

# 2010 LAKE COUNTY REGIONAL TRANSPORTATION PLAN



Prepared For:  
Lake County/City Area Planning Council

Prepared By:  
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**FINAL**

**OCTOBER 2010**

*Administrative Modification June 2012*

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**LAKE COUNTY**  
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## EXECUTIVE SUMMARY

Regional Transportation Plans (RTPs) are long-term (20 year) planning documents developed by RTPAs in cooperation with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Caltrans and other stakeholders. The purpose of the Regional Transportation Plan is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that, when linked with appropriate land use planning, will serve the mobility needs of goods and people. The RTP is broken into several elements which address multiple modes of transportation, including the State highway system, local roads, transit, bike and pedestrian facilities and aviation as well as tribal transportation. In contrast to the previous RTP, this document is concise and covers a broad range of projects in each of the elements.

Each element identifies and describes:

- Goals, policies and objectives
- Issues, Problems, Challenges
- Performance measures
- Action element - a constrained and unconstrained list of projects
- Potential funding sources to complete the constrained project list

## AN UPDATE TO THE LAST REGIONAL TRANSPORTATION PLAN

Since the development of the previous Regional Transportation Plan in October 2005 several new developments have occurred; some are positive and some are not.

**American Recovery and Reinvestment Act (ARRA) of 2009** was enacted on February 17, 2009. ARRA appropriated \$27.5 billion from the General Fund of the Treasury to the Federal Highways Administration. Approximately \$840 million was taken off the top, leaving \$26.6 billion available for apportionment to the states. Three percent was set aside for Transportation Enhancement (TE) projects. The State of California received approximately \$2.57 billion. The Act specified a sub-allocation of 30% of the funds to the regions through the Surface Transportation Program (STP) process (based on population), and the remaining 70% was designated to the states. In March 2009, Governor Schwarzenegger signed Assembly Bill x3 20. The law established the distribution formula of ARRA of 62.5% to the regions and 37.5% to the State. In April 2009, the Department of Transportation (Caltrans) released the final recovery fund apportionment levels for the local regions. Lake County received a total of \$2.5 million in ARRA funding. The local jurisdictions were able to successfully obligate all of the funds by the September 30, 2010 deadline.

**Lake County 2030** is the countywide blueprint project that has been under way since 2007. The project has provided a mechanism for evaluating the values, priorities and needs of the County's citizens to balance jobs, housing, transportation and land use through an integrated planning approach. This project has been completed largely through Caltrans grant funding, with local match provided through the Lake County/City Area Planning Council's Work Program. Through an

extensive community outreach process, visions and principles were developed which provided the foundation for the ultimate draft preferred scenario. This project is expected to conclude in the fall 2010. Implementation of the outcomes of this effort are voluntary, however there has been a broad level of support as we prepare for the expected population increase of over 100,000 within the next 20 years.

The **Highway 20 Traffic Calming and Beautification Plan** was finalized in August 2006. The document was completed to facilitate and encourage improvements along the Highway 20 Corridor to provide a pedestrian-friendly atmosphere in the downtown areas of Nice, Lucerne and Clearlake Oaks. The ultimate goal of the project is to encourage interregional traffic flow through the southern portion of Lake County through State Routes 53 and 29 as improvements are made along the northshore. The County of Lake has been successful in receiving grant funding to complete bike and pedestrian improvements in Clearlake Oaks through the implementation of this planning document.

The **Countywide Regional Transportation Impact Fee Program Report** was completed by Omni Means in 2008 to identify the funding levels needed to address the transportation improvements that will be needed to support the development pressures that will continue within Lake County. Transportation fee programs are a viable funding source to complete transportation projects since the State Transportation Improvement Program (STIP) is underfunded and efforts to support a transportation sales tax in the past have been unsuccessful. Transportation impact fees would only be charged to new construction projects. Fee programs cannot fund roadway maintenance, and must be spent on projects contained in the specific fee zone. Transportation projects would be funded as money is collected within each zone of benefit (ZOB); based upon an established priority system and could be managed through a joint powers authority. A 10-year Capital Improvement Program is currently being developed with the local agencies, Caltrans and the Lake APC which identifies a prioritized list of candidate projects from a variety of sources to address a wide range of concerns such as highway capacity, operational concerns, goods movement, traffic safety, roadway reconstruction, public transit access and safety, pedestrian movement and safety, bicycle access & safety. The program could provide significant improvements to the cities, County and State transportation system however additional funding would still be needed to meet each agencies' Level of Service "C" standards.

The **California Local Streets and Roads Statewide Needs Assessment**, completed in October 2009 by Nichols Consulting Engineers, was the State's first comprehensive and systematic study of California's local street and road system. The study's objective was to fully assess the conditions of the local system and determine the funding picture for California's transportation system. The study indicated that the State's local streets and roads are at risk and, if current funding remains the same, are expected to deteriorate into a poor condition by 2033. Lake County was identified as having the worst local roads conditions in the State, with a Pavement Management Index (PCI) of only 32. A PCI is a numerical index between 0 and 100 and is used to indicate the condition of a roadway. The results of this study further indicate the need to develop additional funding programs to preserve and improve the existing roads.

## **UNRESOLVED ISSUES**

### **Lake 29 Expressway**

The proposed Lake 29 Expressway project is approximately eight miles long and is located between Diener Drive and Hwy 175 on State Route 29. This project was identified as a high priority need to the County approximately 20 years ago, and has been the “top priority” project in the Regional Transportation Plan for quite some time. Local funding has been committed to the project since 1998. Almost \$11 million (local funding) has been set aside for the project, and to date, approximately \$7 million (ITIP and RTIP funding) has been expended in completing the environmental document, which should be finalized by July 15, 2011, barring any unexpected delays. The project has received \$5.275 million in demonstration funding. Funding for phases beyond the design phase is lacking, as project costs continue to rise. Funding prospects to complete the full eight mile segment of the project in the foreseeable future look bleak at best.

A Value Analysis (VA) Study was conducted in 2008 that was intended to focus on alternatives that would help to define fundable project segments and reduce the cost of the original design concept. The outcomes of the VA Study recommended the following:

- Split the eight-mile proposed project into three more easily fundable segments
- Eliminate the interchange at SR 281
- Reduce median width
- Increase slope/decreased fill

A workshop was held in February 2010 to review the history, discuss design options (including segmentation), and receive direction on how to proceed with policy development for the project. Recognizing the tremendous funding shortfall, Lake APC Directors determined (upon completion of the final environmental document) the best course of action would be to pursue smaller capital projects on state routes 20 and 29 and on local roads, if funding the full 8-mile project remains inadequate.

### **Highway 53 Corridor**

A corridor study on State Route 53 through the community of Clearlake is currently under way that is being funded through a Partnership Planning Grant awarded by Caltrans to the Lake APC. The purpose of this study is to develop a plan to improve interregional travel through Lake County, facilitate local traffic movement, reduce impacts on the highway system due to local congestion, and improve safety of the transportation system within the project area. The study will evaluate both State Route 53 and the local streets and roads as an integrated transportation network while considering local, regional and interregional transportation needs.

## **Rehabilitation and Maintenance Funding**

Funding currently available to maintain and preserve the existing transportation facilities in Lake County continues to be a serious issue. The primary funding source for rehabilitation projects on the local roads is the State Transportation Improvement Program (STIP), however the typical use for STIP funding is to construct capital projects, and therefore rehabilitation projects are not looked highly upon for allocation purposes by the California Transportation Commission (CTC).

It is critical, as previously stated, to continue to search for options for an adequate and permanent funding source to fund maintenance and rehabilitation projects in Lake County. Such funding options could be a transportation sales tax, transportation mitigation fee or other types of self-help taxes.

## **Non-Motorized Transportation**

The passage of the Complete Streets Act of 2008, discussed further in the Overarching Policies section of the RTP has provided an increased awareness to consider all users including bicyclists and pedestrians when planning and designing transportation facilities. To that end, more emphasis is expected to be made in improving the pedestrian and bikeway system in Lake County through Safe Routes to School, Transportation Enhancement, Bicycle Transportation Account and other grant programs. Since most local transportation funding is dedicated to street and road projects, the majority of new pedestrian and bicycle facilities will be funded through other funding sources.

## **Transit**

Assembly Bill 32, the Global Warming Solutions Act of 2006, Lake 2030 Blueprint effort, commuter needs, and the increased demand from the low income, elderly and disabled population will continue to contribute to the increased need for transit in Lake County. Several years of raiding the Public Transportation Account (PTA) account through the State budget process have created delays in delivery of much needed buses to Lake Transit Authority (LTA). If PTA funding is not allocated as programmed in the 2010 State Transportation Improvement Program (STIP), Lake Transit Authority will have difficulty meeting California Air Resources Board requirements by December 2010. Most of the LTA fleet is well beyond its useful life cycle and it would be more cost-effective to cut service rather spend funding retrofitting buses.

The goals, objectives, policies of the Regional Transportation Plan aim to address these challenges and capitalize on opportunities as they arise in the future. The 2010 RTP is a succinct, focused document designed to guide policy and planning decisions while acknowledging the challenges and uncertainties facing the Lake County region.

## **INTRODUCTION**

Transportation helps shape an area's economic health and quality of life. Not only does the transportation system provide for the mobility of people and goods, it also influences patterns of growth and economic activity through accessibility to land. Furthermore, the performance of this system affects such public policy concerns as air quality, environmental resource consumption, jobs/housing balance, economic development, safety and security. Transportation provides connectivity within and between communities as well as access to services and facilities.

### **Purpose of the 2010 RTP**

The Regional Transportation Plan (RTP) provides a clear vision of the regional transportation goals, policies, objectives and strategies for an effective transportation system for Lake County. The RTP guides decisions about all types of transportation and the related facilities needed for an effective transportation system. Updated every five years, the RTP is a long range (20-year horizon) planning tool to guide decisions and set priorities for the Lake County region. As the Regional Transportation Planning Agency (RTPA) for the Lake County region, the Lake County/City Area Planning Council (APC) is responsible for preparing the RTP.

### **The Lake County Region**

The California Department of Finance estimated the Lake County population at 64,025 as of January 1, 2009. This includes a population of 44,592 within the unincorporated area of the County, 5,024 within the City of Lakeport, and 14,189 within the City of Clearlake. The population increases during the summer months with the influx of tourists as well as seasonal residents and employees. It is estimated that 20 to 25 percent of the existing houses in the County are second/vacation homes and are occupied for only a portion of the year. In 2008, 16.2% of the population was 65 years and over, approximately 20% of the population lived at or below the poverty level, and 24% have a disability. By 2030, the population is estimated to climb to 101,000. The future population is expected to have a higher percentage of people over the age of 65 as compared to the current population.

The County's most prominent geographical feature, Clear Lake, covers approximately five percent of the County's land area. Many of the communities in Lake County are located along the shores of Clear Lake. The lake, along with the mountainous terrain, dictates the location and capacity of much of the roadway system in the region. The lake also provides a major attraction for recreational and related commercial activities. The largest income producing industries in the region are agriculture, tourism, and geothermal development. Government services are also a major employment sector in Lake County. Currently there is a jobs-housing imbalance between Lake County (where housing is relatively affordable) and neighboring counties of Napa, Sonoma and Mendocino (where jobs are more plentiful and typically pay a higher wage). Lake County has been and is expect to continue to be popular with retirees. The demographics of the current and future population provide insight into the current and future transportation needs, and the ability for the transportation system to meet these needs.

## **Current and Future Demographics of Lake County**

The current and future demographics of Lake County provide a understanding of the population and the transportation services they are likely to need.

As the population ages and baby boomers begin to turn 65, the transportation needs of older adults are receiving increased attention. The US Census Bureau reported the percentage of persons 65 years or older in 2008 in Lake County as 16.2% while the statewide percentage was 11.2%. In 2009, AARP published "Planning Complete Streets for an Aging America." The study noted that by 2025, one in four U.S. drivers will be age 65 and older. Results of a poll conducted for the study found 40 percent of adults age 50 and older reported inadequate sidewalks in their neighborhoods, and nearly 50 percent reported they cannot cross main roads close to their home safely. Half of those who reported such problems said they would walk, bicycle or take the bus more if these problems were fixed. The study recommends that, "because of the time it takes to plan, design, fund and build capital projects, communities need to begin retrofitting their infrastructure now to be ready for the age wave." The opportunities for older adults to remain active and healthy are linked to the transportation system, especially the pedestrian and transit infrastructure that allows for mobility and access to services.

The US Census Bureau reported the median household income for 2008 in Lake County as \$38,926, while the state median household income was \$61,017. The US Census Bureau also reported that in 2008, the percent of "persons below poverty level" was 17.9% in Lake County and 13.3% statewide. Lower income households often spend a larger portion of their household income on transportation and are impacted by increases in fuel costs and other transportation costs.

## **Development of the 2010 Regional Transportation Plan (RTP)**

Development of the RTP is guided in part by the RTP Guidelines issued by Caltrans. The guidelines are designed to promote an integrated, statewide, multimodal, regional transportation planning process. The RTP guidelines are intended to provide guidance so the RTP is consistent with Federal and State transportation requirements. This is important because State statutes require that RTPs serve as the foundation of the Federal Transportation Improvement Program (FTIP). While the guidelines include both state and federal requirements, the Lake APC has the flexibility to be creative in selecting transportation planning options that best fit regional needs. The guidelines are updated to reflect new laws and policies at the state and federal level.

Another key component that shapes the RTP is input from the public, stakeholders and local agencies. The Lake APC adopted the Public Participation Plan (PPP) in November of 2008. The PPP guided the public participation efforts associated with developing the RTP. During 2009, five Blueprint community workshops were held and included discussions about transportation needs throughout the region. Rather than hold competing community workshops regarding the RTP, the Blueprint community workshops functioned to generate key public input regarding the transportation needs, issues and priorities of the public. An RTP Community Advisory Committee (CAC) was created to provide input and assist in the development of the RTP. The RTP CAC included representatives from local agencies, public health, the California Trucking Association, transportation providers, and community organizations. Existing committees, including the Technical Advisory Committee (TAC) and the Social Services Transportation Advisory Council (SSTAC) provided input as well. Public



outreach was also conducted at local events, including the annual Lake County Fair, the Konocti Regional Trails workshop and the 2009 Yuba College Earth Day Fair. An on-line survey was made available on the APC web site as another opportunity for the public to provide input. Appendix B is the Public Participation Report.

Since the RTP was last updated in 2005, changes have occurred in numerous areas. New laws have been enacted, public policies adopted and new issues have developed. The 2010 RTP is designed to include these changes in terms of the challenges and opportunities they present in the on-going effort to manage and improve the transportation system in Lake County. The structure of the 2010 RTP has been streamlined into a more concise and flexible planning document as compared to previous RTPs. The core of the RTP is six Elements: State Highway System Element, Backbone Circulation and Local Roads Element, Bicycle and Pedestrian Element, Transit Element, Tribal Element and Aviation Element. An Overarching Policies Element is also included which encompasses policy issues that transcend multiple transportation modes, and reflects the increasing awareness of the interconnectivity of transportation modes and those using the transportation system. The Overarching Policies Element includes a discussion of financial and funding issues and challenges, and each of the six core elements contain a financial section relevant to the Element. Other companion planning documents, such as the Transit Development Plan (TDP) and the Countywide Roadway Needs Study and Capital Improvement Plan (CIP), are referenced as important sources for more detailed project and cost information. These documents further the goals, objectives and policies in the RTP. An annotated bibliography listing plans and studies is included in the RTP.

### **Intelligent Transportation Systems**

Intelligent Transportation Systems (ITS) refers to a group of information based technologies which assist in monitoring traffic flow, providing warning and advisory messages to motor vehicle drivers, regulating traffic flow via metering and routing control, scheduling and routing transit trips, and providing rapid emergency incident response capabilities for emergency and law enforcement personnel.

Lake APC participated in the California – Oregon Advanced Transportation System (COATS) Strategic Deployment Plan, and by reference the Lake RTP is inclusive of the COATS Strategic Deployment Plan. The COATS Plan is intended to provide a strategic framework to guide future ITS deployment decisions, as well as recommend technologies and locations for ITS deployment in the rural bi-state area including northern California and southern Oregon. Table F-1 of the COATS Plan identifies ITS infrastructure for Lake County.

ITS projects that have been implemented in the Lake County region are as follows:

- Deployment of motorist call boxes under the Lake Service Authority for Freeway Emergencies (SAFE). The call box locations have been coordinated with Caltrans and the necessary encroachment agreements have been processed and approved.
- Installation of changeable message signs by Caltrans, District 1, in Lake County. Signs have been installed on State Route 20. These signs provide warnings and information for users of these routes.
- Installation of traffic signals. A traffic signal installation project at State Route 53 and Olympic Drive in Clearlake is scheduled to be completed in 2013.

At such time the Lake APC considers proposing an ITS project, the project will be in conformance with the common structure of the regional architecture as identified in the COATS Regional Architecture. ITS projects proposed to be funded with federal funds will be consistent with Federal ITS Architecture requirements.

It is anticipated that as other planning documents are updated, such as the Lake County Transit Development Plan and the Caltrans District System Management Plan (DSMP), ITS architecture needs will be addressed and where appropriate, specific projects may be identified. While the rapid advances in technology present new opportunities for ITS projects, the types of future projects may include additional message signs, software and technology for scheduling and routing services, electronic fare boxes, and other resources and technology.

## ELEMENT: OVERARCHING POLICIES

The transportation system in Lake County is used by Lake County residents, (part-time and full-time), visitors and interregional travelers to access commercial, residential and recreational services within and beyond the Lake County region. A number of issues transcend multiple policy areas, transportation modes and jurisdictional boundaries. Increasingly, the link between transportation and land use demands a broader perspective that considers multiple users, a variety of modes of travel (beyond the passenger car) and impacts to the broader community, economy and environment. This section of the RTP, “Overarching Policies”, discusses these key policy areas and presents objectives related to issues including: Regional Blueprint Planning, Complete Streets, and Greenhouse Gas Reductions.

