

California Local HSIP Advisory Committee

Meeting Minutes

December 12, 2024, 1:00pm – 3:30 pm Via Webex

Attendees: Robert Peterson, Richard Ke, Kelly Mar, Simrit Dhillon, Colleen Vidinoff, Amir Farahani, Andrew, Anjero Asprer, Angel Araiza, Bashar Tohmeh, Dale Benson, Mirna Beshay Tadrous, Bill Sandhu, Blossom Scott-Heim, Michael Casas, Elie Behnam, Hung Nguyen, Ian Holst, John Merrill, Keith LeNoue, Erick Locke, Maria Bhatti, Mina Kim, Mir Fttahi, Kathleen Nguyen, Omar Moheize, Panos Kokkas, Rafael Cobian, Shelly Quan

Item 1. Welcome and Committee Updates:

- Robert welcomes the committee and shares today's meeting will be his last meeting and Friday, December 20, 2024, will be his last day.

Item 2. Project Time Extension Request Updates:

- a. City of Carson – John Merrill
- b. City of La Habra – Andrew
- c. Los Angeles County – Elie Behnam, Bashar Tohmeh, Omar Moheize, Anjero Asprer
- d. City of Lynwood – Keith LeNoue

Detail of project's update, challenges, and requested time extensions below.

Item 2a. Carson

Project Update:

- Submitted RFAs for Construction for all HSIP projects and waiting to hear back from Caltrans.
- This project is a combination of two previous projects combined due to similar scopes. The project is 30 miles of bike lane installation that is split up into different components. Such as Civil using METRO funds. The scope was changed to decrease the number of locations with the idea of installing bike lanes in places that were doing roadway rehab to avoid federal funding and use state HISP funding.

Committee Questions/Feedback:

- Robert clarifies there were potential rescoping/issues with the project in the past.
- John Merrill explains the city previously wanted buffer bike lanes instead of bike lanes, which lead to design changes and additional funding requests which are supported by METRO. There is also a rehab program for arterials.
- Richard clarifies, 030 there is an E-76 is pending and project 025 was also submitted.
- There is no extension needed and the project was updated since the last meeting.

Item 2b. La Habra

Project Update:

- Project 526629 – Request Time Extension, environmental clearance was received, project PS&E is 80%, almost ready to receive right of way clearance phase and obtain clearance for construction. There is a staff shortage, there are only 3-6 engineers, the city has lost a principal engineer, assistant engineer, and traffic engineer which caused them to fall behind. Moving forward, they have consultants on board and are actively trying to fill the lost engineer positions. Aim to get the project back on track within the next 2-4 months.

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There is uncertainty about the funding that was approved (\$700,000) being enough to complete the project, so they are considering descoping or finding a way to request more funding. Final design, E-76, ROW clearance by summer of 2026 and begin construction.

- Project 526630 – Project has been bid out and contractors have been selected just waiting on awarding the contract to begin Construction. Aim to finish by end of spring.

Committee Questions/Feedback:

- Robert asks to clarify the scope of Project 526629. Andrew clarifies the project includes 6 intersections improvement, variety adding protected left turns, ped heads, conduits as needed, etc. 2 are significant and 4 are not as complex.
- Project 526630 is ped head count, which has been bid out. Robert clarifies the cost estimate was \$700,000 which may not cover the project and explains the city is able to come in and request for more funding. Richard adds it is a benefit cost project, a BCR of 18 and they can recalculate the cost estimate and come in to request more funding by filling out a form found on the local assistance website: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>
- Robert asks for a date for the RFA submittal. Andrew provides August 2025. Robert explains there will be a follow up for a project update in the spring.

Item 2c. Los Angeles County

Project Update:

- Request a third time extension request for an additional 11 months to complete Con authorization for Alameda Street Traffic Signal, project 5953783, plan to submit RFA July 31, 2025, and obligate Con by Sept 30, 2025.
- Causes of Delay:
 - GOADA-B doc are being reviewed by Union Pacific Railroad is taking longer than expected.
 - Also, approval from Pacific Harbor lines, P agreement approved by the county board of supervisors due to high cost exceeding public works approval authority.
 - Need approval from parts of Los Angeles and Long Beach requiring more detailed plans, submittal of 2 separate applications for each port before issuing permits. The ports also require approval of GO-ADA permit prior to issuing their joint workable permit.
 - Cultural resource report, ASR & HPSR are reviewed by Caltrans, then the NEPA document will be approved and incorporated in the application.

