

California Local HSIP Advisory Committee

Meeting Minutes
Thursday, March 09, 2017
1:00 pm – 4:00 pm

Sacramento International Airport
Terminal A, 2nd Floor, Air-Media Conference Room

(916) 874-0182

Attendees: Tom Mattson, Ross McKeown, Stephanie Holloway, Phil Vassion, Dean Lehman, Ken Kochevar, Kevin Korth, Adrian Cardoso, Heidi Borders, Carlos Rios, Richard Ke, Bob Goralka, Lisa Davey-Bates

Time*	Topic	Lead(s)
1:00 pm	Welcome	Tom
1:05 pm	<p>Discussion on Horizontal Curve Warning Status Handouts: <i>Horizontal Alignment Warning Signs Requirements;</i> <i>Virginia DOT Internal Guidance on the MUTCD Curve Warning Signs Mandate (11.02.2015)</i></p> <p>Kevin provided an overview of the different FHWA-approved methods for determining where to put curve warning signs, how many, and where.</p> <ul style="list-style-type: none">• Advisory curve speed data will come to all California districts from Rieker (consultant contracting with Caltrans), a digital ball banking and road telemetry system. District 5 (SLO area) is the first to use this data and has begun sign contracts.• “Prevailing speed” can be determined by engineering judgment rather than speed studies; discretion is also allowed regarding signage at highway exit ramps, where drivers are generally used to the protocol and anticipate the need to slow down.• Local engineers are encouraged to rely on Table 2C-5 for documenting costs for any new horizontal curve warning signs <p><u>Discussion:</u></p> <ul style="list-style-type: none">• Several advisory committee members voiced concerns about their jurisdiction’s ability to comply with the December 2019 deadline, citing:<ul style="list-style-type: none">○ High cost of tort liability if deadline isn’t met○ Number of roadways affected—93 rural roadways in L.A. County alone, at a cost of over \$21M○ Shortage of funds—e.g., due to reductions in gas tax over the last 4 years○ Additional costs of signing in National Forest roadways and constituent complaints about sign pollution in these areas• “Shall” language in mandate effectively dilutes engineering judgment. Can this be lightened to “should”? Does engineering judgment still hold,	Kevin

	<p>for example, in cases (such as in Marin County) where a Curves Ahead Next 10 Miles sign is used to reduce the need for signs at every curve?</p> <ul style="list-style-type: none"> • Do jurisdictions have leeway to consider crash history before placing a new sign at a curve that has zero crashes documented? • To petition for extension and other changes, agencies can request changes to MUTCD itself via separate letters • Other approaches for changes via the rulemaking process include working collectively through National Association of County Engineers (NACE) • SSARP can be used for sign analysis • Can agencies use (non-SSARP) HSIP funds not tied to a cycle for addressing sign compliance deadline? Other states have done this • Placer County uses a flow chart incorporating other metrics with the MUTCD standard to document their stepped approach into full chevron installation; such documentation will not completely protect agencies from tort lawsuits but it helps <p>Actions:</p> <ul style="list-style-type: none"> • Counties will take concerns to NACE conference in April—will discuss feedback at May meeting • Kevin will find out about pushing implementation date back; send him specific input regarding cost concerns, sign pollution/desensitization, etc. • Discuss interim HSIP set-aside for cities & counties to comply with mandate at May meeting 	
2:15 pm	<p>Noteworthy Practices from Local HSIPs—FHWA to share</p> <p>Ken received approval from the committee to share recent Local HSIP Advisory Committee agendas and discussion notes regarding SSARP, interim calls for projects and the like with other safety groups.</p>	Ken
2:20 pm	<p>FHWA’s Risk Response Strategies for Year 2017</p> <p>FHWA has identified seven (7) risk areas relevant to local roadway owners and response strategies for providing resources to same. Some highlights:</p> <ul style="list-style-type: none"> • Data: FHWA coordinates quarterly data webinars with examples on how to access and use tools for better understanding of crash data. As Caltrans sets annual performance targets, data will be needed from tribes and local agencies • Bike/ped/non-motorized: Focus on safety & mobility. Encourage commuting, increase non-motorized route flexibility, help people feel safe. Caltrans is integrating bike planning data with pavement asset management; separate ratings being developed for main line vs. shoulder. Also, a bike safety monitoring program is being developed so bike-specific countermeasures can be created. An audit of the Highway Safety Manual is also underway to help determine best uses of funding for non-motorized transit. • Roadway departure: Next workshop is April 19 in Jackson. More trainings are coming up to present the same basic information but with 	Ken