Objectives	Policies
1. Coordinate, support and encourage regional planning activities in Lake County (across jurisdictional boundaries)	1.1 - Participate in regional planning efforts of other agencies
	1.2 - Coordinate with local and state agencies on security and emergency response planning efforts.
	1.3- Incorporate Blueprint principles and policies in planning documents
	1.4 - Assist and encourage local agencies in their efforts to implement the Lake County 2030 Regional Blueprint
	1.5 - Pursue funding from various sources to fund planning projects consistent with the Lake County 2030 Regional Blueprint
2. Support Complete Streets planning to improve connectivity of the transportation system	2.1 - Pursue funding in partnership with federal, state and local agencies to fund projects consistent with Complete Streets
	2.2 - Encourage local agencies to adopt complete streets policies and implement complete street strategies and projects
	2.3 - Incorporate Complete Streets concepts and policies into future planning documents
	2.4 - Support and encourage transit, pedestrian and bicycle facility planning and facility improvements
	2.5 - Through the Wine Country Interregional Partnership (IRP) identify strategies to improve the jobs-housing balance
	2.6 - Support effort to reduce dependency on automobile use
	2.7 - Support the installation of electric vehicle charging stations for public use
3. Facilitate and promote transit, bicycling, walking to reduce vehicle trips in Lake County to help reduce Greenhouse Gas Emissions	3.1 - Facilitate implementation of the Countywide Safe Routes to School Plan and construction of SRTS projects to encourage students to walk and bike to school rather than traveling by car
	3.2 - Update and facilitate implementation of the Lake County Regional Bikeway Plan
	3.3 - Support increased frequency of transit service and new routes to meet transit needs
4. Reduce and mitigate environmental impacts of current and future	4.1 - Early in the planning and design process, involve community members and environmental organizations to identify environmental issues and potential solutions and

Objectives	Policies
transportation projects	mitigations
5. Increase funding for transportation planning, design and construction	5.1 - Pursue non-traditional funding sources for planning, design and construction of transportation projects
	5.2 - Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives, policies and projects of the Regional Transportation Plan

**Lake County 2030 Regional Blueprint**

Linking transportation and land use planning and considering the long term growth of the entire Lake County region, the Lake County 2030 Regional Blueprint creates a vision for the future. Initiated in 2007, The Lake County 2030 Blueprint strives for a more integrated planning approach to future growth that considers how transportation, housing, jobs and land use impact the quality of life of Lake County. The Lake County 2030 Blueprint Vision and Principles are based on an extensive grassroots public participation process conducted in 2009. Funded in part by a grant from Caltrans, the development of the Preferred Growth Scenario and Blueprint Plan is scheduled for completion in late 2010. While the primary role of implementation of the Blueprint rests with local agencies, the APC plays a critical role in facilitating implementation through both the role as a regional agency and through the opportunity to obtain additional funding for planning activities that support implementation efforts. The 2010 RTP Guidelines developed by Caltrans include a discussion of the Regional Blueprints developed by numerous regions across the state and how this tool can help communities balance transportation planning with land use planning, housing needs, resource protection and other planning issues in order to achieve more sustainable regional growth patterns. For the Lake County region, the Blueprint public participation process also provided valuable community input for the development of this Regional Transportation Plan. Through this process community members helped develop the Blueprint Vision and Principles used to create a preferred growth scenario illustrated through the UPlan land use model. The public input received reflected the interest in maintaining the current low level of traffic congestion throughout the county, and also supported road maintenance along with improvements to pedestrian, bicycle and transit facilities. Public input noted that increasing these options for travel would reduce the need for driving and help stem the increase in traffic and congestion while fostering more “walkable” communities attractive to both residents and visitors. The slower paced quality of life in rural communities valued by residents includes the ability to safely travel within and between communities and services. As the population ages, improved pedestrian and transit facilities will help increase the safety of travel and provide access to services.

Some state funding programs have begun incorporating Blueprint implementation projects into their list of eligible projects, providing an opportunity for local and regional agencies to initiate projects consistent with the Lake County 2030 Blueprint. (Appendix C) presents the Lake County 2030 Blueprint Vision and Principles.

**Complete Streets**

The Complete Streets Act of 2008 requires cities and counties to include “complete streets” policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older

people, and disabled people, as well as motorists. Caltrans developed Deputy Directive 64-R1 (October 2008) which states, “The intent of this directive is to insure that travelers of all ages and abilities can move safely and efficiently along and across a network of “complete streets.” Caltrans’ policy implementation fact sheet states that, “Complete streets are designed and operated to enable safe and efficient access for all legal users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to move safely along and across corridors. This applies in rural, suburban, and urban areas.” For the purposes of the RTP, the concept of Complete Streets fits within the State Highway System, Backbone Circulation and Local Roads, Bicycle and Pedestrian, and Transit Elements and is discussed in each of those Elements. The County of Lake has included Complete Streets policies in the Shoreline Communities Area Plan adopted in 2009. Complete Streets is a very relevant issue for the communities of Lake County because many roads lack adequate infrastructure for all users, and almost all roads, including state routes, are shared by motorists, pedestrians and bicyclist for travel.

### **Greenhouse Gas Emissions (GHG)**

Assembly Bill 32, the California Global Warming Solutions Act of 2006, requires the California Air Resources Board (CARB) to set statewide GHG emission reduction targets and to develop regulations and market mechanisms to reduce California’s greenhouse gas (GHG) emissions by 25 percent by 2020. CARB is required to establish a statewide Greenhouse Gases (GHG) emissions cap for 2020, based on 1990 emissions, by January 1, 2008. Transportation is California’s largest source of carbon dioxide, the most prevalent GHG. The Regional Transportation Plan (RTP) Guidelines require that the issue of climate change and greenhouse gas emissions be addressed during the RTP process. While rural areas such as Lake County are not subject to the same requirements as more urban areas, discussion of the issue in the RTP provides the opportunity to identify existing and future efforts that will contribute to the emission reduction targets. Reducing the number of vehicle trips and vehicle miles traveled is key to reducing GHG Emissions. Efforts previously initiated in Lake County have set the foundation for reducing GHG emissions. Transit plays a key role in reducing vehicle emissions by providing an alternative to automobile trips for residents and visitors. The development of the Lake Transit Authority established a fixed route countywide transit service which now includes intercity links to Calistoga (Napa County) and Ukiah (Mendocino County). This is especially important given the length of trips that can be provided by Lake Transit Authority in place of a single occupant vehicle trip. The transit service in Lake County is discussed in more detail in the Transit Element.

Increasing bicycle and pedestrian travel is another approach to reducing GHG emissions from vehicles. As a result of successful efforts to obtain competitive funding, bicycle facilities have been constructed in Lake County with the use of Proposition 116, Bicycle Transportation Account (BTA), and Safe Routes to School (SRTS) funding. The APC has traditionally allocated 2% of the annual Local Transportation Fund (LTF) funding to bicycle and pedestrian projects. These funds are often used as the local match to leverage grant funds for infrastructure projects. Interest in and support for bicycle and pedestrian facilities is increasing at the community and agency level within Lake County. The Lake APC developed the Regional Bikeway Plan which is scheduled to be updated in 2011. The APC also developed the Lake County Safe Routes to School Plan to identify key routes and needed improvements that would lead to increased walking and bicycling by students. The SRTS Plan also improves the competitiveness of local agencies when

applying for grant funding. The County of Lake developed the Konocti Regional Trails Plan which includes both transportation and recreational routes for pedestrians and bicyclists, creating another resource to support efforts to obtain funding for infrastructure improvements. Building on these current efforts that help reduce vehicle trips and vehicle miles traveled will further reduce greenhouse gas emissions in Lake County.

### Health Issues

The links between the health of a community, access to services, the “built” environment, and the ability of people to safely move about their community is receiving increased interest among public health officials. One example is the Healthy Transportation Network (HTN), a project of the California Center for Physical Activity in collaboration with the State & Local Injury Control Section of the California Department of Public Health; the California Bicycle Coalition; Local Government Commission; and the Rails-to-Trails Conservancy. The HTN is funded in part through Transportation Enhancement funds. In coordination with local communities, the HTN works to foster more walking and bicycling for routine transportation, and create community environments that are walkable and bicycle-friendly. At both a state and national level, concern regarding the lack of physical activity among both adults and children, whether for transportation or recreational activities, has brought together a range of organizations. These organizations are working to improve key infrastructure, including pedestrian, bicycle and transit facilities, to provide better and safer opportunities for people to move about their communities.

### Funding Challenges

Poor road conditions combined with limited funding for repairs and maintenance present the biggest challenge for the local circulation system. The California Statewide Local Streets & Roads Needs Assessment (2009) listed Lake County as one of only four counties in the State to receive a “poor” rating. Funding is not adequate to address the backlog of maintenance and repair needs, or to provide for capacity expansion on the local road system. Funding for projects on the State Highway System is also limited and is not expected to improve in the near future. The table below presents an estimate of funding available in the next ten years from key funding sources. The estimates are based on past funding amounts and reflect recent changes in the system to gas tax collection and distribution. The table does not include potential grant funding sources. Each Element of the RTP contains a more focused Project List which includes expected projects, estimated costs and potential funding sources.

<b>Funding Source</b>	<b>Estimated Funding over next 10 years (\$1,000)</b>
State Transportation Improvement Program (STIP)	\$12,000
Gas Tax	\$31,200
Regional Surface Transportation Program	\$4,500
LTF (bicycle and pedestrian portion)	\$300
LTF (Lake Transit Authority portion)	\$10,000
State Transit Assistance (STA)	\$3,000
SHOPP	\$32,700
<b>Total</b>	<b>\$93,700</b>



## ELEMENT: STATE HIGHWAY SYSTEM

**Goal: Provide a safe, well-maintained and efficient State highway network that addresses regional and statewide mobility needs for people, goods and services.**

Objectives	Policies
<p>1. Improve mobility on the state highway system throughout Lake County</p>	<p>1.1 - Support as a high priority completion of the environmental document for the Lake 29 (Diener Dr. – S.R. 175) Expressway Project.</p>
	<p>1.2 - Support periodic update of the environmental document for the Lake 29 (Diener Dr. – S.R. 175) Expressway Project to ensure its long term viability in aiding project implementation into the future.</p>
	<p>1.3 - Identify for funding consideration an array of smaller mobility improvement projects on the S.R. 29 Corridor (including passing lane alternatives) that may be considered fundable within available STIP resources</p>
	<p>1.4 - Identify for funding consideration mobility improvement projects on S.R. 20 consistent with the Highway 20 Traffic Calming and Beautification Plan (where applicable).</p>
	<p>1.5 - Identify for funding consideration of projects consistent with the S.R. 53 Corridor Study.</p>
	<p>1.6 - Coordinate with Caltrans to seek ITIP funding for projects.</p>
	<p>1.7 - Implement projects and strategies to encourage trucks and inter-regional traffic to use the Principle Arterial Corridor (includes portions of S.R. 20, 29 and all of 53) for travel through Lake County.</p>
	<p>1.8 - Identify and consider for funding (in coordination with Napa, Sonoma and Mendocino counties) projects consistent with the Wine County Interregional Partnership (IRP)</p>
	<p>1.9 - Consider improvements and strategies consistent with the Lake County 2030 Regional Blueprint Plan.</p>
<p>2. Improve safety conditions on the State highway system serving Lake County</p>	<p>2.1 - Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities.</p>
	<p>2.2 - Coordinate with local and state agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.</p>
	<p>2.3 - Implement traffic calming &amp; safety improvements along sections of highway segments that function as “main street” in communities including Middletown, Lucerne, Nice, and Clearlake Oaks.</p>
	<p>2.4 - Identify for funding consideration safety projects on all State highways (S.R. 20, S.R. 29, S.R. 53, S.R.175, &amp; S.R. 281) in Lake County.</p>
	<p>2.5 - Identify for funding consideration safety projects on S.R. 20 consistent with the Highway 20 Traffic Calming and Beautification Plan (where applicable).</p>

Objectives	Policies
2. Improve safety conditions on the State highway system serving Lake County <i>(continued from previous page)</i>	2.6 - Continue to facilitate implementation of the Highway 20 Traffic Calming and Beautification Plan in coordination with the County of Lake Redevelopment Agency and Caltrans.
	2.7 - Pursue grant funding for studies and projects to improve pedestrian and bicycle mobility within communities with highway segments that function as “main street.”
	2.8 - Construct grade separations (interchanges, overpasses, underpasses) as long-term solutions to safety/capacity issues at major intersections on the Principle Arterial System.
	2.9 - Coordinate with Caltrans to identify issues and provide input on the annual SHOPP Program for District 1.
	2. 10 - Facilitate community and local agency input to identify and provide information to Caltrans on project needs relevant to the SHOPP Program.
3. Facilitate efficient and safe transportation of goods within and through Lake County	3.1 - Work with the California Trucking Association and other industry organizations to improve safety and address transportation issues that impact goods movement.
	3.2 - Encourage improvements to State Routes 20 (where applicable) 53 and 29 that facilitate safe and efficient truck traffic.
	3.3 - When planning and designing road projects, consider the needs of vehicles used for goods movement, including STAA trucks, and vehicles transporting agricultural commodities and products.

**Issues, Problems, Challenges**

All key routes entering and leaving Lake County are State highways. State Routes 20, 29, 53 and 175 are the primary routes for regional and interregional travel. The State Route 20 corridor provides a key link between Interstate 5 in the Sacramento Valley and Highway 101 to the north coast. For a number of communities in Lake County, the state routes function as their “main street” yet at the same time provide key routes for interregional travel. The State highway system in Lake County has 137.5 miles. Most of these routes are two-lane facilities. The topography of Lake County, and Clear Lake itself, constrains options for expanding capacity along existing state highways. The Route 20 Principal Arterial Corridor, which includes portions of State Route 20, State Route 29 and all of State Route 53, was identified by Caltrans as a High Emphasis Focus Route in California in the Interregional Transportation Strategic Plan (June 1998). This route provides a critical connection between the I-5 corridor in the Sacramento Valley and the US-101 corridor serving the north coast, and provides links between most of the population centers of Lake County.

An overarching issue facing the State Highway system is the limited availability of funding for maintenance, rehabilitation and capacity expansion of the existing system. Federal, State and local funding sources are not sufficient to address current and future needs. Safety is also a key issue not only for motorists, but also for pedestrians, bicyclists and transit riders that often travel along state routes in Lake County.

A number of studies and reports have identified issues, challenges and opportunities along a number of the State Highway corridors in Lake County. These documents, some of which are discussed below, are included in the 2010 RTP by reference and listed in the attached Annotated Bibliography.

**Highway 20 Traffic Calming and Beautification Plan:** Adopted in 2005, this conceptual plan aims to facilitate and encourage improvements to the Highway 20 Corridor along the north shore, especially within the communities of Nice, Lucerne and Clearlake Oaks for which SR 20 functions as “main street.” A key goal of the plan is to improve safety and mobility for all users (residents, visitors and through traffic) in part through pedestrian-friendly design, public spaces, streetscapes and a mix of transportation modes. Since the Plan’s adoption by the Lake APC, implementation has been shepherded by the County of Lake Redevelopment Agency in coordination with Caltrans. Completed projects have included sidewalks, crosswalks, signage, community parks and speed signs.

**State Route 53 Corridor Study:** This study aims to evaluate current and future traffic conditions, with a primary emphasis on access points, future interchange locations and designs, and long-term corridor improvements to address highway and local circulation needs.

**Wine Country Interregional Partnership (IRP):** Lake County residents use State Routes 20, 29 and 175 to travel out-of-county for work, medical appointments, shopping and other services. While transit service is available along SR 20 to Ukiah and SR 29 to Calistoga, most trips are by car. The Wine Country (IRP), initiated in 2001, aimed to identify and then address jobs-housing imbalances between jurisdictions within the four counties of Napa, Sonoma, Lake and Mendocino. The project included three phases, Phase II of which was initiated in 2005 to conduct an origin and destination study among the four county region. Phase III, in process at the time of the RTP Update, focuses on the development of the Wine Country Travel Demand Model (WC-TDM).

#### **State Route 20 (Principle Arterial Corridor)**

In 2000, the Lake APC, in conjunction with Caltrans District 1, prepared *the Route 20 Corridor Study* for the purpose of assessing the route concept and corridor needs. The Study identified priorities for corridor improvements on both a regional and interregional level. The Principal Arterial Corridor includes portions of Route 20, Route 29 and all of Route 53. The corridor runs along the southern portion of Clear Lake, shifting traffic from the Minor Arterial segment of Route 20 along the north shore of Clear Lake.

#### **State Route 20 (Minor Arterial Segment)**

The Minor Arterial segment of Route 20 stretches from Upper Lake to Clearlake Oaks. While much of Lake County is impacted by an increase in season traffic during the summer months, impacts on this portion of Route 20 are particularly adverse. The highway segment is characterized by widespread roadside development, unrestricted lake access, curvilinear alignment, numerous speed zones and few passing opportunities. This portion of Route 20 services as “main street” to the lakeside communities of Upper Lake, Nice, Lucerne, Glenhaven, and Clearlake Oaks. Both residents and visitors traverse Route 20 to access the lake and local businesses, parks and lodging facilities. Interregional traffic also uses this route to travel between the US 101 and I-5 corridors. Safety along this route is a

critical concern for all users of the route, including autos, trucks, transit, pedestrians and bicyclists.

### **State Route 29**

Route 29 can be described in two sections, the first (Minor Arterial segment) extends from the junction of Route 53 in Lower Lake south to Route 128 in Calistoga (Napa County), and the second (Principle Arterial segment) extends from the junction of Route 53 in Lower Lake northwest to Route 20 in Upper Lake. The southern portion of Route 29 continues to experience increased travel due in part to the availability of housing in south Lake County and the employment opportunities in Napa and Sonoma counties. The segment between Lower Lake and Upper Lake has also experienced increased travel because this segment links Lakeport and Clearlake, the two major employment and commercial areas in Lake County.