Committee Questions/Feedback:

- Richard clarifies that the targeted date to submit the RFA is July 2025. The date is confirmed by Elie Behnam.

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- Robert asks for clarification about the scope of the project. Elie clarifies the scope includes, operating standard mass arms, protected left turn, vehicle heads, vehicle and bike detections, ADA access ramp, and more.
- Robert asks for the number of intersections. Bashar confirms 4 intersections. Robert asks for a cost estimate, Bashar clarifies 257 million. Omar pitches in that the project will require more funding.
- Omar asks for clarification about the 11-month extension and RFA submittal gap. Elie clarifies the extension begins October 2024 and they plan on submitting it next year. Omar expresses he is unsure about meeting the July deadline and asks for an 18-month extension. Robert clarifies that the 11 months is sufficient for now and when the committee asks for a status the due date could be revisited. Rafael expresses his experience with GOADA and Robert asks for clarifications about the GOADA being a CPUC form and not a UPRR form. Rafael agrees and explains working with Railroad takes longer. Robert shares if there are delays expected, to reach out to Richard or Carlos Ruiz as there are monthly meetings with CPUC.

Item 2d. Lynwood

Project Update:

- Cycle 9 HSIP project at the Alameda and MLK in the city of Lynwood, the scope consists of left turn phases, detection lighting, ADA ramps, that touches up to a Railroad.
- Project update: Preliminary Engineering E-76 was received in 2019, Environmental documents were submitted in 2021, once approved received CE and moved into the right of way. Initially the plan was to work along the railway without contact, however when the 90% was achieved it was not possible and Railroad improvements were necessary.
- Currently the last draft of revision was sent back to Railroads, however with the holidays it may take time. Currently working on permits from CPUC, UPRR, the port, the county, and hopefully finalize ROW by April/March. Reevaluate environmental and get a new date and submit RFA before this obligation year.

Committee Questions/Feedback:

- Robert asks for the cost estimate. Keith clarifies, they were awarded \$420,000 for Con and the cost estimate is double, around \$800,000. Keith explains it was communicated with the agency the project must get delivered. Additional funding will be requested because the agency will not be able to deliver, no additional scope has been added since the application. Robert asks Richard for the BCR and Richard confirms 8.6 however of more funding is requested the BCR and Crash data must be recalculated. Keith agrees, and explains the plans are ready to go, however there are frequent revisions and out of the 3 awarded projects, 2 are completed. Robert confirms the date, Keith clarifies, ROW should be completed in February and Environmental reevaluated and approved by April and 2 months later in June submit the RFA for Con. Richard expressed the importance of submitting the RFA as soon as possible. Robert asks if the project was federally funded, Richard confirms.

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Item 3. Committee Updates:

Robert explains the committee needs to fill alternates; Rebecca may be interested. Maria asks for clarification about who will be leading the meetings after Robert’s retirement. Robert explains Richard could fill in or depends on the one that leads the meeting.

Item 4. Safety Project Delivery Status, OA Update, and HR3 and VRU obligations:

- Richard goes over the updated Delivery Reports found on the Local Assistance Website: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects>
- Richard explains the HSIP team will reach out to districts and agencies for updates on delayed projects. Robert also explains the HSIP team will be more proactive about lowering the number of delayed projects with surveys, meetings, and update requests.
- HSIP Funding Usage:
 - Goal is to use apportionment and bring it down to 0

HSIP Funding usage

	Federal	State	Total
FFY23-24	\$ 35,520,728.58	\$ 84,226,768.05	\$ 119,747,496.63
FFY24-25 (as of 12/11/24)	\$ 4,580,421.38	\$ 16,565,442.00	\$ 21,145,863.38

Funding balance (end of FFY23-25), million

OA	\$ (39.00)
Apportionment	\$ 134.00

Funding exchange by year, million

Year	Exchange Amount
2020-21	\$ 40.00
2021-22	\$ 60.00
2022-23	\$ 42.53
2023-24	\$ 100.00
2024-25	\$ 30.00

total exchange	\$ 272.53
Allocated as of 12/11/24	\$ 203.28
Balance	\$ 69.25

Committee Questions/Feedback:

- Robert explains, SP 137 Exchange was put in place for timely project delivery and have yet to hear is there is a measure out there. It was created so CEQA is done themselves and NEPA is not required, and using state funds would be more efficient.
- Mallory asks if there was a place to find if the projects on the delayed list are federal or state. Richard confirms he will add a column and will be found on the local assistance website.

