HSIP projects are new; the process differs from existing in that there is no E-76, CTC makes only one allocation instead of multiple. Caltrans Local Assistance then sub-allocates from the \$40M lump sum to specific projects.
- Implementation team will send Program Supplemental Agreements. DLA is developing covenants. By late February, funding will be allocated by CTC and paperwork will be ready too.
- After all is done, expect an evaluation of whether efficiencies/paperwork reduction was indeed realized.

#### **Item 7. Update on Cycle 10 Applications**

Richard reported that the HSIP managers are reviewing Cycle 10 applications and will release selection list next month. To date Caltrans has received requests for a total of \$450M worth of safety projects.

- Robert noted HSIP can program approx. \$40M/year over apportionment to draw down OA balance. This year we anticipate programming about \$220M
- Summary of set-aside applications: 127 received; 5 are not eligible. Of the 118 remaining, all will be awarded, for a total of \$42.7M in funding (cap was \$42M).
- No set-aside applications were received from tribes this time.
- Rick noted that most projects from Cycle 9 on tribal lands are being transferred to BIA instead of HSIP.

- Ken offered to reach out to BIA to learn whether there are other funding sources that are easier than HSIP for tribes to tap into. He will learn about this, and best outreach methods, also from Orval Elliot, tribal representative on SHSP steering committee. California received a large portion of the \$9.16M total for safety programs on US tribal lands.
- Rick suggested having a tribal rep on the HSIP committee. He has connections with some Northern CA tribes; will coordinate with Robert.
- 284 applications were received in the benefit-cost ratio (BCR) side of Cycle 10. Breakdowns of number of applications by district, amount of funding requested by district, and funding amounts requested by BCR are shown on p. 17 of the meeting packet.
- Qualitatively, this is a better set of applications than in years past, likely due to SSARP and LRSP. Consultants have helped agencies with their applications. Sadly, there is not enough funding to cover it all. Some project, even with BCR around 9-10, may not get funded.
- Because of the required HSIP Implementation Plan, the share going to Local safety projects increases to 62%, which could provide \$30M more than current apportionment.
- Ross asked whether there is any way to advance funding from a future cycle to cover a greater portion of the requested improvements. With less transit and auto traffic due to COVID, some projects could be built faster.
- 30 applications utilize a dilemma zone countermeasure, i.e. detection technology at signal will detect a car approaching intersection, keep light on green for a longer time so driver doesn't have to slam on brakes. Provides a 40% reduction of crashes. Some HSIP applications to use this countermeasure are in urban or suburban areas rather than rural.
- Robert proposed to support these projects but reduce countermeasure effectiveness to 25% from 40%; this might cause some applications that are 12-13 BCR to reduce so as to be below cutoff. Idea based on data that signal improvements generally are considered a 15-25% benefit—this covers a wide range of signal improvement types.
- Robert then suggested: **Roads where speed limit is 45 mph or over be considered suitable for dilemma zone countermeasure.** Revise countermeasure description and guidance as needed for future calls. The committee agreed this solution was preferable to reduction of BCR.

#### **Item 8. Update on LRSP Funding and Local Agency Survey**

Richard reported that HSIP is funding 232 LRSPs and still has nearly \$3M left to fund additional LRSPs. Combined with SSARP—there are 340 projects.

- Agencies will be well positioned to apply for Cycle 11 with required plan in place

per new guidelines.

- Ken proposed an education focus on LRSP for Cycle 11. Survey every 6 months starting in February to understand status of local agencies and what they need to complete their LRSP. Survey would be short, e.g.:
  - Name & Contact
  - LRSP completed? Yes (date approved by Board)
  - LRSP currently in development? Yes (date started)
  - LRSP not started yet? Yes (date planned to start)
  - Plan to apply for HSIP funds in C11? Yes/No
  - Do you need any assistance or have specific questions in developing your plan? Write out questions here.

### **Item 9. OA Updates and Safety Project Delivery Status**

Chiu reported that for FFY 19-20 the HSIP program authorized \$147.1M, a record high.

- As of now, for FFY 20-21 \$6.5M has been authorized
- Refreshed FTIP list was released last month
- Still have ~\$127M to obligate for FFY20/21. Over next few years OA will drop down quickly.
- Delay list in agenda packet. Total of 25 projects have delays. HSIP managers will work with these to obtain updated schedules

### **Item 10. Update on MIRE Data Progress**

UC Berkeley is helping with MIRE Fundamental Data Elements (FDE) collection and integration plan for highway safety analysis.

- 1<sup>st</sup> task is nearing completion: Establish stakeholder group and develop stakeholder charter establishing responsibilities. Richard shared the draft MIRE FDE Data Governance Charter dated November 30, 2020 and invited committee members to offer any feedback.
- 2<sup>nd</sup> task: survey from pilot agencies, develop uniform model for data collection
- 3<sup>rd</sup> task: gap analysis and data collection and integration plan

### **Item 11. Roundtable/Suggested Topics for Future Meetings**

- HSIP will be represented at the March CTC meeting. Dee Lam will give a presentation. Jose Luis recommended that info on the number of agencies completing LSRPs be included, as this is impressive data.