### **State Route 53**

State Route 53 extends from Route 20 south to Route 29. The northern portion of this 7.5 mile Route is two-lane and the southern portion is four-lane, undivided with at grade intersections and multiple signalized intersections. The majority of existing residential development is located to the west of Route 53, as is access to Clear Lake. Development to the east of Route 53 includes major commercial, retail and community facilities including WalMart, Ray's Foods, Yuba College, multiple fast food restaurants, and the public school facilities that serve the students of the Clearlake and Lower Lake communities. In addition to local, regional and interregional vehicle traffic, Route 53 is traveled by pedestrians and bicyclists, and served by Lake Transit with a transit "hub" located near Ray's Foods.

### **State Route 175**

Route 175 begins in Hopland (Mendocino County) and extends over the Hopland Grade to Lakeport. A portion of Route 175 runs concurrent with Route 29 from Lakeport to southeast of Kelseyville at which point Route 175 continues over Cobb Mountain to intersect with Route 29 again in downtown Middletown. This route is popular for motorists traveling from the south county (Middletown) to the Kelseyville and Lakeport communities. The portion of Bottle Rock Road which runs from Route 175 to Route 29 is a common route for regional travel.

### **State Route 281**

Route 281 is only 3.0 miles and provides access from Route 29 to Clear Lake Riviera community and Konocti Bay. Route 281 continues as Soda Bay Road to the community of Lakeport. In 2007, a traffic signal was installed at the intersection of Route 29 and Route 281, known as "Kit's Corner", to address safety and operational concerns.

### **Performance Measures**

The performance measures identified here were drawn in part from the *Performance Measures for Rural Transportation Systems Guidebook (Caltrans 2006)* which provides a standardized and supportable performance measurement process that can be applied to transportation systems in rural areas. One of the challenges faced by rural areas is the limited resources for collecting and analyzing the data needed for performance measures. Consequently, when selecting performance measures the availability of data as well as the tools and expertise needed to analyze the data must be considered. Most performance measures in the table below are focused on automobile travel.

Performance Category	Performance Measure
<b>Safety</b>	Accident data and traffic volumes
<b>System Preservation</b> – maintaining the condition of the roadway network.	Pavement Management Program (PMP) and Pavement Condition Index (PCI)
<b>Mobility</b> – ease or difficulty of traveling from an origin to a destination.	<b>Level of Service (LOS)</b> – Travel Model output Speed levels <b>WCIRP Travel Demand Model</b> - interregional vehicle trip numbers and VMTs for interregional travel <b>Jobs-Housing Ratio</b> <b>Walkability</b> – pedestrian access to transit and commercial facilities with ¼ mile (most relevant to communities where state routes function as “main street”)
<b>Accessibility</b> – opportunity and ease of reaching desired destinations.	<b>WCIRP Travel Demand Model</b> - travel times and distances; origin & destination data

#### Action Plan (Proposed Projects)

This Action Plan includes projects on state highways in Lake County as well as some local projects. The projects included are financially constrained in that they are those projects currently programmed in the STIP, or identified by local agencies and projects that are expected to be funded

<b>2010 RTP State Highway Project List – Financially Constrained</b> [Based on the Ten Year Transportation Needs and Capital Improvement Program (CIP) in Lake County (2010)]			
Project Name	Timeframe	Cost (\$1,000)	Potential Funding Sources
SR 29 – Construct <i>a portion of</i> the Lake 29 Expressway Project [an eight-mile segment between Diener Drive and SR 175 (south of Kelseyville)] which may include Safety and Operational Improvements from SR 281 to SR 175 (Note: the balance of the larger project is included in the un-constrained project list.)	Short term (1-10 years)	\$50,000	STIP, Demonstration Funds,
SR 20 – Nice-Lucerne Cutoff Roundabout	Short term (1-10 years)	\$5,198	SHOPP
SR 20 – SR 20/SR 29 Intersection PM 8.2 – 8.5 Safety and Operational Improvements	Short term (1-10 years)	\$3,840	SHOPP
SR 29 at SR 281 – Intersection widening	Short term (1-10 years)	\$1,560	SHOPP
SR 53 – from north of 40 <sup>th</sup> Avenue to the 53/20 intersection: roadway rehabilitation <sup>(a)</sup> , traffic signal installation at Olympic Drive <sup>(b)</sup> (combined project)	Short term (1-10 years)	\$17,500 <sup>(a)</sup> \$610 <sup>(b)</sup>	SHOPP

Continued on next page

**2010 RTP State Highway Project List – Financially Constrained**

[Based on the Ten Year Transportation Needs and Capital Improvement Program (CIP) in Lake County (2010)]

<b>Project Name</b>	<b>Timeframe</b>	<b>Cost (\$1,000)</b>	<b>Potential Funding Sources</b>
SR 29 – Lakeport Blvd. Southbound ramps – construct right turn lane	Short term (1-10 years)	\$220	SHOPP
SR 29 at PM 9.9 – install flashing beacons	Short term (1-10 years)	\$140	SHOPP
Drainage facility improvements on Route 20 & 175	Short term (1-10 years)	\$70	SHOPP
SR 29 PM 20.4-20.6 – Widen Shoulder	Short term (1-10 years)	\$140	SHOPP
Reconstruct metal beam guard rail at various locations on state routes in Lake County	Short term (1-10 years)	\$4,000	SHOPP
SR 20 PM1.0 – 46.3 – Culvert rehabilitation	Short term (1-10 years)	\$3,145	SHOPP
SR 29 – PM 20.1 – 20.8 Roadway Rehabilitation	Short term (1-10 years)	\$6,000	SHOPP
SR 175 – PM 4.9 – 28 – Roadway Rehabilitation	Short term (1-10 years)	\$12,380	SHOPP

**2010 RTP State Highway Project List – Financially Unconstrained**

[Based on the Ten Year Transportation Needs and Capital Improvement Program (CIP) in Lake County (2010)]

<b>Project Name</b>	<b>Timeframe</b>	<b>Cost (\$1,000)</b>	<b>Potential Funding Sources</b>
SR 29 – Construct <i>the remaining portion of the</i> Lake 29 Expressway Project –an eight-mile segment between Diener Drive and SR 175 (south of Kelseyville)	Long Term (11-20 years)	\$130,000	STIP, Demonstration Funds
Route 53 Improvements consistent with the Route 53 Corridor Study (expected completion in Fall 2010)	Short term (1-10 years) and Long Term (11-20 years)	Not Available	STIP, SHOPP
Roadway Rehabilitation – various locations	Short term (1-10 years) and Long Term (11-20 years)	\$20,000	STIP



### Potential Funding Sources

Funding for transportation projects on the state highway system comes from a number of sources and is managed primarily by Caltrans, with some involvement by the Lake APC.

Key Funding Sources for State Highway Projects	Estimated Funding over next 10 years (\$1,000)
State Transportation Improvement Program (STIP)	\$12,000
SHOPP	\$32,700
<b>Total</b>	<b>\$44,700</b>

**State Transportation Improvement Program (STIP)** is the main source of transportation related funding within the Lake County region. At the State level, these funds are divided into two programs: (1) the Regional Improvement Program (RIP) funded from a local share of the 75% of State Highway Account (SHA) funds set aside for regional transportation agency programming, and the Interregional Improvement Program (IIP), funded from the remaining 25% available for State programming. The Lake County/City Area Planning Council (APC), as the Regional Transportation Planning Agency (RTPA) has authority to decide how to program the Lake County region's share of RIP funds, subject to STIP eligibility guidelines. To be eligible, projects must be nominated by the regional agency in their Regional Transportation Improvement Program (RTIP). Caltrans has the authority to program the Interregional Transportation Improvement Funds. Similar to the RTIP, Caltrans must nominate projects within the Interregional Transportation Improvement Program (ITIP). Projects in the ITIP are consistent with projects in the 2010 RTP.

STIP funds are primarily intended for capital projects. Eligible projects include constructing and widening state highways, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities, and safety projects. While these funds may also be used for local road rehabilitation, the California Transportation Commission (CTC), which has authority over the STIP, has not supported the programming of STIP funds for road rehabilitation projects in recent STIP cycles. The table below lists the STIP funds (in \$1,000s) programmed for the 2006, 2008 and 2010 cycles, along with the Transportation Enhancement (TE) and Public Transportation Account (PTA) funding.

	2006	2006 (Augmentation)	2008	2010
STIP Cycle Amounts	\$9,699	\$12,430	\$2,840*	0
PTA	0	\$1,438	0	0
Transportation Enhancement (TE)	\$261	0	\$326	\$435

Note: Fund Estimate of \$8,358 included \$5,518 of carryover reserve.

The **State Highway Operating and Protection Plan (SHOPP)** is a four-year program of projects that have the purpose of collision reduction, major damage restoration, bridge preservation, roadway preservation, roadside preservation, mobility enhancement and preservation of other transportation facilities related to the state highway system. Non-capital projects are programmed through the SHOPP. The SHOPP is adopted

simultaneously with the STIP every two years. While the Lake APC is allowed input to the SHOPP, the State has sole discretionary authority over the use of SHOPP funds.

**Proposition 1B**, approved by voters in November 2006 authorizes the state to sell \$19.925 billion in State general obligation bonds for specific transportation programs to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety and security of the state's transportation system. The CTC is responsible for programming and allocating a portion of these funds through a variety of existing programs, including the STIP, SHOPP, and the State and Local Partnership Program. In Lake County, Proposition 1B funds have been programmed for state highway projects, maintenance and rehabilitation projects on local streets and roads, as well as transit capital projects including the purchase of new buses.

**The American Recovery and Reinvestment Act (ARRA)** enacted in February 2009 provided one-time "stimulus" funding for transportation projects with the goal of creating new jobs and spurring economic activity. ARRA funding in the amount of \$2,425,950 was provided to complete projects in Lake County including street overlays in the City of Clearlake, City of Lakeport and in the unincorporated area of Lake County. An additional \$84,939 in TE ARRA funding was provided to construct bike lanes on Lakeshore Boulevard in the unincorporated area of the county.




#### **Local Options to Provide Transportation Funding/Revenues Have Proven to be a Challenge**

Opportunities to increase and leverage funding need to be actively pursued at the Federal, State and local level. Increasingly, local and regional agencies have been developing transportation sales tax programs, transportation impact fee programs, and other approaches to generating funds for transportation projects. In 2008 the Countywide Regional Transportation Impact Fee Program Report was completed. This report provides the foundation to develop a regional transportation impact fee program. To implement the program, the three jurisdictions, County of Lake, City of Lakeport and the City of Clearlake in coordination with the Lake APC would need to enter into an agreement that stipulates the fee levels, how fees would be collected, and the process for identifying and funding eligible projects. At the time of the update of the Regional Transportation Plan the Transportation Impact Fee Program is still in the development stages. The County of Lake does not have an established transportation sales tax, and past attempts to establish a transportation sales tax have failed. The City of Lakeport approved a half cent sales tax increase to generate funding for a variety of programs and projects, including transportation projects. This funding source is further discussed in the Backbone Circulation and Local Roads Element.

# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



**LEGEND FOR MAP: SH-1**

-  STATE HIGHWAYS
-  COMMUNITY BOUNDARIES
-  CITY BOUNDARIES

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## STATE HIGHWAY SYSTEM IN LAKE COUNTY

# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



## ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS

**GOAL: Provide a well maintained, safe, and efficient local circulation system that is coordinated and complementary to the State highway system, and meets interregional and local mobility needs of residents, visitors and commerce.**

Objectives	Policies
1. Maintain, rehabilitate and reconstruct local streets and roads consistent with local and regional needs, city and County area plans and policies, and Complete Streets policies	1.1 - Identify for funding consideration local streets and roads reconstruction projects from funding resources available through the STIP as well as other resources.
	1.2 - Funding resources that may be available through the STIP will be concentrated on capital and safety projects and will not be available for maintenance and rehabilitation of local streets and roads.
	1.3 - Plan and design projects consistent with the Complete Streets Act of 2008.
	1.4 - Use the Pavement Management Program to identify and prioritize rehabilitation needs.
2. Develop adequate roads associated with new residential and commercial development	2.1 - Coordinate with state and local agencies, and developers, to incorporate transportation improvements into the design and construction of their projects.
	2.2 - Support efforts to establish fees to construct and maintain new roads associated with new development, including private funding approaches.
3. Improve traffic flow, capacity, safety and operations on the local transportation network	3.1 - Identify for funding consideration, local streets and roads capacity, safety, and operational projects from funding resources available through STIP and other resources.
	3.2 - Implement improvements identified in the Capital Improvement Program of the Roadway Needs Study.
	3.3 - Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	3.4 - Limit the approval of new direct access points to state highways.
	3.5 - Plan and design improvements consistent with the 53 Corridor Study.
	3.6 - Plan and design improvements consistent with the Highway 20 Traffic Calming and Beautification Plan.
4. Pursue Federal, State, local and private funding sources for transportation system maintenance, restoration, and improvement projects consistent with this plan	4.1 - Consider development and implementation of a Transportation Impact Fee Program in coordination with Caltrans, the County of Lake, the City of Lakeport and the City of Clearlake.
	4.2 - Assist local agencies in identifying and applying for transportation funding for all modes of travel.
	4.3 - Actively pursue funding sources including local, state, federal and private funding sources which may include sales tax and other fees.

## Roadway Classification

Lake County contains many different types of transportation facilities. The term “Roadway Classification” refers to the hierarchy by which streets and highways are grouped according to the type of service they are intended to provide. Below are the roadway classification systems as defined in the Lake County General Plan Transportation and Circulation Element which is used by the County as a policy document for the County’s roadway system.

**Arterial Systems** generally consist of a road network connecting regions, towns, and other major traffic generators to serve commercial, economic development and employment centers. It is intended to move people and goods into, through and out of the region. The following classes of roadways fall under this category of road system.

- **Freeways** - Federally designated highway with two or more lanes in each direction separated by a barrier or median.
- **Arterials** - Facilities that link towns and major traffic generators. They are often heavily traveled and serve as a main street within a community. Their main function is to provide for the movement of traffic, with direct land access as a minor function.

**Collectors** are facilities similar in nature to arterials where predominant travel distances are shorter when compared to the arterial route. These facilities generally originate and terminate at arterials, collectors, or neighborhood entrance with the primary purpose of moving the traffic between arterials and residential neighborhoods, or commercial/employment areas. These are again subdivided into major and minor collectors and facilitate both through movement of traffic as well as provide for direct land access.

• **Major Collectors** are facilities that may be upgraded to an arterial in the future and usually limit on-street parking to maintain smooth flow. They provide travel within the County to communities not directly served by the State Highway System. Some of the major collectors within Lake County include Lakeport Blvd, 11<sup>th</sup> Street, Old Highway 53, Olympic Drive, and West 40th Avenue.

• **Minor Collectors** are facilities that collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. This type of road accounts for less than 10% of the County road system.

• **Local Roads** are facilities consisting of rural and residential roads not otherwise classified, primarily serving travel over relatively short distances with a primary function of providing access to adjacent lands.

Local roads, which include arterials and collectors, comprise the core of the circulation system in Lake County. Lake County currently has a total of approximately 600 miles of local roads. The local roadway system in Lake County includes streets within the cities of Clearlake and Lakeport and roads within the unincorporated area of Lake County. Roads within the system are primarily two-lane roadways. Table LR-1 summarizes the length of the paved roads in the network by functional class.



<b>Table LR-1 Paved Local Road Network</b>			
<b>Road Classification</b>	<b>Centerline Miles (based on 2006 PMP)</b>		
	<b>Lake County*</b>	<b>City of Clearlake *</b>	<b>City of Lakeport</b>
Arterial	13.1	16.0	7.4
Collector	180.5	11.8	9.7
Residential/Local	314.8	34.9	11.9
<b>Totals</b>	<b>508.4</b>	<b>62.7</b>	<b>29.0</b>

\* This does not include approximately 103 miles of unpaved roads in the County of Lake and 48 miles of unpaved roads in the City of Clearlake

<b>Highlights of the Backbone Circulation and Local Roads Element</b>	
<i>What are the issues?</i>	<p>Local Roads comprise the majority of the transportation network in Lake County. While limited funding and poor road conditions are the main issues for the region, communities also face the following key issues:</p> <p><b>City of Lakeport:</b> Constrained east/west circulation; discontinuous streets; impacts of regional travel; sidewalk gaps; constrained right-of-way; need for traffic control improvements at key intersections.</p> <p><b>City of Clearlake:</b> Narrow right-of-ways; unpaved streets; lack of drainage; lack of sidewalks; constrained north/south circulation; State Route 53 intersections and local east-west cross traffic access (vehicles, pedestrian, cyclist, transit);</p> <p><b>Unincorporated areas of Lake County:</b> maintenance of roads and bridges; bicycle and transit routes linking communities; constrained right-of-ways; pedestrian safety.</p>
<i>Key Objectives include ...</i>	<ul style="list-style-type: none"> <li>• Maintaining and improving the existing system.</li> <li>• Improving safety for all users.</li> <li>• Improving accessibility and mobility.</li> </ul>
<i>Examples of projects that meet these objectives...</i>	<ul style="list-style-type: none"> <li>• South Main Street/Soda Bay Road in Lakeport – widen, install bike lanes (County)</li> <li>• Roundabout at Lakeshore Boulevard and Nice-Lucerne cut-off (County)</li> <li>• Intersection improvements at Main Street and Lakeport Boulevard (City of Lakeport)</li> <li>• Sidewalks along Lakeshore Drive (Clearlake)</li> <li>• Maintenance and Safety Improvements</li> </ul>
<i>What are the potential funding sources?</i>	STIP, Transportation Enhancement, local funds, demonstration funds, BLA grants, SRTS grants, RSTP, Road Impact fee, CDBG grants, Redevelopment

### **Issues, Problems, Challenges**

Poor road conditions combined with limited funding for repairs and maintenance present the biggest challenge for the local circulation system. The California Statewide Local Streets & Roads Needs Assessment (2009) listed Lake County as one of only four counties in the State to receive a “poor” rating. Some roads have never been paved, or have fallen into such poor condition that they require complete reconstruction. This problem is most prevalent in the City of Clearlake where areas of residential lots are served by dirt roads without sidewalks or adequate drainage. Many local roads do not meet current standards and lack adequate right-of-way and improvements to safely accommodate transit, pedestrians and bicyclists. Some roads which serve residential neighborhoods are privately owned, yet mechanisms often do not exist to fund maintenance and rehabilitation of existing private roads. Throughout the community input process for the RTP, the poor condition of roads was a key issue repeatedly identified by the public. Community members, local agencies, businesses, and transportation providers all expressed concern over the condition of local roads and the need to maintain and reconstruct roads to current standards. For local agencies, road maintenance and rehabilitation is their top priority for transportation funding.

