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Title: RESOLUTION - Authorizing the submission of grant applications to the California Department of Transportation (Caltrans) Cycle 8 Highway Safety Improvement Program (HSIP) and authorizing the execution of all application related documents by the Public Works Director or designee (Council Districts 1, 2, 4 and 6)
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REPORT TO THE CITY COUNCIL

July 28, 2016

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SUBJECT

RESOLUTION - Authorizing the submission of grant applications to the California Department of Transportation (Caltrans) Cycle 8 Highway Safety Improvement Program (HSIP) and authorizing the execution of all application related documents by the Public Works Director or designee (Council Districts 1, 2, 4 and 6)

RECOMMENDATION

Staff recommends that the City Council adopt a resolution authorizing the submission of grant applications to Caltrans for HSIP Cycle 8 funding, and authorize the execution of all application

related documents by the Public Works Director or designee.

EXECUTIVE SUMMARY

Staff is requesting authorization to submit grant applications to Caltrans' HSIP Cycle 8 Call for Projects. Attached to this Staff Report is a list of projects totaling approximately \$1.1 million for which funding will be sought. These projects were selected based on a review of Council approved traffic signal and left turn phasing prioritization lists, as well as a review of citywide accident and fatality data over the last five years.

BACKGROUND

On May 9, 2016, Caltrans released a call for projects to be funded by HSIP in its upcoming Cycle 8. A total of \$150 million in Federal funds are available. Fixing America's Surface Transportation Act (FAST) was signed into law on December 4, 2015. Under FAST, the Highway Safety Improvement Program, codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors. Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means. A set-aside of \$10 million is available for un-signalized crosswalk enhancements and pedestrian countdown heads, and a set-aside of \$20 million is available for guardrail upgrades. Agencies may request no more than \$10 million in funding, with a minimum project cost of \$100,000. The majority of project types funded by HSIP require a 10% local match. The deadline to submit applications is Friday, August 12, 2016.

HSIP guidelines indicate a preference for projects which improve roadway safety using the most cost effective methods feasible, with minimal need for right of way acquisition. Applicants are directed to review roadway network data to select projects, pairing appropriate Local Roadway Safety Manual (LRSM) countermeasures to areas with high rates of accidents or fatalities. Project selection is a technical process which determines project eligibility based on the following variables: accident type, severity of accidents, project costs, countermeasure(s) applied, crash reduction factors and the expected "life" of the countermeasures selected. A benefit cost (B/C) calculation based on these variables is performed using a formula provided in the grant application package to determine final eligibility for HSIP funding. A B/C score of 3.5 or greater is required to apply for funding. Last cycle, the average score statewide was 16.9. Projects sought under this cycle's set-aside do not require B/C calculations or accident review. However, minimum project costs of \$100,000 continue to apply, and internal engineering best practices dictate that priority projects address areas with reported pedestrian accidents of greatest severity and/or fatalities. Traffic volumes and proximity to activity centers is also considered when determining the need for equipment upgrades.

The Public Works department has utilized HSIP's recommended process to identify and scope eligible projects. A comprehensive city-wide accident report log for the last five years (1/1/2011 to 12/31/2015) was reviewed for crash patterns. In completing the analysis, four pedestrian equipment improvement projects were identified as eligible for the set-aside, along high-traffic corridors with pedestrian incidents. These corridors include: Blackstone, Kings Canyon, Shaw and Herndon. Two of these four corridors were included in the recently submitted Active Transportation Program applications; Blackstone and Kings Canyon. HSIP funding will be sought for the remaining two projects along Herndon and Shaw. Cost estimates prepared in the application process and total B/C

competitiveness will determine whether funding for pedestrian improvements is sought under the set-aside provision, or through the full application process.

The 2016 Council approved *Traffic Signal Priority List*, *Left Turn Phasing Priority List*, and community requests for infrastructure were also reviewed in relation to the accident log to identify potential projects. Of the 42 unfunded priority signal and phasing projects, one project met HSIP eligibility. Community requests did not meet minimum project costs or B/C ratios. Based on local accident and fatality data, HSIP guidelines, LRSM countermeasure recommendations and HSIP required benefit cost calculations, staff have identified a total of three projects to submit to the Cycle 8 call. These projects are listed in the attached document. It is anticipated that a greater number of eligible projects may be identified for future HSIP cycles if the department is awarded funding from the Systemic Safety Analysis Report Program (SSARP) for an in-depth systematic analysis of crash data. However, at the time of this staff report results from the SSARP grant request are pending.

The City Attorney's office has reviewed and approved as to form the proposed resolution.

ENVIRONMENTAL FINDINGS

A resolution applying for grant funding is not a project for the purposes of the California Environmental Quality Act.

LOCAL PREFERENCE

Local preference is not implicated because this resolution does not include a bid or award of a construction or services contract.

FISCAL IMPACT

This resolution will have no immediate impact. Although certain projects may qualify for up to 100% federal funding, a match may be applied to increase project competitiveness. Local matching funds will be identified through future fiscal year capital budgets.

Attachments:

Resolution

Project List