	<p>data tailored for location. Open house demos on HFST, Safety EdgeSM are also available</p> <ul style="list-style-type: none"> • Intersection Control Evaluation (ICE): Makes sure all types of intersection controls, including roundabouts, are evaluated when a new one is needed • FHWA continues to assist Caltrans DLA in brainstorming new initiatives, providing training, shortening timeline for lowering OA so local agencies can be funded at higher levels in the future <p><u>Discussion:</u></p> <ul style="list-style-type: none"> • Representatives from L.A. and Marin Counties noted training would be helpful for how to maintain minimum clear zones along National Forest roads and whether trees (protected species) can have wrapping/reflectors added. • Federal Lands can offer countermeasure ideas and/or training for this • NHTSA and OTS also offer trainings on how to get funding for education, enforcement efforts 	
2:35 pm	<p>Additional Tools for Keeping Projects Moving Forward in Addition to Flagging</p> <p>What interim milestone-pegged incentives or actions will help keep future projects moving (i.e., encourage local agencies to use their HSIP money efficiently)?</p> <ul style="list-style-type: none"> • Not allow HSIP funding for projects that need environmental reports or right of way clearance • OK to ask local agency to do its own pre-screening, but allow for changes that may occur later, e.g. signal projects no longer have categorical exemption from air quality studies • Offer priority for projects that have already done environmental studies • Fund environmental study separately from other phases of the project (with caveat that agency follow through with project) • Phased approach may not actually speed up safety project completion, but prioritizing construction money for projects that can spend it that year help show policymakers that “we are spending the money” • If project stays on more than three FTIPs (6 years) with no Request for Authorization (RFA), it gets dropped. Don’t keep extending the project—current rule is 5 years plus 2 extensions. This could work well because the newer projects are more tightly scoped • Have a separate timeline for special calls for projects such as low-cost safety countermeasures • Do not offer extensions to the 9 month PE phase; missing the PE deadline is usually an indicator of how well a project will be managed overall • Advisory committee reviews all requests for extensions • Share information about which agencies are/are not delivering projects • Incentives for advancing the program could include toll credits • Offer incentive to agencies that apply for systemic work 	Tom

	Action: Tom will provide a summary of the above options for the committee to vote on at the May meeting	
3:20 pm	<p>Update on HFST/ Summary of HSIP Project Delivery</p> <p>HFST Specification now falls under Division of Traffic Operations, which is now focusing on improving the HFST durability with better construction control</p> <p>Project Delivery list (Cycle 3, 4, 5 not shown)</p> <p>The bulk of the delays are in Cycle 6, with 78 projects delayed—of those, 35 are in District 7</p>	Chiu
3:30 pm	<p>Roundtable</p> <ul style="list-style-type: none"> • City of L.A. is dealing with potential loss of federal funds due to its sanctuary city status • Interesting finding: whereas most cities' Vision Zero efforts are related to pedestrians and cyclists, in L.A. County, 85% all collisions involve vehicles. Unclear how many of these are due to distracted driving, as CHP does not report distracted driving the same as DUI • SSARP deadline for application is April 30—75% projects already got allocation. Provide another update at next meeting? • Safety PM Final Rule is out (https://safety.fhwa.dot.gov/hsip/spm/); what is the role of HSIP advisory committee—how will committee weigh in? <p>Actions:</p> <ul style="list-style-type: none"> • At a future meeting Dean Lehman will share PowerPoints for Institute of Transportation Engineers (ITE) workshop for San Diego & L.A. sections: GIS application that shows crash area heat maps • Invite Caltrans lead to brief committee on federal safety performance measures and how sponsors will be required to show they are meeting targets 	ALL
3:45 pm	End of Meeting	
Next Meeting: Thursday, May 25, 2017, 1-4 PM, Air-Media Conference Room		
<u>Future Agenda Topics</u>		
<ul style="list-style-type: none"> • Look at L.A. County model of receiving collision reports via ftp directly from CHP and feeding reports (with geocoding) into county system • Develop boilerplate/sample RFPs and contracts agencies can use to hire engineering firms and a list of pre-approved engineers • Discuss how agencies can apply a template such as the Bridge Investment Credit (BIC) to their plans to utilize HSIP funding; i.e., do federally-qualifiable work with own funds, then use that work as a match or “internal toll credit” for HSIP-funded construction. 		

- Update from DLA on process and procedures for managing the HSIP Group Listing to ensure projects are properly programmed in the TIP and carried forward when new TIPs are approved every other year
- Update after SSARPs are complete: what are differences in projects funded at \$250K vs. lower amounts in similar regions? Did some agencies simply request the max amount?
- Update on FHWA assistance to resolve categorical exclusion for signage with NEPA requirements in California
- Establish guidelines for Cycle 9 about incentives and/or additional repercussions for missing internal flags (beyond ineligibility for next call for projects if an agency misses the main 5-year deadline)
- Discuss project delays due to Caltrans re-scoping during the encroachment permit review/approval process.
- Discuss guardrail, HFST and any other specific set-aside categories to be separate from \$10M cap in Cycle 9 call for projects