### **Pavement Management Program**

The Pavement Management Program (PMP) examines the overall condition of the road network and highlights options for improving the current network-level pavement condition index (PCI). The PCI is a measurement of pavement grade or condition and ranges from 0 to 100. A newly constructed road would have a PCI of 100, while a failed road would have a PCI of 10 or less. The PMP focuses on paved roads for which each jurisdiction is responsible for the management, repair and maintenance. The average 2008 PCI of the street networks in the region are:

<b><u>Jurisdiction</u></b>	<b><u>PCI</u></b>
Lake County:	32
Clearlake:	39
Lakeport:	35

The PMP is an important tool for identifying and prioritizing roads needs throughout the region. Using PCI scores, as an objective measure of which roadways to select for improvement, provides an equitable approach to allocating scarce funding. For each of the three jurisdictions, the County of Lake, City of Lakeport and City of Clearlake, a PMP Update was completed in 2008 consistent with a three-year review cycle established by the APC. The PCI is projected to decrease significantly for all three jurisdictions over the next ten years due to the poor conditions of existing roads and the limited funding available for maintenance and rehabilitation.

### **Bridges**

The Lake County Maintained Road System consists of 612 miles of roads that include 125 bridges. This does not include bridges in the city limits of Clearlake and Lakeport. In 2008, the Merritt Road bridge was completed, replacing the low water crossing of Kelsey Creek in the community of Kelseyville. Other bridge projects are considered for funding through the Highway Bridge Program (HBP) with federal funding. The County of Lake developed a County Bridge Replacement Prioritization List with cost estimate in 2009. The list includes 30 bridges identified as either short or long span and identifies the

anticipated action needed, ranging from “monitor bridge condition” to complete replacement.

**Countywide Roadway Needs Study and Capital Improvement Program (CIP)**

The Countywide Roadway Needs Study and Capital Improvement Program evaluated existing conditions, anticipated development patterns, and expected growth in both residential and commercial land uses to determine the transportation system improvement needs. A Year 2020 travel demand model was developed to provide daily and peak hour vehicular demand projections for all study roadways.

A Project Prioritization Decision Matrix was developed to help prioritize the capital improvement needs based on evaluation criteria. The seven evaluation criteria categories in the Study are: 1) Traffic Operations; 2) Safety Impacts; 3) Project Cost; 4) Environmental Impact; 5) Community Impact; 6) Design Standards; and 7) Constructability. The Matrix also includes a weighting of each criteria to determine the “relative importance” of each criteria. This approach was developed in coordination with the Technical Advisory Committee (TAC) and provides a way to rank projects based on a variety of factors. Development of the Study and CIP incorporated a multi-modal approach that encompasses the concept of “complete streets.” The term “complete streets” refers to a policy whereby all public streets are designed and operated to enable safe access for all users. This includes the following transportation modes of travel and users: motorists, pedestrians, bicyclists, transit, children, elderly, and disabled.

In recent years, the County of Lake has established zone of benefit programs in partnership with some local property owners to fund road maintenance of privately owned residential streets. This approach has been successful in a number of areas, primarily those with Home Owner’s Associations.

**Performance Measures**

Performance Category	Performance Measure
<b>Safety</b>	Accident data and traffic volumes
<b>System Preservation</b> – maintaining the condition of the roadway network.	Pavement Management Program (PMP) and Pavement Condition Index (PCI)
<b>Mobility</b> – ease or difficulty of traveling from an origin to a destination.	Level of Service (LOS) – Travel Model output Speed levels WCIRP model - interregional vehicle trip numbers and VMTs for interregional travel Walkability – pedestrian access to transit and commercial facilities with ¼ mile (most relevant to communities where state routes function as “main street”) Jobs-housing ratio – related to the need for commute trips (WCIRP model)
<b>Accessibility</b> – opportunity and ease of reaching desired destinations.	Travel times and distances; origin & destination data

**Action Plan** - The Action Plan list key projects and costs based on current information.

<b>2010 RTP Local Roads Project List – financially constrained</b> (Source: Draft CIP, tier 1 and 2 projects)			
<b>Project Name</b>	<b>Timeframe</b>	<b>Cost (\$1,000s)</b>	<b>Potential Funding Source</b>
<b>Projects within the unincorporated areas of Lake County</b>			
County of Lake – Install bike lanes and widen South Main Street/Soda Bay Road from Lakeport City Limit to Manning Creek <small>(based on Lake County Transportation Master Plan 2009-14)</small>	Short term (2012-13)	\$11,000	STIP, TE, Local Funds, demonstration funds, BLA grant
County of Lake - Roadway Widening and Reconstruction	Short term 1-10 years Long term 11-20 years	\$9575	STIP, local funds
County of Lake - Roadway Rehabilitation	Short term 1-10 years Long term 11-20 years	\$2,872	Local funds, RSTP, CDBG,
County of Lake - Roadway Overlay	Short term 1-10 years	\$6,346	Local funds, RSTP
County of Lake - Bridge replacement/rehab.	Short term 1-10 years	\$2,000	HBR, STIP
County of Lake - Bridge maintenance & repair	Short term 1-10 years		HBP, Local funds
County of Lake - Nice-Lucerne cutoff at Lakeshore Boulevard-install Roundabout	Short term 1-10 years	\$850	Local funds, RSTP, TE
<b>Projects within the City of Clearlake</b>			
Lakeshore Drive improvements– including roadway widening, installation of turn lanes, construction of sidewalks <small>(project limits: Olympic Drive to Hwy 53) (Note: may be funded/constructed in phases)</small>	Short term (1-10 years)	\$5,187	Local funds, RSTP, TE, CDBG, Redevelopment
City of Clearlake - Roadway Reconstruction/ Rehabilitation (includes roadway widening projects)	Short term (1-10 years)	\$6,508	Local funds, RSTP, CDBG
City of Clearlake – Phillips Avenue Connection - new roadway linking Dam Road Extension with Phillips Avenue	Long term 11-20 years	\$2,243	STIP, Local funds, RSTP;
City of Clearlake - Roadway Overlay	Short term (1-10 years)	\$445	Local funds, RSTP
<b>Projects within the City of Lakeport</b>			
Lakeport Blvd. and Main Street intersection improvements	Short term 1-10 years	\$1,000	Local funds, RSTP, CDBG, Measure I Redevelopment
11 <sup>th</sup> Street and Main Street intersection	Long term	\$1,500	Local funds, RSTP,

<b>2010 RTP Local Roads Project List – financially constrained</b>			
(Source: Draft CIP, tier 1 and 2 projects)			
<b>Project Name</b>	<b>Timeframe</b>	<b>Cost (\$1,000s)</b>	<b>Potential Funding Source</b>
improvements	(11-20 years)		CDBG, Measure I Redevelopment, SRTS
City of Lakeport - Roadway Reconstruction/ Rehabilitation	Short term (1-10 years)	\$2,727	RSTP, CDBG, Local Funds, Measure I
City of Lakeport - Roadway Overlay	Short term (1-10 years)	\$5,623	RSTP, Local Funds, Measure I

<b>2010 RTP Local Roads Project List – financially un-constrained</b>			
<b>Project Name</b>	<b>Timeframe</b>	<b>Cost (\$1,000s)</b>	<b>Potential Funding Source</b>
<b>Projects within the unincorporated areas of Lake County</b>			
Roadway Reconstruction/ Rehabilitation	Short term 1-10 years	\$40,000	Local funds, RSTP
Roadway Overlay	Short Term	\$30,000	Local funds, RSTP
County of Lake - Bridge replacement/rehab.	Short Term	\$10,000	HBRR, STIP
County of Lake - Bridge maintenance & repair	Short Term	\$4,000	HSIP
<b>Projects within the City of Clearlake</b>			
Roadway Reconstruction/ Rehabilitation	Short Term	\$20,000	Local funds, RSTP, CDBG
	Long Term	\$15,000	
Roadway Overlay	Short Term	\$10,000	Local funds, RSTP
	Long Term	\$15,000	
<b>Projects within the City of Lakeport</b>			
Roadway Reconstruction/ Rehabilitation	Short Term	\$10,000	RSTP, CDBG, Local Funds, Measure I
	Long Term	\$12,000	
Roadway Overlay	Short Term	\$8,000	RSTP, Local Funds, Measure I
	Long Term	\$12,000	

The Countywide Roadway Needs Study and Capital Improvement Plan (CIP) includes projects that are based on the need identified in part by the travel model and are not financially constrained.

**Potential Funding Sources**

Funding for local road improvements comes from a number of sources. Some sources are on-going, such as the STIP, while others are competitive or one-time programs, such as Proposition 1B and ARRA funding.

As previously discussed in the State Highway Element, the **State Transportation Improvement Program (STIP)** is the main source of transportation related funding within the Lake County region. STIP funds are primarily intended for capital projects. Eligible projects include improving state highways, local roads, public transit (including buses),

pedestrian and bicycle facilities, grade separations, intermodal facilities, and safety projects. While these funds may also be used for local road rehabilitation, the California Transportation Commission (CTC), which has authority over the STIP, has not supported the programming of STIP funds for road rehabilitation projects in recent STIP cycles. This severely limits the funding available for maintenance and rehabilitation of local streets and roads.

### **Regional Surface Transportation Program (RSTP)**

RSTP are federal funds that are exchanged for State funds (in rural areas) and distributed by the State to the APC. The APC determines a methodology to distribute these funds to local agencies. These funds can be used for a variety of project types, including construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on roads classified above a local or rural minor collector.

### **Highway Bridge Program (HBP)**

The Highway Bridge Replacement and Rehabilitation Program (HBP or HBRRP) is authorized by the federal Transportation Equity Act for the 21st Century (TEA21) and is administered through Caltrans. The purpose of the Program is to replace or rehabilitate public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasure, bridge approach barrier and railing replacement, low water crossing replacement, and ferry service replacement. The federal reimbursement rate is 88.53% of the eligible participating project costs including preliminary engineering, right of way, and construction costs.

### **High Risk Rural Roads Program (HR3)**

The High Risk Rural Roads Program (HR3) is a competitive grant program to correct or improve hazardous roadway conditions on rural major collector, minor collector or rural local roads.

### **Highway Safety Improvement Program (HSIP)**

The Highway Safety Improvement Program (HSIP) is a competitive grant program based on a safety index. Eligible projects include pedestrian and bikeway, traffic calming, traffic signs, sight distance improvements, pavement marking programs and roadway realignment projects.

### **Transportation Enhancement (TE) Program**

TE is a Federal funding source that provides funds for transportation-related capital improvement projects that enhance quality-of-life in or around transportation facilities. Eligible projects include facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, landscaping and other scenic beautification. There are a total of 12 federally recognized types of projects/activities that can be funded from the TE Program.

Local agencies have, in recent years, been able to benefit from one-time funding opportunities such as **Proposition 1B** and the **American Recovery and Reinvestment Act (ARRA)** funding to complete road paving projects in the region. One-time funding

opportunities are likely to occur in the future, and it is important for the APC and other agencies to be prepared and flexible to capitalize on such opportunities.

#### **City of Lakeport, Measure I funds**

In November 2004 the voters of the City of Lakeport approved Measure I which became effective on April 1, 2005. Measure I is a half-cent sales tax used for community facilities and programs and is a general tax which goes into the City of Lakeport's General Fund. Measure I funds have been used for a variety of projects and programs, including transportation projects.

#### **Other Potential Funding Sources**

The continued reduction in funding for transportation projects from traditional sources forces the need to identify non-traditional funding sources and improve collaboration with other organizations in the pursuit of funding. Two programs that provide such opportunities in Lake County include the Community Development Block Grant Program and the Redevelopment Agencies.

The **Community Development Block Grant (CDBG)** program is a flexible program that provides communities with resources to address a wide range of unique community development needs. The CDBG program is a U.S. Department of Housing and Urban Development (HUD) program administered by the State of California. Within the parameters of the program, one of a number of eligible project categories includes the construction or reconstruction of streets. The County of Lake has successfully applied for CDBG funds for projects that include street improvements.

**Redevelopment Agencies** have a range of goals established based on the needs of the community and priorities identified by the agency. The City of Lakeport Redevelopment Agency goals include the improvement of pedestrian and vehicle circulation and street improvements. Redevelopment Agencies can apply for grant funding from both the State and Federal Government. Through efforts of the Lake County Redevelopment Agency, projects which include street improvements have been completed in a number of communities within the region. The Lakeport Redevelopment Agency has also been successful in obtaining funding for planning and construction projects which include transportation components.

# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



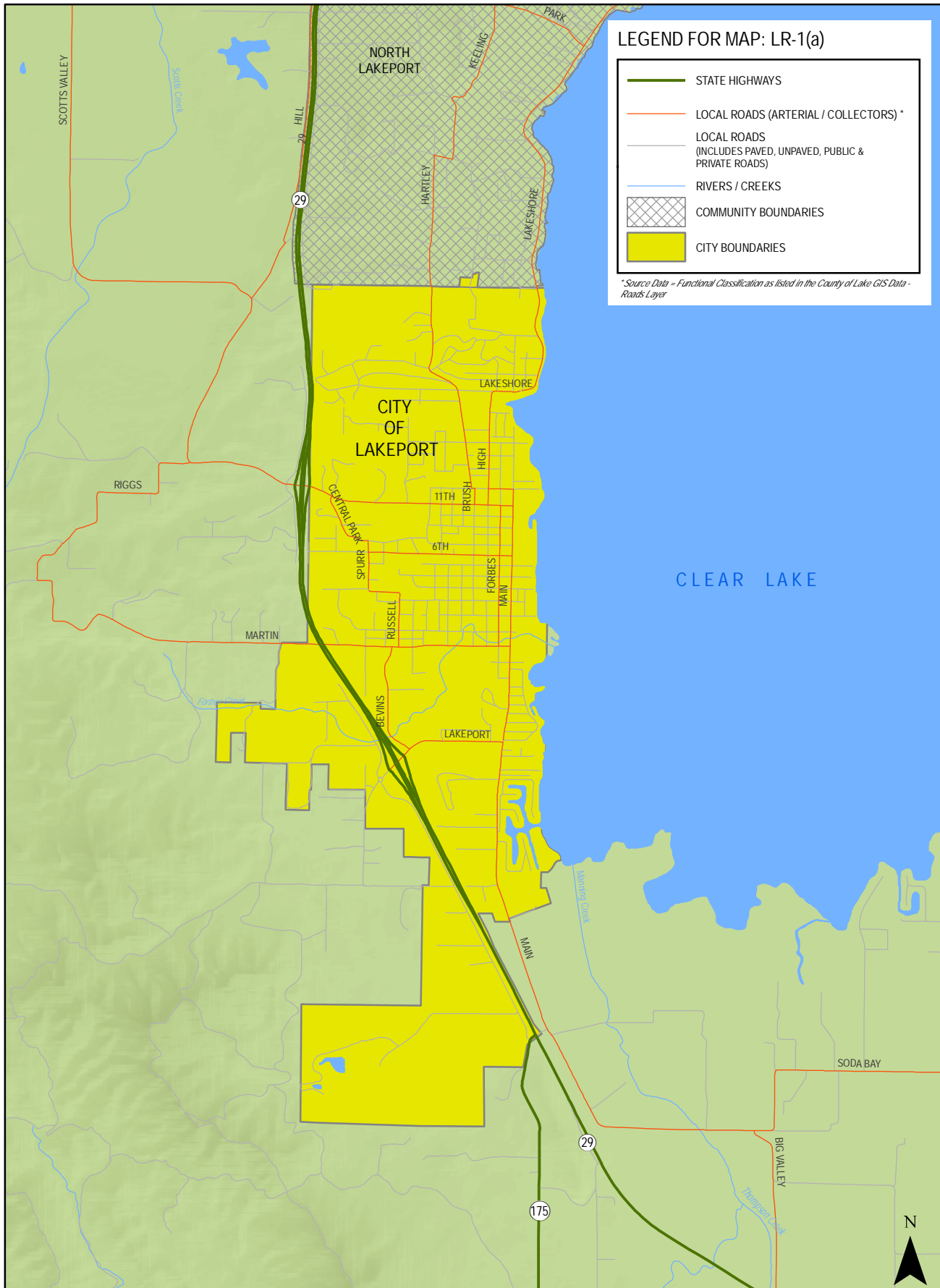
MAP DEVELOPED BY:  
A. PEDROTTI  
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## LOCAL ROADS IN LAKE COUNTY (ARTERIALS AND COLLECTORS)

