



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
611 I Street, Suite B
Eureka, CA 95501
(707) 444-8208
www.hcaog.net

AGENDA ITEM 7c
TAC Meeting
September 5, 2024

DATE: August 28, 2024
TO: Technical Advisory Committee (TAC)
FROM: Stephen Luther, Associate Planner
SUBJECT: **Update on US DOT Safe Streets and Roads for All Project**

Contents:

- Staff Summary
- Draft Scope of Work and Schedule

1. Introduce the item as a discussion item.
2. Allow staff to present the item.
3. Receive public comment.
4. Discuss item.

HCAOG continues to work on executing a grant agreement with the Federal Highway Administration for the \$480,000 in federal funding awarded by the US Department of Transportation Safe Streets and Roads for All (SS4A) for the Humboldt County Regional Vision Zero Action Plan and Demonstration Projects.

Associate Planner Stevie Luther has led this effort. Since he will start his educational leave of absence in September, we are taking this opportunity to update the TAC on timeline, approach, and level of anticipated involvement from jurisdictions that are participating in the plan.

The attached draft scope of work and schedule has been prepared for the TAC's review and comment. We are seeking comments on the entirety of the scope of work, and specifically needing direction on Task 5. Identify Priority Countermeasures, Strategies and Projects where a couple of options are highlighted.

The following is a summary of the expected jurisdiction involvement in Vision Zero Action Plan and Demonstration Projects:

- Serving on the Project Task Force and/or assisting in sourcing members from your jurisdictions, whether Transportation Safety Committees, involved citizens, or providing contacts for traditionally underrepresented groups. Bi-monthly meetings throughout the project (frequency and form may be adjusted).

- Local agency staff will assist with providing venues and arranging logistics for community meetings in their jurisdictions, and the Project Task Force will provide input for community engagement methods as well.
- Providing local plans and documents for an existing conditions chapter. The RFP lays out the expectation that the Consultant will reference existing public comments such as those made through StreetStory and recently solicited for Local Road Safety Plans. We want the public engagement to acknowledge community issues that have already been identified and build on those discussions.
- The TAC will have an opportunity to review the methodology and make recommendations on the High Injury Network and Equity Analysis.
- Local agency staff will assist in the process of identifying intersections to study with traffic safety sensors, installing the equipment, and clarifying the scope of the intersection studies prepared by the Consultant. The RFP calls for three priority intersections to be studied.
- Task 5 calls for a prioritized list of projects organized by jurisdiction and Countywide. The highlighted section shows two different options for additional work beyond simply the list of projects. Option 1 asks the Consultant to develop concept designs and planning level cost estimates for priority implementation projects. Option 2 requests a Benefit Cost Analysis of projects to identify the most cost-effective treatments. While we do have a robust budget, it is not clear how many concept designs could be accounted for with Option 1, and feedback on the value of Option 2 would be appreciated.
- Based on data analysis and identified areas of concern, the Consultant may assist jurisdictions in designing demonstration projects. Proposals will be brought to and shared with the TAC as well as the Project Task Force. The region will have \$120,000 in grant funds for the demonstration projects. We recently learned that a NEPA analysis is necessary to obtain funds for the demonstration projects, and there may be a need to have more detailed project information to create a stable project description. This makes it more difficult to run a selection process that is more citizen-led. However, again acknowledging previous outreach efforts, it is likely that the City engineers have an understanding of community problem areas and are in a position to recommend quick-build countermeasures. A potential challenge here is soliciting proposals from the smaller jurisdictions with less capacity. The original proposal called for demonstration projects in every jurisdiction and included in-kind staff hours to meet the grant match based on implementing these demonstration projects. Since this project is looking at regional safety, a potential avenue is to focus the quick-build projects on roadways that cross or impact multiple jurisdictions. This could be a good way to leverage the collaborative aspect of the proposed Project Task Force and ensure participation by all the jurisdictions.
- For the breakdown of responsibility during the demonstration projects, the RFP states: “The consultant will take the lead as project manager to assist local jurisdictions in planning, implementing, and evaluating quick-build demonstration projects. Local jurisdictions have pledged in-kind support of staff time to design, install, and monitor the

pop-up / quick-build projects. The primary role of the Consultant will be to implement education, outreach, and feedback mechanisms at pop-up events, and to generate summary reports of the demonstration projects including an analysis of the safety impacts.”