



Legislation Details (With Board Report)

File #: 22-833 **Name:** Approve submittal to Caltrans Cycle 11 Highway Safety Improvement Program (HSIP)

Type: General Agenda Item **Status:** Passed

File created: 9/1/2022 **In control:** Board of Supervisors

On agenda: 9/13/2022 **Final action:** 9/13/2022

Title: a. Approve the proposed project list to submit to the California Department of Transportation (Caltrans) as candidate projects for Cycle 11 Highway Safety Improvement Program (HSIP); and
b. Authorize the Director of Public Works, Facilities & Parks (PWFP), or designee, to act as the agent for the County in processing all documentation to secure these funds; and
c. Direct PWFP to return to the Board for approval prior to acceptance of any grant award(s).

Sponsors:

Indexes:

Code sections:

Attachments: 1. Board Report, 2. Attachment A - HSIP Cycle 11 Proposed Project Maps, 3. Completed Board Order Item No. 52

Date	Ver.	Action By	Action	Result
9/13/2022	1	Board of Supervisors	approved	Pass

a. Approve the proposed project list to submit to the California Department of Transportation (Caltrans) as candidate projects for Cycle 11 Highway Safety Improvement Program (HSIP); and
b. Authorize the Director of Public Works, Facilities & Parks (PWFP), or designee, to act as the agent for the County in processing all documentation to secure these funds; and
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RECOMMENDATION:

It is recommended that the Board of Supervisors:

a. Approve the proposed project list to submit to the California Department of Transportation (Caltrans) as candidate projects for Cycle 11 Highway Safety Improvement Program (HSIP);
and
b. Authorize the Director of Public Works, Facilities & Parks (PWFP), or designee, to act as the agent for the County in processing all documentation to secure these funds;
and
c. Direct PWFP to return to the Board for approval prior to acceptance of any grant award(s).

SUMMARYDISCUSSION:

The Highway Safety Improvement Project (HSIP) was created by the Fixing America’s Surface Transportation (FAST) Act and signed into law on December 4, 2015. Recently, the Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. Under IIJA, the HSIP, 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 (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Eligible local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means

PWFP has partnered with Harris & Associates engineering consultants to develop the HSIP grant applications. The County has identified the following project areas as top safety priority in the Transportation Agency for Monterey County's (TAMC) G12 Corridor Study due to the high number of collisions and increasing traffic in the area:

Project Area #1 is a 0.75-mile-long segment of the G12 corridor, extending between US 101 and Castroville Boulevard. This project consists of adding acceleration and deceleration lanes, the addition of a northbound lane, and bike lane and pedestrian facilities. These countermeasures will help mitigate unsafe speeds, passing or turning to/from corridor, roadway departures (head-on, run-off road, sideswipe, hit object, overturned), and bicycle and pedestrian collisions. These improvements are proven countermeasures to mitigate the types of collisions seen along this segment of G12, addressing the circulation needs of cars, pedestrians, and cyclists.

Project Area #2 is a 1.06-mile-long segment of the G12 corridor, extending between Ponderosa Lane to Strawberry Road. This project consists of installing a two-way left turn lane throughout the project area, the addition of a roundabout at Strawberry Road, and the conversion of the two intersections at Garlen Lane and Echo Valley Road into a single roundabout. These countermeasures will help mitigate unsafe speeds, passing or turning to/from corridor, roadway departures (head-on, run-off road, sideswipe, hit object, overturned), and lighting. These improvements are proven countermeasures to mitigate the types of collisions seen along this segment of G12, addressing the circulation needs of cars, pedestrians, and cyclists.

Project Area #5 is a 1.55-mile-long segment of the G12 corridor consisting of three non-signalized intersections at the junction of Salinas Road, Elkhorn Road, and Werner Road. This project consists of converting three existing intersections at the junction of Salinas Road, Werner Road, and Elkhorn Road into a single roundabout. This countermeasure will help mitigate unsafe speeds, passing or turning to/from corridor, roadway departures (head-on, run-off road, sideswipe, hit object, overturned), lighting, and bicycle and pedestrian collisions. This improvement is a proven countermeasure to mitigate the types of collisions seen along this segment of G12, addressing the circulation needs of cars, pedestrians, and cyclists.

Project area at Carmel Valley Road and Laureles Grade involves the construction of a roundabout to replace the existing one-way, stop-controlled "T" intersection. The project would include widening of Laureles Grade and Carmel Valley Road at the east and northwest corners of the existing intersection, within existing right-of-way; however, the project would not add lanes or increase capacity of the intersection. The project would improve vehicle safety and access at the intersection. This countermeasure will help mitigate unsafe speeds, passing or turning to/from corridor, roadway departures (head-on, run-off road, sideswipe, hit-object, overturned), lighting, and bicycle and pedestrian collisions. This improvement is a proven countermeasure to mitigate the types of collisions seen along this segment of G16 (Carmel Valley Road), addressing the circulation needs of cars, pedestrians, and cyclists. Initial design and environmental permitting is already in progress, thus the application would seek funding for construction.

OTHER AGENCY INVOLVEMENT:

PWFP coordinated with the Transportation Agency of Monterey County (TAMC) G12: Corridor Study, Harris & Associates engineering consultants, and the California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) to develop the grant applications.

FINANCING:

Should a grant application be awarded by the State and it requires a local match, staff will bring the subject item back to the Board to discuss options at that time. However, these applications for HSIP grant funding are expecting 100% project costs to be covered by the HSIP grant program.

BOARD OF SUPERVISORS STRATEGIC INITIATIVES:

The recommended action supports the Board of Supervisors Strategic Initiatives for Administration, Infrastructure, and Public Safety by proactively seeking grant funding to enhance the County's ability to facilitate infrastructure projects and offer improved facilities and safe public recreation experiences to the community.

- Economic Development
 - Administration
 - Health & Human Services
- Infrastructure
- Public Safety

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Reviewed by: Chad Alinio, PE, Senior Civil Engineer

Approved by: Randell Ishii, MS, PE, TE, PTOE, Director of Public Works, Facilities & Parks

The following attachments are on file with the Clerk of the Board:

Attachment A - HSIP Cycle 11 Proposed Project Maps