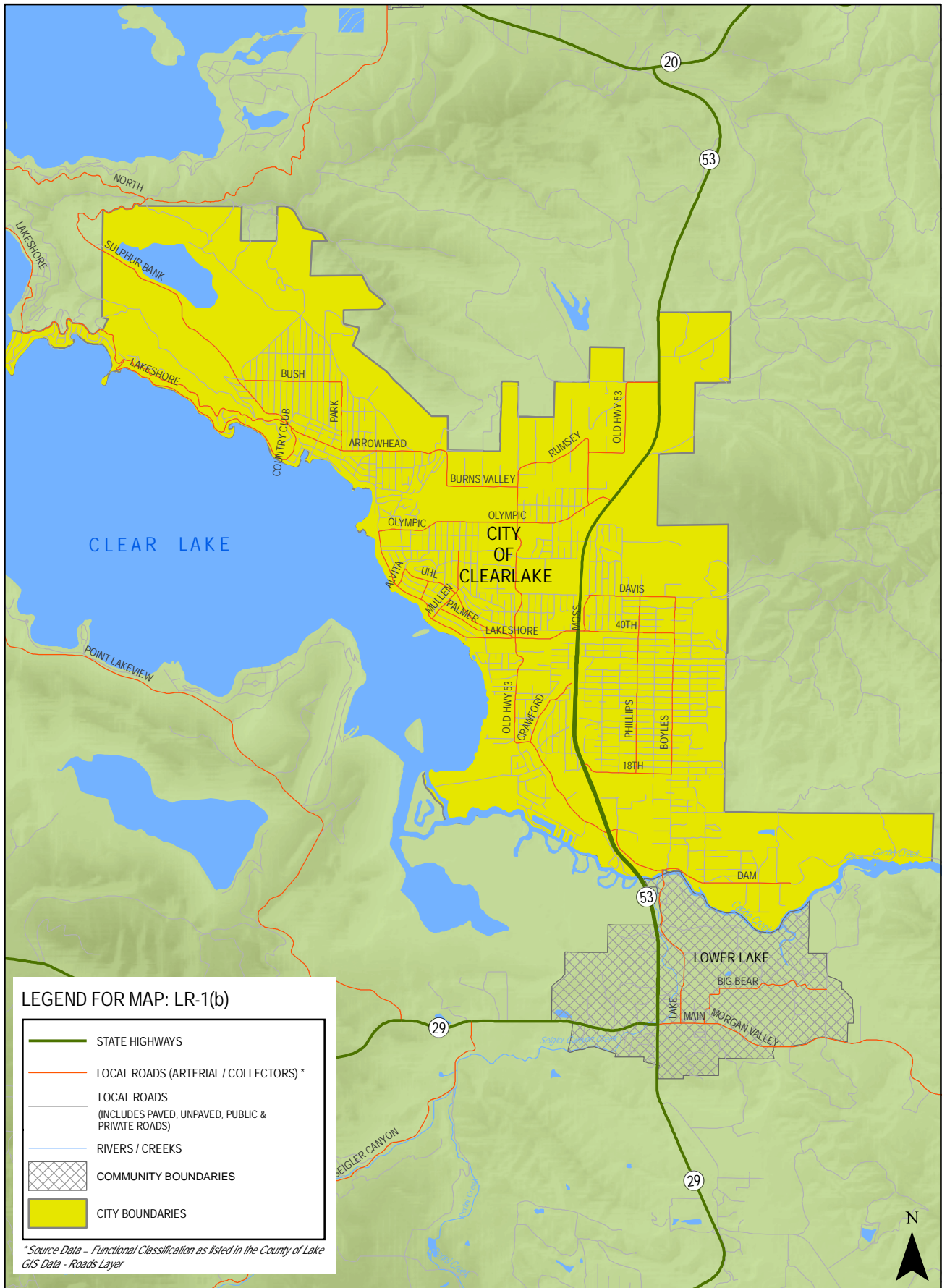


# REGIONAL TRANSPORTATION PLAN 2010 UPDATE

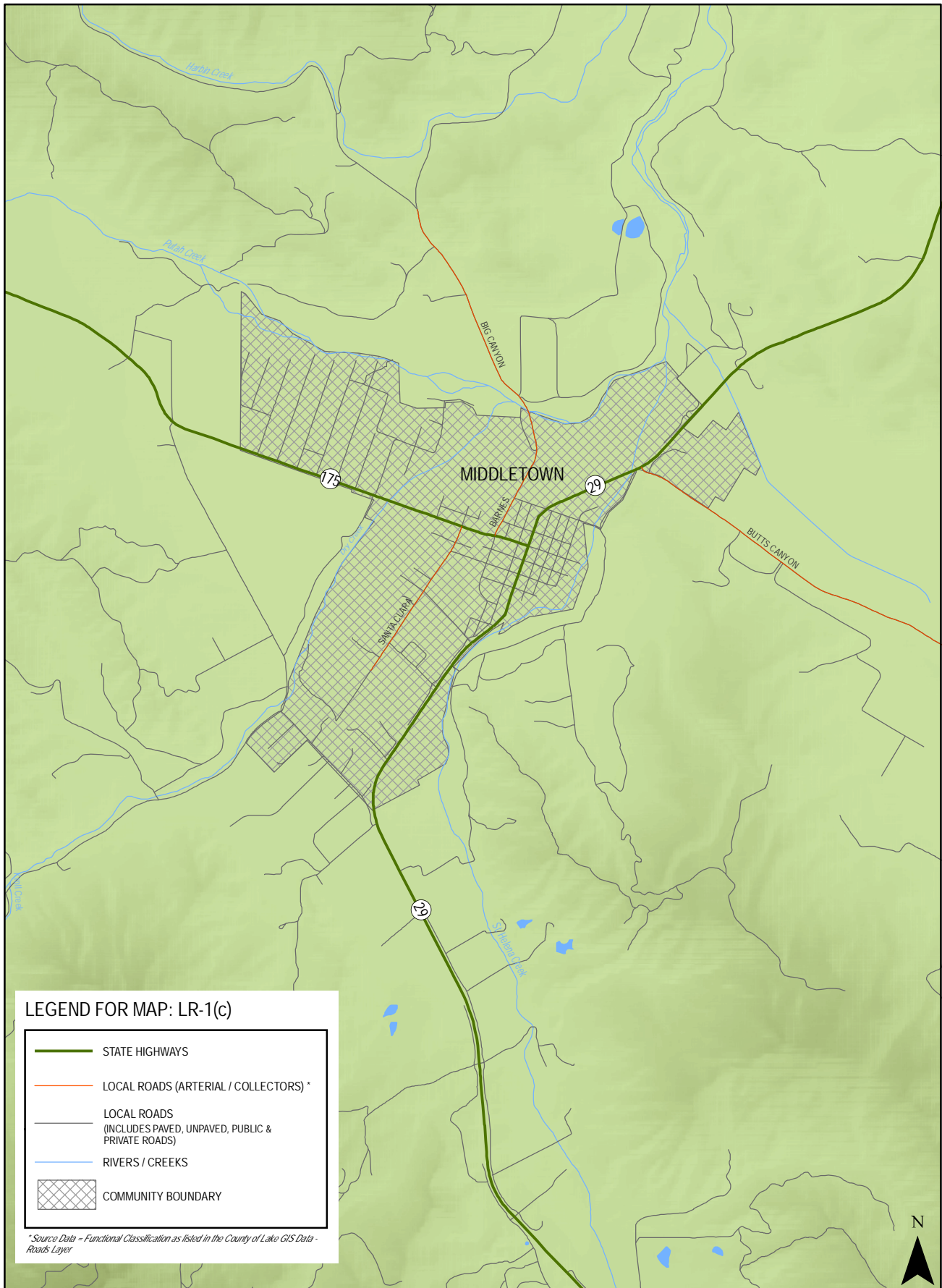
Map: LR-1(a)



# REGIONAL TRANSPORTATION PLAN 2010 UPDATE

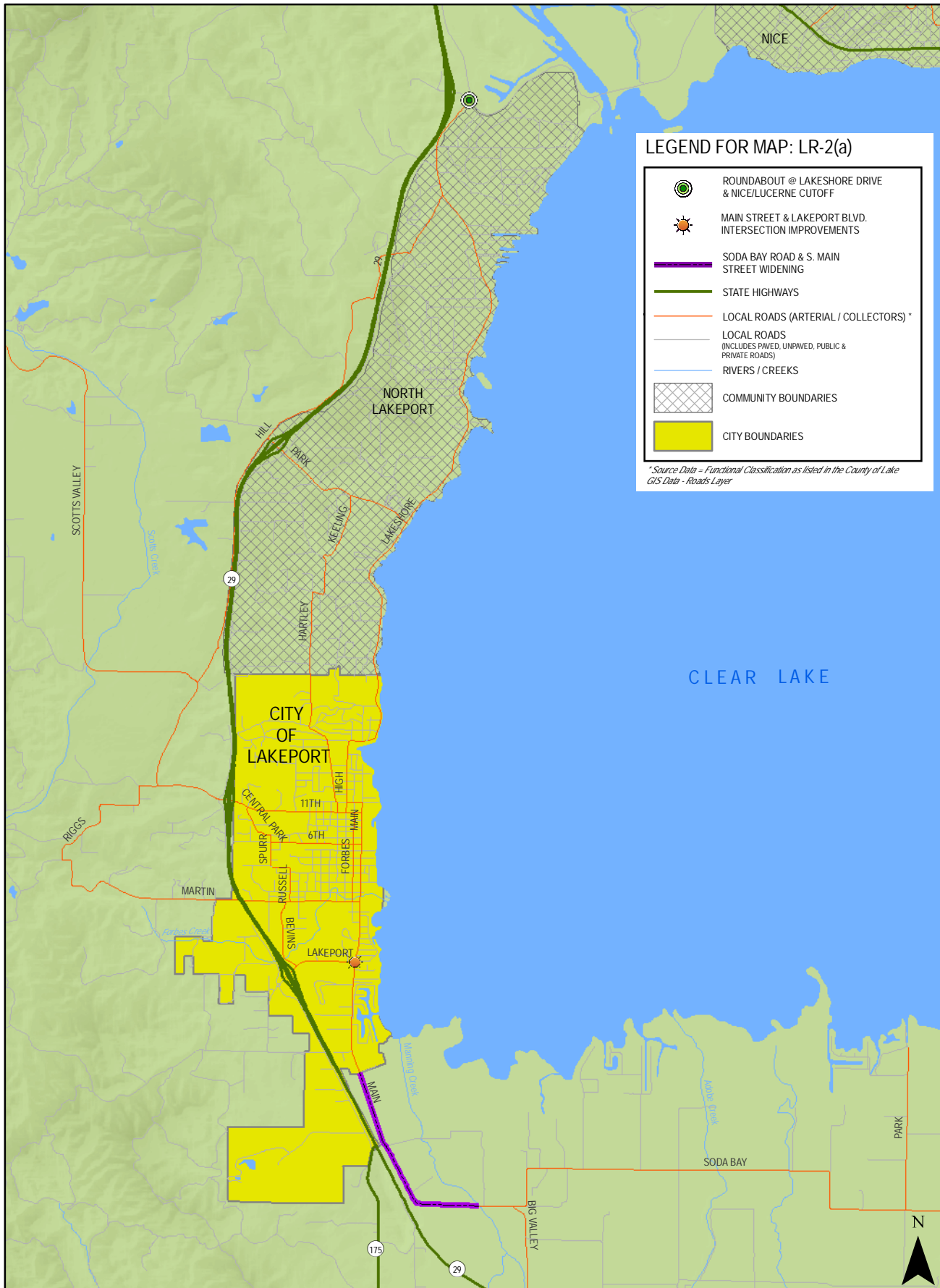


# REGIONAL TRANSPORTATION PLAN 2010 UPDATE














# REGIONAL TRANSPORTATION PLAN 2010 UPDATE

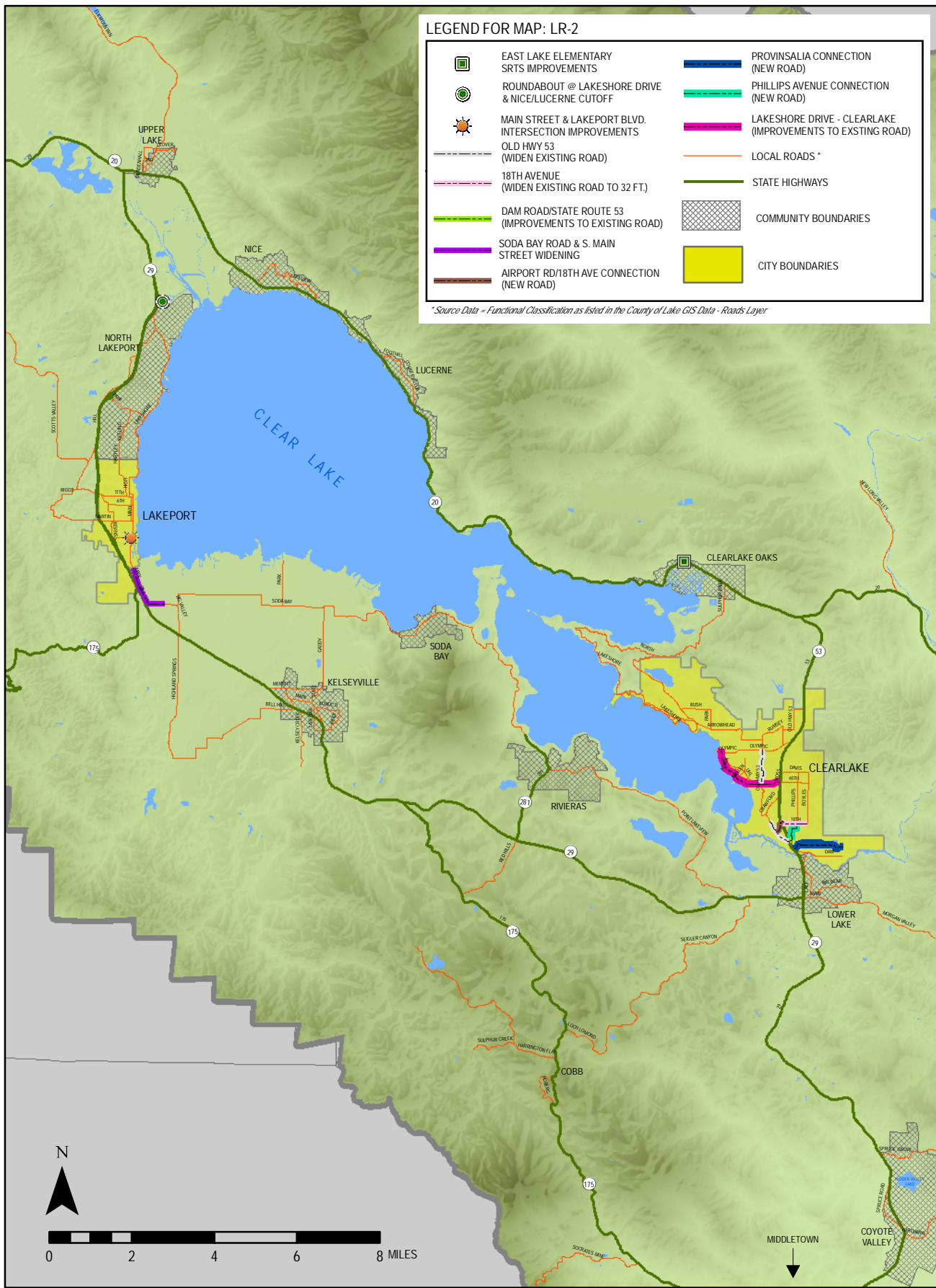


**LEGEND FOR MAP: LR-2(a)**

-  ROUNDABOUT @ LAKESHORE DRIVE & NICE/LUCERNE CUTOFF
-  MAIN STREET & LAKEPORT BLVD. INTERSECTION IMPROVEMENTS
-  SODA BAY ROAD & S. MAIN STREET WIDENING
-  STATE HIGHWAYS
-  LOCAL ROADS (ARTERIAL / COLLECTORS) \*
-  LOCAL ROADS (INCLUDES PAVED, UNPAVED, PUBLIC & PRIVATE ROADS)
-  RIVERS / CREEKS
-  COMMUNITY BOUNDARIES
-  CITY BOUNDARIES

\*Source Data = Functional Classification as listed in the County of Lake GIS Data - Roads Layer

# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



**LEGEND FOR MAP: LR-2**

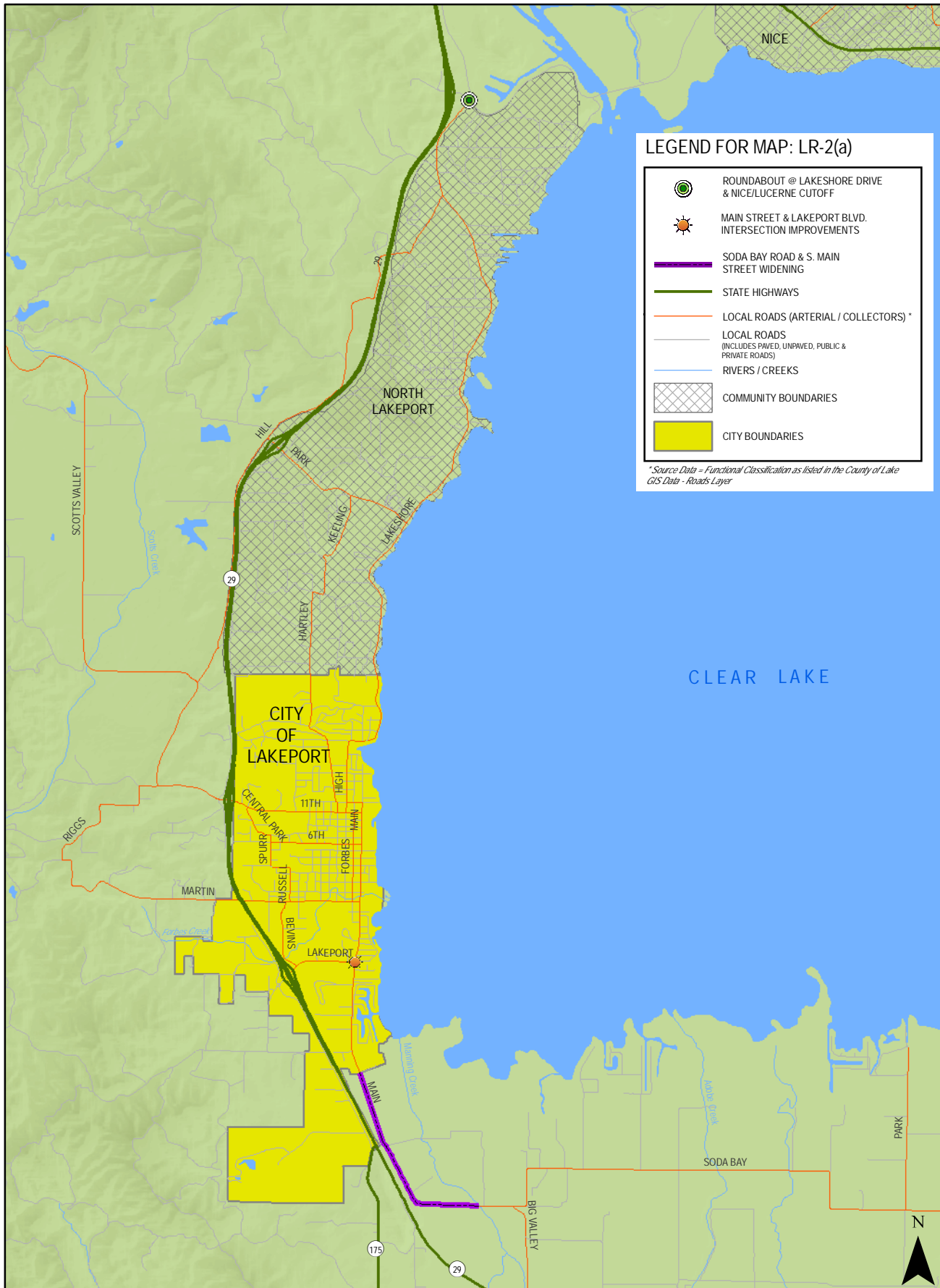
	EAST LAKE ELEMENTARY SRTS IMPROVEMENTS		PROVINSALIA CONNECTION (NEW ROAD)
	ROUNDABOUT @ LAKESHORE DRIVE & NICE/LUCERNE CUTOFF		PHILLIPS AVENUE CONNECTION (NEW ROAD)
	MAIN STREET & LAKEPORT BLVD. INTERSECTION IMPROVEMENTS		LAKESHORE DRIVE - CLEARLAKE (IMPROVEMENTS TO EXISTING ROAD)
	OLD HWY 53 (WIDEN EXISTING ROAD)		LOCAL ROADS *
	18TH AVENUE (WIDEN EXISTING ROAD TO 32 FT.)		STATE HIGHWAYS
	DAM ROAD/STATE ROUTE 53 (IMPROVEMENTS TO EXISTING ROAD)		COMMUNITY BOUNDARIES
	SODA BAY ROAD & S. MAIN STREET WIDENING		CITY BOUNDARIES
	AIRPORT RD/18TH AVE CONNECTION (NEW ROAD)		

*\*Source Data = Functional Classification as listed in the County of Lake GIS Data - Roads Layer*










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## LOCAL ROADS IN LAKE COUNTY PROPOSED PROJECTS

# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



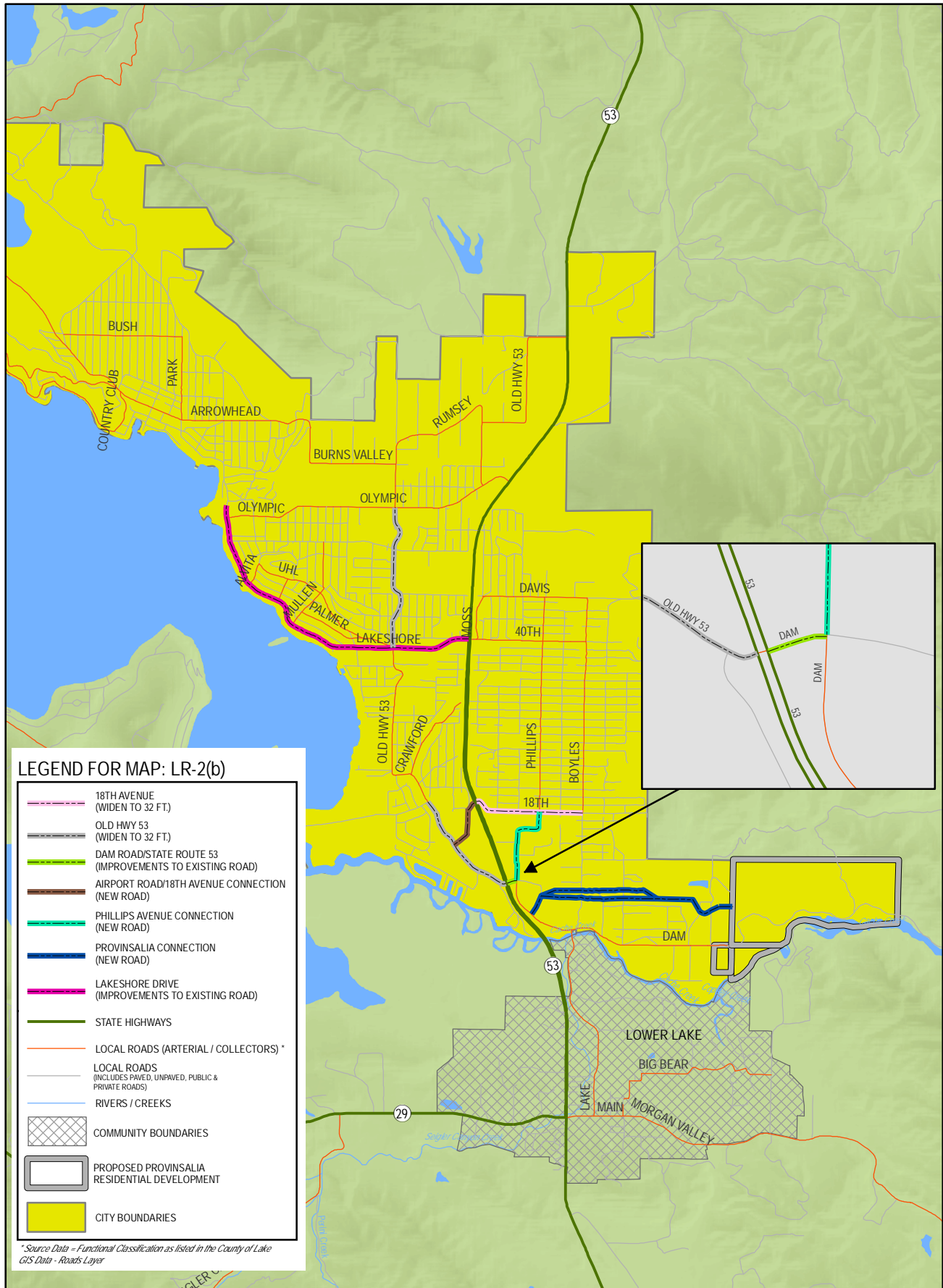
**LEGEND FOR MAP: LR-2(a)**

-  ROUNDABOUT @ LAKESHORE DRIVE & NICE/LUCERNE CUTOFF
-  MAIN STREET & LAKEPORT BLVD. INTERSECTION IMPROVEMENTS
-  SODA BAY ROAD & S. MAIN STREET WIDENING
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-  RIVERS / CREEKS
-  COMMUNITY BOUNDARIES
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\* Source Data = Functional Classification as listed in the County of Lake GIS Data - Roads Layer



# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



## LOCAL ROADS IN CLEARLAKE PROPOSED PROJECTS

## ELEMENT: BICYCLE AND PEDESTRIAN

**GOAL:** Provide safe, adequate and connected facilities and routes for bicycle and pedestrian travel within and between the communities of Lake County.

Objectives	Policies
1. Design and rehabilitate roads to safely accommodate all users, including motorists, bicyclists, pedestrians, transit riders, children, older people, and disabled people. (Complete Streets Act of 2008)	1.1 - Plan and design transportation projects in accordance with the Complete Streets Act of 2008 and Caltrans Deputy Directive 64-R1
	1.2 - Pursue funding for bicycle and pedestrian projects in coordination with state and local agencies
	1.3 - Assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Complete Streets Act of 2008
2. Develop bicycle facilities in accordance with the Lake County Regional Bikeway Plan, and the Countywide Safe Routes to School Plan	2.2 - Coordinate with other community level plans, such as Redevelopment Agency plans and the Highway 20 Traffic Calming and Beautification Plan, to implement bicycle and pedestrian improvements
	2.3 - Incorporate bicycle lanes, routes, and bicycle signs and markings in coordination with road maintenance and improvement projects
	2.4 - Incorporate bicycle parking facilities into commercial, employment and recreation facilities (destinations)
	2.5 - Fill gaps in existing, planned, or proposed bicycle or pedestrian routes
3. Develop and improve access and connectivity between pedestrian, bicycle and transit facilities and employment, commercial, residential and recreational areas (destinations)	3.1 - Pursue funding to upgrade pedestrian facilities to improve pedestrian safety and encourage pedestrian travel
	3.2 - Coordinate with planning agencies, redevelopment agencies and project developers to incorporate pedestrian, bicycle and transit facilities into commercial and residential projects
	3.3 - Coordinate with other agencies and organizations to pursue funding for planning, designing and/or constructing bicycle and pedestrian improvements and facilities
4. Reduce Greenhouse emissions and Vehicle miles traveled (VMTs) through increased pedestrian and bicycle use	4.1 - Facilitate efforts to increase pedestrian and bicycle use through community outreach in coordination with local agencies, organizations and businesses



<b>Highlights of the Bicycle and Pedestrian Element</b>	
<i>What are the issues?</i>	<ul style="list-style-type: none"> <li>• Bicycle and pedestrian facilities in Lake County are inadequate and fragmented.</li> <li>• Limited bicycle and pedestrian facilities limit mobility and accessibility for residents of all ages.</li> <li>• Many roads in Lake County were constructed without adequate pedestrian facilities.</li> <li>• Barriers, such as utility poles, sidewalk gaps and lack of curb cuts for wheel chairs, impede pedestrian travel along local roads.</li> </ul>
<i>What do these policies aim to achieve for Lake County?</i>	<ul style="list-style-type: none"> <li>• Encouraging bicycling and walking and improving safety</li> <li>• Helping to reduce greenhouse gas emissions by reducing automobile use</li> <li>• Improving the “walkability” of communities</li> </ul>
<i>Examples of projects that meet the objectives and policies .....</i>	<ul style="list-style-type: none"> <li>• Bridge Arbor multi-use path from Upper Lake to Rodman Slough</li> <li>• Priority projects in the Safe Routes to School Plan (includes bicycle and pedestrian projects)</li> <li>• Projects in the Regional Bikeway Plan</li> <li>• Sidewalks that link residential and commercial areas of communities</li> <li>• Curb cuts in compliance with the Americans with Disabilities Act.</li> </ul>
<i>What are the potential funding sources?</i>	Safe Routes to School grants, Bicycle Transportation Account grants, Transportation Enhancement funding, local funds, RSTP funds, CDBG grants, Redevelopment.

### **Issues, Problems, Challenges**

The existing non-motorized transportation network within Lake County is limited and fragmented. A lack of sidewalks and bicycle routes, barriers and impediments, and insufficient funding, combine to restrict the safe and convenient travel of pedestrians and bicyclists throughout the region. Many roads in the region were originally constructed without sidewalks, and often do not have shoulders. The insufficient pedestrian infrastructure impacts access to the transit system, especially for disabled and older passengers with mobility limitations. Throughout the community input process for the RTP, the poor condition of roads was a key issue repeatedly identified by the public including motorists, transit riders, pedestrians and bicyclists. While limited right-of-way constrains the ability to add sidewalks and bike lanes to existing streets and roads, some improvements can be made in coordination with maintenance and road rehabilitation projects.

Recent attention to climate change and rising energy costs has fueled the discussion for better non-motorized transportation choices and improved access to transit services. The rise in obesity and related health problems throughout the country has led to public health campaigns for active, healthier lifestyles. The Healthy Transportation Network, a

statewide partnership, is working with local communities to increase walking and bicycling for routine transportation as a way to improve health. The current economic climate has renewed interest in bicycling and walking as a low cost means of transportation. Interest in improving and expanding bicycle routes in Lake County has increased recently as a result of these and other factors, such as the Complete Streets Act of 2008.

The **Lake County Regional Bikeway Plan** (2006), prepared by the Lake APC, is a capital improvement program of commuter bikeways and incorporates proposals for bikeway improvements for all jurisdictions within Lake County. The plan identifies the existing bikeways and related facilities, proposed projects and maps. This plan is prepared pursuant to the California Bicycle Transportation Act which enables an eligible agency (cities and counties) to apply for funding under the State Bicycle Transportation Account (BTA). The Plan is scheduled to be updated in 2011.

The **Lake County Safe Routes to School (SRTS) Plan** developed in 2009 includes all schools in the region. The SRTS Plan serves as a guiding document for public agencies in Lake County, including the APC, City of Lakeport, City of Clearlake and the County of Lake, to improve walking and bicycling conditions around schools. The SRTS Plan identifies opportunities to improve walking and bicycling facilities and improve competitiveness when applying for funding. The Plan presents recommended improvements for each school and includes a “toolbox” of ideas to promote walking and bicycling to school.

The **Konocti Regional Trails (KRT) Master Plan**, currently under development by the County of Lake, deserves mention in the RTP from the perspective of both the transportation system and potential funding for improvements. While the focus of this plan is recreational trails and paths throughout the county, it does contain pedestrian and bicycle routes that overlap with routes commonly used for transportation purposes. Also, access to trails is supported by the transportation system through the network of local streets and roads, transit, and parking facilities. Because recreational tourism is a major component of the local economy, many users of the regional trails system are expected to be visitors who access the trails and related facilities through the existing transportation system. Consequently, when considering connections between transportation modes and destinations, the SRT Master Plan provides relevant information to the linkages and potential impacts to the overall transportation system. Similar to the interest in developing the Safe Routes to School Plan, the KRT Master Plan is being developed in part to identify priorities and support future efforts to obtain funding to develop the trails system. In the future, the KRT projects and funding sources may complement the objectives of the RTP.

A collection of planning documents address transportation along the northshore corridor served by Route 20. The **Shoreline Communities Area Plan**, a companion document to the 2008 Lake County General Plan, includes a number of policies to improve pedestrian and bicycle facilities, and a specific set of policies to implement a “complete streets” approach to transportation improvements in the shoreline communities. The **Northshore Project Area Implementation Plan (2006-2011)** encompasses four non-contiguous communities of Clearlake Oaks, Glenhaven, Lucerne, Nice and Upper Lake, all of which are located along Route 20. Developed by the Lake County Redevelopment Agency, this plan sets priorities for redevelopment activities within the project area. As noted in the plan, a major influence on the project area and local economy is Route 20. The plan aims in part to reduce the adverse impacts of Highway 20 through projects which enhance the

pedestrian circulation system. This plan, as well as components of the Shoreline Communities Area Plan, is linked to the **Highway 20 Traffic Calming and Beautification Plan** (Lake APC, 2005) discussed in the State Highway Element.

A more comprehensive approach to street planning and design, including traffic calming measures, can expand transportation options, improve safety and enhance communities.

**Performance Measures**

Performance Category	Performance Measure
Mobility	Walkability – pedestrian access to transit and commercial facilities with ¼ mile  Miles of bike routes based on the Bikeway Plan  Number of students walking and bicycling to school

**Action Plan (Proposed Projects)**

This Action Plan includes projects on state highways in Lake County as well as some local projects. The projects included are financially constrained in that they are those projects currently programmed in the STIP, or identified by local agencies and projects that are expected to be funded. The Safe Routes to School (SRTS) Plan and the 2006 Regional Bikeway Plan are available at [www.lakeapc.org](http://www.lakeapc.org) and provide addition information.

