

**THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
BOARD ACTION SUMMARY**

DEPT: Public Works

BOARD AGENDA #: *C-1

AGENDA DATE: November 22, 2016

SUBJECT:

Approval to Prepare a Public Works Comprehensive Roadway Safety Analysis, and the use of Economic Development Bank Fund Balance of up to \$500,000 as the Local Match for the Highway Safety Improvement Program Grant of \$250,000

BOARD ACTION AS FOLLOWS:

No. 2016-582

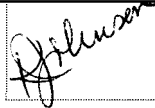
REMOVED FROM THE AGENDA. NO ACTION TAKEN.

THE BOARD OF SUPERVISORS OF THE COUNTY OF STANISLAUS
AGENDA ITEM

DEPT: Public Works

Urgent

Routine



BOARD AGENDA #: *C-1

AGENDA DATE: November 22, 2016

CEO CONCURRENCE:

4/5 Vote Required: Yes No

SUBJECT:

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STAFF RECOMMENDATIONS:

1. Approve Public Works to prepare a Comprehensive Roadway Safety Analysis.
2. Approve the use of up to \$500,000 of Economic Development Bank fund balance as the Local Match for the Highway Safety Improvement Program Grant of \$250,000, to perform the analysis.

DISCUSSION:

With a continuing decline of reliable roadway funds, Public Works has been aggressively pursuing other State and Federal funds. The Highway Safety Improvement Program (HSIP) is a Federal program that funds roadway safety projects. Stanislaus County has been submitting for HSIP Federal funding since 2009. In general, the County has been relatively successful for spot-location projects. For past funding cycles, the County has reacted to locations with high severity and fatal collisions where project costs have been very high, although still providing great cost-to-benefit ratios. The County is now looking to identify and prioritize low-cost systemic and spot location improvements, thereby being more proactive to solve problems before accidents occur.

In the past five years, Stanislaus County has received 130 roadway claims that vary from vehicle pothole damage to fatalities that are alleged to have occurred due to poor road conditions. In order to reduce the number of roadway claims, the number of road issues needs to be reduced.

The proposed Comprehensive Roadway Safety Analysis (CRSA) will evaluate all County roadways (currently 1,510 centerline miles) and prioritize the systemic and spot location needs. County staff has identified that the current approach of being reactive to incidents is not a sustainable practice and is not as cost-effective as trying to identify locations first, and be proactive in correction. The scope of this effort will include hiring a consultant who will create an inventory of roadway geometrics and identify locations where safety can be increased to reduce risk for the traveling public. From a systemic approach, gathering roadway information is paramount to create driver expectancy, thereby increasing safety. Samples of information for the inventory to be identified are shoulder drop-offs, roadway lane widths, horizontal and vertical alignments, and existing signs and striping. The report will utilize existing collision data

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from the Internet Statewide Integrated Traffic Records System and will cross check our existing Crossroads software with the UC Berkeley Transportation Injury Mapping System data. The key component of gathering this data will be utilizing the Highway Safety Manual to develop a predictive model and establishing a local calibration factor for the various types of infrastructure (stop-controlled/signalized intersections, 2-lane rural roadways, multi-lane arterials, etc.).

The model will be able to better identify locations that may be rarely traveled, but have a higher than expected crash rate. In addition, it will help in identifying higher than expected crash rates of certain types, such as "run-off road", that will lead to the most cost-effective solution for spot locations, along with the proposed systemic improvements. These locations otherwise may not be identified when using the traditional method of identifying high severity locations and locations with a high number of collisions.

The CRSA will then prioritize the projects so that the County can implement projects in a more efficient manner and take a proactive approach to improving safety within the County. The priority list will then be used to determine projects for grant opportunities.

The CRSA will also improve risk management through having an adopted and prioritized list of projects. The list of safety projects shows that we have a program to identify and fix the potential safety problems proactively.

This grant for a Comprehensive Roadway Safety Analysis is a part of the Phase 2 Statewide program. Combined between the two phases the State has received 108 applications from Cities and Counties. There have been 61 projects approved for a total of \$10 million of SSARP State funds.

POLICY ISSUE:

The Board of Supervisors must approve any use of funding from the Economic Development Bank. By investing in the Comprehensive Roadway Safety Analysis and developing a priority list for safety improvements, we will reduce risk exposure for the County.

FISCAL IMPACT:

The cost estimate to complete this report and analysis is estimated at \$750,000. Public Works has received notice of a Highway Safety Improvement Program (HSIP) grant for \$250,000 for this effort. The use of up to \$500,000 of Economic Development Bank fund balance will serve as the local match for this grant.

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Cost of recommended action:		\$ 750,000
Source(s) of Funding:		
Highway Safety Improvement Program (HSIP)	\$ 250,000	
Economic Development Bank	\$ 500,000	
Funding Total:		<u>750,000</u>
Net Cost to County General Fund		<u><u>\$ -</u></u>

Fiscal Year:	2016/17
Budget Adjustment/Appropriations needed:	No

Fund Balance as of 10/31/16:
 Economic Development Bank \$2,752,996

BOARD OF SUPERVISORS' PRIORITY:

The recommended action is consistent with the Board's priority of A Well-Planned Infrastructure System by improving roadway safety County wide.

STAFFING IMPACT:

Existing Public Works staff will manage the program.

CONTACT PERSON:

Matt Machado, Director of Public Works
 Keith Boggs, Assistant Executive Officer

Telephone: (209) 525-4153
 Telephone: (209) 652-1514

ATTACHMENT(S):

None