Cycle 12 Applications:

- Richard shares a summary of HSIP cycle 12 applications.

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- A list of funded projects will be out soon, and a summary/memo will be sent to the deputy director to be approved.
- The approval process will take time and the list will be out February/March 2025.

Summaries for HSIP Cycle 12 Applications

Not counting duplicates				
District	Number of Applications	HSIP Amount Requested	Number of Applications	HSIP Amount Requested
1	12	\$5,420,737	12	\$5,420,737
2	1	\$5,340,240	1	\$5,340,240
3	29	\$26,825,950	29	\$26,825,950
4	71	\$61,229,116	65	\$56,226,016
5	35	\$71,392,895	30	\$60,710,165
6	38	\$50,611,523	35	\$49,155,143
7	48	\$58,066,000	47	\$56,899,150
8	42	\$45,474,266	40	\$39,338,336
9	10	\$10,474,810	8	\$8,941,930
10	15	\$28,177,926	15	\$28,177,926
11	14	\$14,213,880	14	\$14,213,880
12	15	\$21,489,300	15	\$21,489,300

Total	330	\$398,716,643	311	\$372,738,773
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Category	Number of Applications	HSIP Amount Requested
SA-PedCrossing	79	\$25,357,115
SA-BikeSafety	30	\$9,806,863
SA-Edgeline	11	\$3,096,970
SA-Guardrail	21	\$17,085,465
BCR	170	\$317,392,360

Total	311	\$372,738,773
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BCR>=	HSIP Amount Requested	Number of Applications
15	\$200,733,886	129
12	\$217,849,298	139
10	\$224,495,908	144
9	\$234,857,248	146
8	\$240,853,588	149
7	\$248,388,208	154
5	\$253,466,818	155

- Federal and State Funding will be together, however more of Federal due to OA and apportionment due to the dollar value equivalence.
- The 4 set asides except guardrail will be state funded because it is not over \$350,000.
- Set aside of guardrail upgrades, the upper limit is \$1 million and for 9 project HRRR set aside projects it is over \$800,000, using federal funds \$8.8 million dollars.
- Benefit Cost Ratio use state funds for all projects no more than \$1.5 million dollars if they are not HRRR eligible. 47 projects total amount of \$150 million dollars, and federal funds for 13 HRRR projects over \$800,000, total amount of \$37 million dollars.
- 59/300 projects will be federally funded, 230/300 will be state funded, over \$100 million dollars.

Federal Funded Projects:

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- Out of \$300 million, if a project is NOT HRRR but \$1.5 million or more.
- HRRR eligible and more than \$800,000
- With this there will be \$53 million HRRR projects

Committee Questions/Feedback:

Robert clarifies that there will be about 300 applications accepted, and only 59 will be federally funded. HSIP recognizes HRRR projects, about \$17.6 million, FHWA carves out an apportionment for HRRR projects and \$45 million for VRU projects. Maria asks for a timeline of the application review and the obligation. Richard clarifies when the project list is released, FTIP documents will be prepared and sent so projects will be sent to FTIP as soon as possible. Richard hopes PE funding for federally funded projects can be obligated before October 1, 2025. 20% of the 200 million will be obligated for cycle 12. Maria clarifies it will be the HRRR PE phase projects. Richard confirms 20% of the \$53 million dollars have been obligated. Robert clarifies the usage of apportionments and OA and its effect on the cycle call.

Robert shares the success of the cycle 12 applications, and safe system approach is highly promoted and is coming out with initiatives such as low-cost roundabouts as it helps lower speeds and safer intersections. Robert commends Richards hard work and the way the HSIP organization has evolved since Richard has joined the team.

Adjourn:

The meeting adjourned at 2:30pm.