<b>2010 RTP Bicycle and Pedestrian Project List – financially constrained</b> (Note: Projects may be incorporated into a larger project for road maintenance, construction or rehabilitation)			
Project Name	Timeframe	Cost \$1,000s	Potential Funding Source
Safe Routes to School (SRTS) Plan Improvements at various locations near schools. Includes pedestrian and/or bicycle facility improvements (specific projects listed in SRTS Plan) <small>(total estimated costs for all proposed projects in the SRTS Plan = \$5,124,000)</small>	Short term (1-10 years)	\$1,300	State and federal SRTS grants; TE, local funds, BTA, RSTP
Projects consistent with the 2006 Lake County Regional Bikeway Plan <small>(Note: Plan is scheduled to be updated in 2011)</small>	Short term (1-10 years)	\$500	State and federal SRTS grants; TE, BTA, local funds,
Construct pedestrian facilities near transit stops including sidewalks, curb cuts, and removal of barriers.	Short term (1-10 years) Long term (11-20 years)	\$2,500  \$1,000	RSTP funds, Redevelopment funds, SRTS grants, Transit grants
Complete projects to eliminate sidewalk gaps in areas with existing sidewalks. Focus on routes that link residential areas to transit, businesses and services.	Short term (1-10 years) Long term (11-20 years)	\$3,000  \$500	RSTP funds, Redevelopment funds, SRTS grants, local funds, CDBG

**2010 RTP Bicycle and Pedestrian Project List – financially constrained**

(Note: Projects may be incorporated into a larger project for road maintenance, construction or rehabilitation)

<b>Project Name</b>	<b>Timeframe</b>	<b>Cost \$1,000s</b>	<b>Potential Funding Source</b>
Curb cuts in compliance with Americans with Disabilities Act (ADA) requirements	Short term (1-10 years)	\$2,000	RSTP funds, Redevelopment funds, local funds,
Projects within the unincorporated areas of Lake County			
Bridge Arbor multi-use path from Upper Lake to Rodman Slough area (Lake County)	Short term (1-10 years)	\$1,100	State and federal SRTS grants; TE, BTA, local funds,
County & Caltrans: Pedestrian and traffic calming measures consistent with the Highway 20 Traffic Calming and Beautification Plan (on local roads adjacent to SR 20)	Short term (1-10 years)	\$5,000	RSTP funds, Redevelopment funds, CDBG, SRTS grants
	Long term (11-20 years)	\$3,000	
Project within the City of Clearlake			
Clearlake - Lakeshore Drive from Olympic Drive to Old Highway 53, pedestrian improvements (note: this project is also listed in the Backbone Circulation Local Roads Element project list.)		\$2,500	RSTP funds, Redevelopment funds,

**2010 RTP Bicycle and Pedestrian Project List – financially un-constrained**

(Note: Projects may be incorporated into a larger project for road maintenance, construction or rehabilitation)

<b>Project Name</b>	<b>Timeframe</b>	<b>Cost \$1,000s</b>	<b>Potential Funding Source</b>
Safe Routes to School (SRTS) Plan Improvements at various locations near schools. Includes pedestrian and/or bicycle facility improvements (specific projects listed in SRTS Plan) (total estimated costs for all proposed projects in the SRTS Plan = \$5,124,000)	Short term (1-10 years)	\$3,824	State and federal SRTS grants; TE, local funds, BTA, RSTP
	Long term 11-20 years		
Projects consistent with the 2006 Lake County Regional Bikeway Plan (Note: Plan is scheduled to be updated in 2011)	Short term (1-10 years)	\$6,000	State and federal SRTS grants; TE, BTA, local funds,
	Long term 11-20 years	\$10,000	
Construct pedestrian facilities near transit stops including sidewalks, curb cuts, and removal of barriers.	Short term 1-10 years	\$7,000	RSTP funds, Redevelopment funds, SRTS grants, Transit grants
	Long term 11-20 years	\$9,000	
Complete projects to eliminate sidewalk gaps in areas with existing sidewalks. Focus on routes that link residential areas to transit, businesses and services.	Short term 1-10 years	\$3,000	RSTP funds, Redevelopment funds, SRTS grants, local funds, CDBG
	Long term 11-20 years	\$4,000	

## **Potential Funding Sources**

### **Bicycle Transportation Account (BTA)**

The BTA, administered by Caltrans, provides state funds for city and county projects that improve safety and convenience for bicycle commuters. The Streets and Highways Code defines a bicycle commuter as “a person making a trip by bicycle primarily for transportation purposes including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.” To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) in accordance with State requirements. The Regional Bikeway Plan (2006), developed by the APC and adopted by local jurisdictions, meets this requirement. The APC will update the Regional Bikeway Plan in 2011 in coordination with local agencies. BTA is a competitive funding program which requires a 10% local match. Since 1990, BTA grants have funded construction of several bikeways in Lake County.

### **Safe Routes to School Grants (SRTS and SR2S)**

Two separate Safe Routes to School Programs are administered by Caltrans: the State-legislated program referred to as SR2S and the Federal Program referred to as SRTS. Both programs are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school. In recent years, all three jurisdictions in Lake County have been successful in their applications for Safe Routes to School grants. These two grant programs are a key funding source which will be actively pursued to implement projects consistent with the Lake County Safe Routes to School Plan.

### **State Transportation Improvement Program (STIP)**

As discussed in the State Highway System Element, STIP funds are the main source of transportation related funding within the Lake County region, and are primarily intended for capital projects. Eligible projects include improving state highways, local roads, public transit (including buses), pedestrian and bicycle facilities, grade separations, intermodal facilities, and safety projects.

### **Regional Surface Transportation Program (RSTP)**

RSTP funds are distributed annually by the APC to each local entity on a formula bases and may be used for bikeway or other local streets and roads projects.

### **Office of Traffic Safety (OTS)**

The OTS offers grant funding to assist local agencies with bicycle and pedestrian safety and education programs. Grants are awarded on a statewide, competitive basis and are not available for construction of bikeway facilities.

### **Transportation Enhancement (TE) Program**

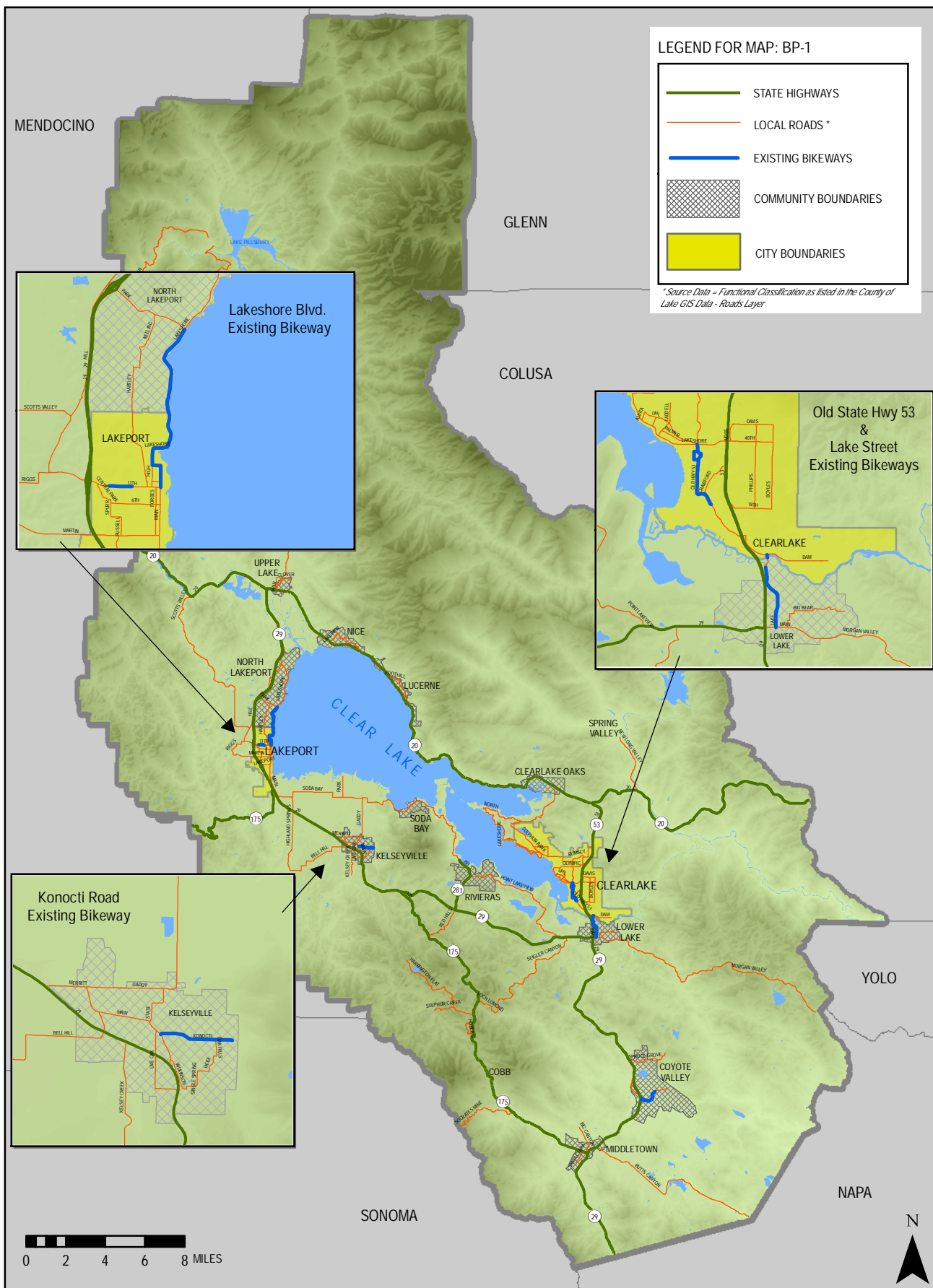
TE is a Federal funding source that provides funds for transportation-related capital improvement projects that enhance quality-of-life in or around transportation facilities. Eligible projects include facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, landscaping and other scenic beautification.

**Transportation Development Act (TDA)**

The TDA provides funding for public transportation through the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). These funds come from sales tax and are allocated by the State based on population. The APC annually allocates 2% of LTF funding for bicycle and pedestrian projects. Often, these funds are used by local agencies as a match for competitive grants such as the SRTS Programs or BTA.

Increasingly, the challenge to obtain funding for transportation projects requires both creativity and coordination with other agencies. This is especially true when funding bicycle and pedestrian projects which are often considered a lower priority than road projects and may not be eligible or competitive for traditional transportation funding sources. The importance of working cooperatively with other agencies and organizations on planning, designing and funding projects is exemplified by recent accomplishments in communities along the northshore. The Lake County Redevelopment Agency has secured funding for and managed the construction of a number of projects to improve pedestrian infrastructure in the communities of Upper Lake, Lucerne, Nice and Clearlake Oaks. The most extensive project included complete reconstruction of Main Street and the installation of sidewalks, crosswalks and lighting in Upper Lake. Such efforts which involve a variety of community goals, including improved pedestrian infrastructure and safety, provide the opportunity to address multiple issues and leverage funding to achieve these goals.

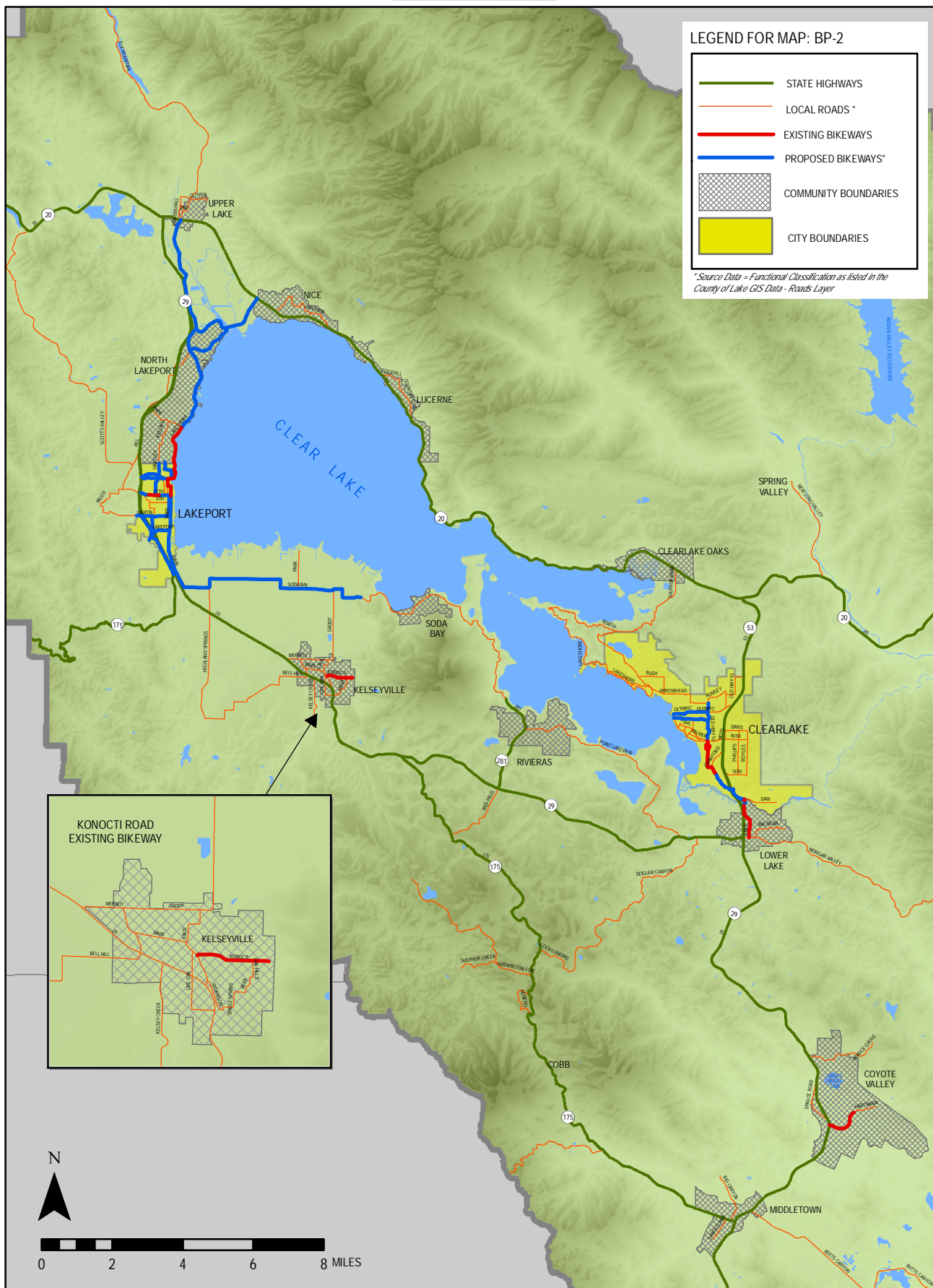
# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



**EXISTING BIKEWAYS IN LAKE COUNTY  
(BASED ON 2005 BIKEWAY PLAN)**



# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



**LEGEND FOR MAP: BP-2**

- STATE HIGHWAYS
- LOCAL ROADS\*
- EXISTING BIKEWAYS
- PROPOSED BIKEWAYS\*
- COMMUNITY BOUNDARIES
- CITY BOUNDARIES

\*Source Data = Functional Classification as listed in the County of Lake GIS Data - Roads Layer

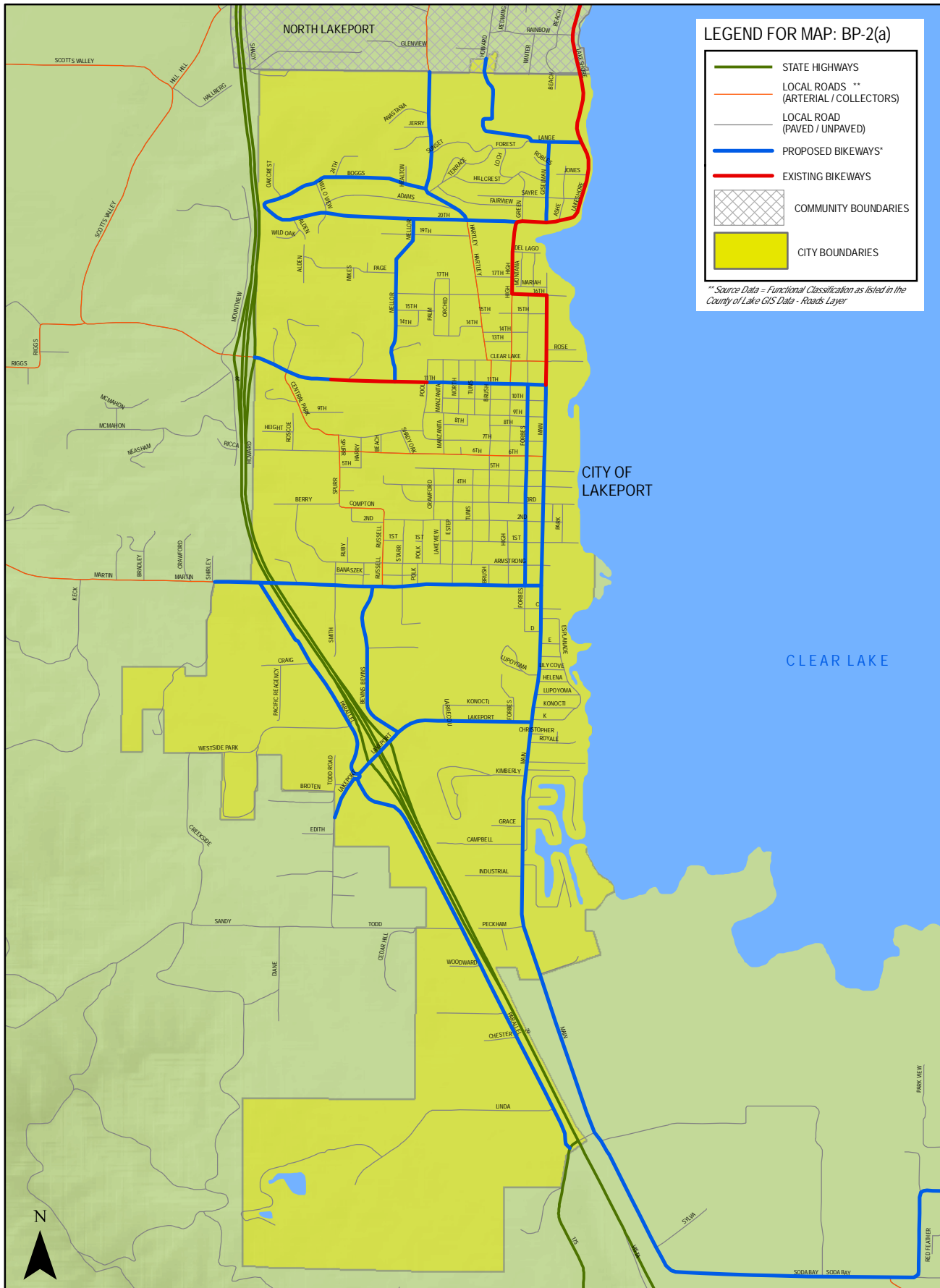
**KONOCTI ROAD EXISTING BIKEWAY**

## EXISTING & PROPOSED BIKEWAYS IN LAKE COUNTY

\*NOTE: PROPOSED BIKEWAYS INCLUDED IN THIS MAP ARE BASED ON THE 2005 REGIONAL BIKEWAY PLAN AND THE 2010 CITY OF LAKEPORT BIKE ROUTE MAP. THE LAKE COUNTY REGIONAL BIKEWAY MAP IS SCHEDULED TO BE UPDATED IN 2011.



# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



**LEGEND FOR MAP: BP-2(a)**

- STATE HIGHWAYS
- LOCAL ROADS \*\* (ARTERIAL / COLLECTORS)
- LOCAL ROAD (PAVED / UNPAVED)
- PROPOSED BIKEWAYS\*
- EXISTING BIKEWAYS
- COMMUNITY BOUNDARIES
- CITY BOUNDARIES

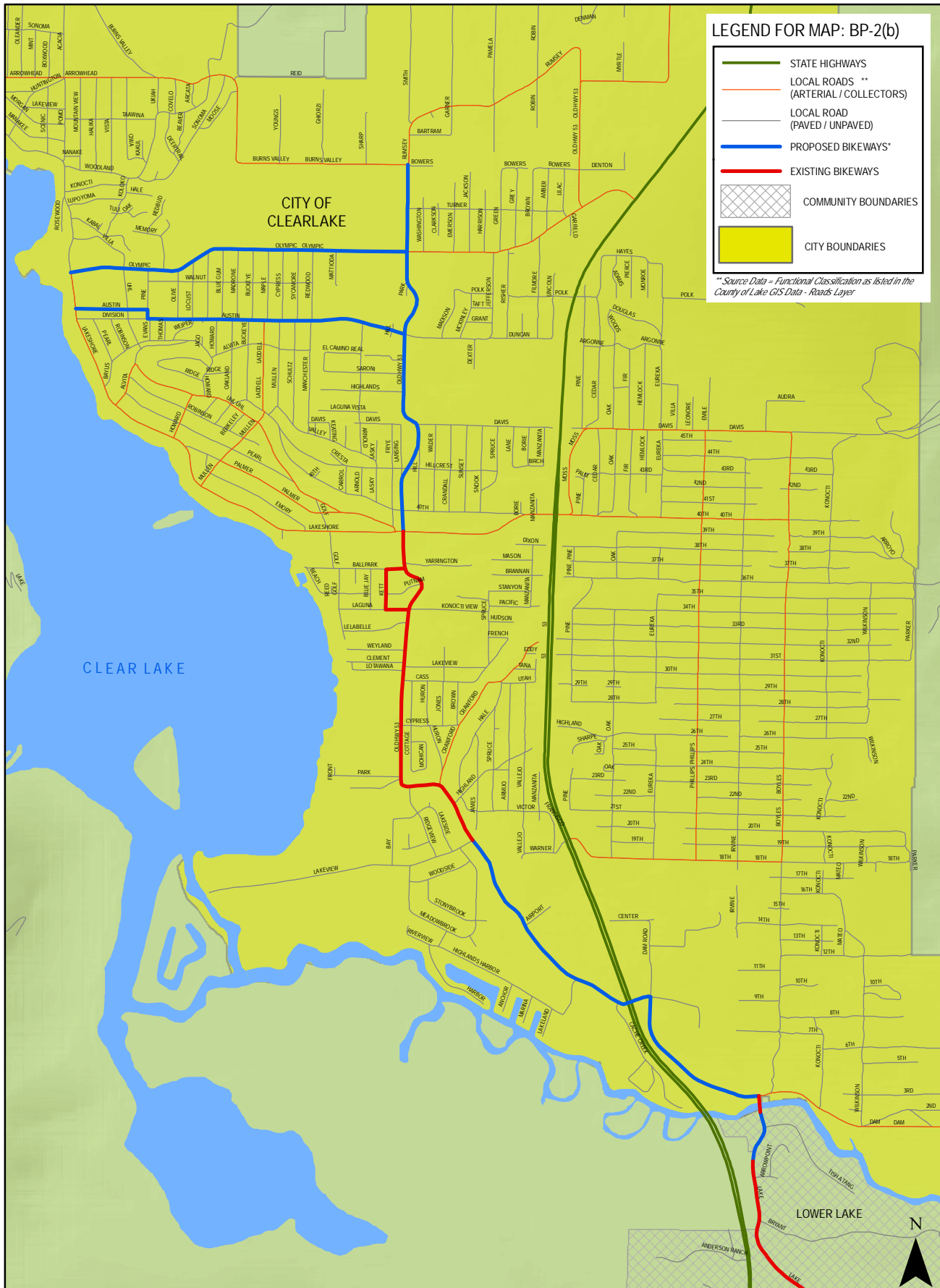
\*\* Source Data - Functional Classification as listed in the County of Lake GIS Data - Roads Layer

MAP DEVELOPED BY:  
A. PEDROTTI  
LAKE COUNTY CITY AREA PLANNING COUNCIL  
367 N. STATE STREET, SUITE 206  
UKIAH, CA 95482

## EXISTING & PROPOSED BIKEWAYS IN LAKEPORT

\*NOTE: PROPOSED BIKEWAYS INCLUDED IN THIS MAP ARE BASED ON THE 2005 REGIONAL BIKEWAY PLAN AND THE 2010 CITY OF LAKEPORT BIKE ROUTE MAP. THE LAKE COUNTY REGIONAL BIKEWAY MAP IS SCHEDULED TO BE UPDATED IN 2011.

# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



MAP DEVELOPED BY:  
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## EXISTING & PROPOSED BIKEWAYS IN CLEARLAKE

\*NOTE: PROPOSED BIKEWAYS INCLUDED IN THIS MAP ARE BASED ON THE 2005 REGIONAL BIKEWAY PLAN AND THE 2010 CITY OF LAKEPORT BIKE ROUTE MAP. THE LAKE COUNTY REGIONAL BIKEWAY MAP IS SCHEDULED TO BE UPDATED IN 2011.

## ELEMENT: TRANSIT

**GOAL: Provide reliable mobility for all citizens in Lake County**

Objectives	Policies
1. Identify unmet transit needs of residents and visitors of Lake County	1.1 - Provide a forum for public agency coordination and public involvement in the transit planning and implementation process. Provide the opportunity to receive public input at regularly scheduled Lake Transit Authority meetings
	1.2 - Convene the Social Service Transportation Advisory Council (SSTAC) at least quarterly
	1.3 - Conduct outreach efforts consistent with the Public Participation Plan
2. Establish priorities and design services to meet the mobility needs of transit users	2.1 - Coordinate with local agencies and organizations, including the SSTAC and the Disability Advisory Committee (Lakeport), to identify needs and opportunities to improve services and facilities
	2.2 - Facilitate non-emergency medical transportation services
3. Provide a safe and accessible transit system	3.1 - Support implementation of the Transit Passenger Facilities Development Plan
	3.2 - Coordinate with local agencies, organizations and businesses to improve and install transit facilities, including bus stops and shelters on existing and new roads
	3.3 - Consider the impacts on transit of new development (residential and commercial) and identify appropriate mitigation measures to incorporate into the development
	3.4 - Coordinate with state and local agencies to plan and design transit services and facilities consistent with the Complete Streets Act of 2008
	3.5 - Ensure proper maintenance of the transit fleet and operations center facility, including staff training
	3.6 - Improve connectivity between transit facilities, pedestrian facilities and bicycle facilities
	3.7 - Improve road conditions, including drainage, along transit routes.
4. Continue to improve the efficiency of the transit system	4.1 - Reduce greenhouse gas emissions
	4.2 - Reduce fuel and utility costs
	4.3 - Improve transit system performance monitoring, reliability and dispatching efficiency using GPS and mobile data transmission systems.
5. Support efforts to improve transit service to employment centers, educational institutions, public facilities and medical facilities	5.1 - Promote connectivity and coordination of service with other transportation services
	5.2 - Assist Caltrans with improving existing and locating new Park & Ride lots along transit routes
	Improve services for commuters within the county and for inter-city travel
	5.3 - Explore alternatives for increasing intercity connections to

Objectives	Policies
	locations in other counties and to other transportation systems
6. Maximize funding for transit services and facilities	6.1 - Support efforts to obtain funding through public and private funding sources for transit planning and transit services
	6.2 - Identify opportunities to utilize the Consolidated Transportation Service Agency to facilitate services that compliment and coordinate with Lake Transit services
7. Improve and monitor the security of the transit system	7.1 - Implement GPS/mobile data based video camera and automatic vehicle locator equipment to monitor security and quality assurance, and to enhance performance monitoring and track transit system reliability
	7.2 - Support Lake Transit Authority efforts to plan and provide for transit services for security and emergency response and recovery efforts
	7.3 - Coordinate with County OES/Emergency Response Commander on emergency response planning activities, including identification of bus stop locations near potential evacuation centers (schools, senior centers, etc.)

**Issues, Problems, Challenges**

Lake Transit Authority was established in 1996 through a Joint Powers Agreement approved by the County and the two incorporated cities of Clearlake and Lakeport. Lake Transit Authority contracts for administrative, management, operating and maintenance services. Paratransit Services, Inc. currently manages the day-to-day operations and maintenance of the transit system.

Several demographic factors contribute to the need for public transit services in the Lake County region. The current population 65 and over in Lake County is 16.2 % of the population and is estimated to increase by 2030. Lake County has a higher than average percentage of low income residents, with 17.9% living below the poverty level (compared to 13,3% statewide) and a median household income of \$ \$38,926 (compared to \$61,017 statewide). The aging population combined with the continued popularity of Lake County as a retirement destination is likely to further increase demand for transit services over the next 20 years. Youth also use transit, and young adults use transit to travel to work, school and job training. Students travel to GED classes and college classes offered at the local community colleges. As additional restrictions on driver’s licenses for young drivers go into effect over the coming years, it is likely that more youth will use transit.

Lake Transit Authority provides public transit service in Lake County, and intercity bus route service between Napa County (Calistoga and St. Helena), Lake County (Middletown, Hidden Valley, Clearlake, Lower Lake, Kelseyville, Lakeport, Upper Lake), and Mendocino County (Ukiah). Services include fixed-route and deviated fixed route (flex route) bus services and Dial-a-Ride services. Low-income, young, disabled and elderly persons in Lake County are often dependent on transit to provide access to basic services and facilities. In recent years, the demand for transit services from commuters traveling within and outside of Lake County has increased (based on the results of the 2008 Commuter Survey). The primary clients for Dial-a-Ride services are the elderly and disabled. Many

of the transit routes travel along the state highway system, including State Routes 20, 29 and 53, as well as Highway 101 (to the City of Ukiah in Mendocino County).

The **Consolidated Transportation Services Agency (CTSA)**, established through the Social Service Transportation Improvement Act (Act), to achieve transportation coordination goals set forth in the Act. In Lake County, the Lake Transit Authority is the designated CTSA. The CTSA can utilize Local Transportation Fund (LTF).

The **Social Services Transportation Advisory Council (SSTAC)** participates in the identification of transit needs, including unmet transit needs, and advises the Lake APC on transit issues, including the coordination and consolidation of specialized transportation services. The membership of the SSTAC is based on the requirements set forth in the State statute that defines the responsibilities of the SSTAC. The Lake SSTAC meets quarterly and reports regularly to the Lake APC, and provided valuable input to the development of this Transit Element.

The **Transit Development Plan (2008)** and the **Transit Passenger Facilities Development Plan (2006)** are two key planning documents which identify detailed goals and policies for the public transit services in Lake County. Both of these plans are included by reference in the RTP. The TDP identifies issues regarding transit, determine the community needs for transit service, evaluated the current transit service and defines solutions to improve transit. The TDP includes a financially-constrained short-range transit plan. The Transit Passenger Facilities Development Plan provides transit improvement standards appropriate to the specific conditions of the Lake Transit service area, and presents a recommended program of transit passenger facilities improvements. The plan includes projects to locate new transit stops, install shelters and incorporate transit facilities into existing residential and commercial developments and the design of new developments.

Projects funded through three programs in SAFETEA-LU are required to be derived from a locally developed, **Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)**. The Coordinated Plan for Lake County was developed in 2008 through a contract funded and managed by Caltrans in consultation with key stakeholders and Lake APC staff. The Coordinated Plan is designed to be a unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.

The need for increased transit service in the future can be grouped into three categories: (1) Expanding service on existing routes, through more frequent service and additional stops; (2) adding new routes to serve existing and new residential and commercial areas; and, (3) providing intercity bus services to the Sacramento Valley and Santa Rosa. An additional route to compliment existing service in Clearlake may be established, and the area served by Route 8 in Lakeport may be extended to meet increased demand. In addition to increased demand for fixed route service, the existing and increasing population of seniors in Lake County will lead to a demand for extended para-transit services and transportation to senior centers. Senior Centers are located in the communities of Middletown, Kelseyville, Clearlake, Lakeport and Clearlake Oaks. Senior Centers provide a variety of services including meals, social activities, exercise programs,

and information and assistance for seniors. Eventually dial-a-ride services could expand to serve the communities of Middletown/Hidden Valley Lake, Kelseyville and Lucerne.

Most of the commercial and residential areas served by Lake Transit Authority were developed before transit service existed and do not have adequate transit access and facilities. Until recently, transit needs, both facility needs and transit service needs, were seldom taken into consideration during the development of residential and commercial projects. Consequently, many existing bus stops need improvements, especially those that lack sidewalks and adequate space for benches or shelters. In addition to improving existing bus stops, new accessible bus stops are needed to improve access to the transit system. Such transit passenger facilities include bus stops, ADA compliant features, signs, benches and shelters. Improving access to the transit system requires addressing barriers and impediments such as gaps in sidewalks, utility poles on sidewalks, and inadequate pedestrian paths between bus stops and the residential and commercial locations transit riders need to access. The location of new bus stops needs to be taken into consideration during the planning and design phases of commercial and residential development, in coordination with the Lake Transit Authority. There is also a need for transfer facilities, especially in Clearlake and Lakeport, to facilitate connections between bus routes. A need has also been identified for ticket and package express office for intercity bus service. The lack of pedestrian facilities along rural roads and highways, and at rural intersections, creates development issues that often exceed the capability of the transit system to fund and develop accessible stops. There is a need to explore additional participation in these projects by state and local government agencies, private development, and the public, perhaps through a local option sales tax.

The need for improved Non Emergency Medical Transportation (NEMT) services in Lake County has been identified during a number of community outreach and transportation planning efforts, including those conducted during the update of the RTP. People living in Lake County, especially the more remote areas of the region, often must travel considerable distances to reach medical appointments. Many residents rely on fixed route and Dial-a-Ride services offered by Lake Transit to access medical services. Transportation options are limited in Lake County, and the medical needs of the population continue to grow as the population ages. In 2009, the Lake APC was awarded a Transit Technical Planning Assistance Grant to develop a NEMT Plan for Lake County to help address this issue. The project was initiated in 2010 and the NEMT Plan is scheduled to be completed in early 2011. It is expected that transit will play an increased role in providing NEMT services.

Poor road conditions can lead to bus damage and reduced bus service life, as well as provide an uncomfortable experience for passengers. This problem is compounded by the fact that some of the roads used by Lake Transit are private, or not maintained by the local Departments of Public Works. One approach to addressing this issue is to identify key transit routes along arterial and collector streets and prioritize these roads for repairs, maintenance and paving. This will involve increased coordination with local, regional and state agencies. This may also require efforts to obtain funding from multiple sources.

Access to roads in private developments is often restricted and impacts the ability to provide transit service to such developments. As future developments are approved in the

region, transit service must be considered and should be accessible from the development within a reasonable distance or designed as part of the transportation infrastructure of the development.

Lake Transit Authority is dependent on using gasoline and diesel fuels to operate the bus fleet. This is due in large part to the absence of a natural gas pipeline in Lake County. As emissions reduction requirements inevitably increase, or alternatively, reduce the viability of diesel power, the cost of operating with gasoline and diesel is likely to increase. Other alternative fuels may be feasible, including the use of ethanol blends and liquefied natural gas (LNG).

Lake Transit Authority operations span considerable distances and often operate in isolated areas where there is little assistance for a mechanical failure, a passenger incident, or other security problem. As additional intercity and NEMT services are provided, the need for real time security monitoring increases. Although buses are equipped with radios, there are many situations where the driver may not be able to communicate verbally without exacerbating the situation. In addition, video camera systems and vehicle tracking serve as a deterrent to crime by providing an audio and video record from multiple vantage points. GPS/AVL systems are being added to buses using California Transit Security Grant Program (Proposition 1-B) funds. These systems allow real-time monitoring of bus location based on GPS and the use of the cellular phone network. The cellular phone network provides coverage in locations where radios may not have coverage, and is constantly improving with the installation of new antennas. Video monitoring systems also use the GPS and cellular network communications to allow onboard surveillance in the event of a security problem.

**Performance Measures**

Performance Category	Performance Measure
On-time performance	Percent of on-time trips (goals identified in the Transit Development Plan).
Bus stop facility improvements	Number of improvements completed
Vehicle reliability	Number of road service calls
Service Efficiency	Farebox ratio

The Transit Development Plan and the Passenger Facilities Plan provide a more detailed discussion of issues and proposed projects, including potential sites for bus stop improvements. Both documents are available at [www.lakeapc.org](http://www.lakeapc.org). The projects included in the chart below are key projects and project categories which are reasonably expected to be completed in the timeframe of the RTP.

<b>2010 RTP Transit Project List – financially constrained and unconstrained</b> (Projects to be consistent with the TDP and the Passenger Facilities Development Plan) (Projects such as bus stops may be incorporated into a larger project as a condition of development or for road maintenance, construction or rehabilitation)			
<b>Project Name</b>	<b>Timeframe</b>	<b>Cost (\$1,000s)</b>	<b>Potential Funding Source</b>
Purchase Transit Vehicles	Short term (2010 -20)	\$718 (2012-13)	STIP; grants; TDA (LTF, STA), (PTMISEA)
	Long term (2021-30)	\$1,810 (2011-17) \$1,600 (2012-20) \$5,000 (2021-30)	
Bus security and communication equipment	Short Term 1-10 years	\$165	CTSGP
	Long Term 11-20 years	\$200	
Electronic fare management system	Long Term	\$500	
Bus stop amenities including wheelchair access, benches, shelters, signage, bus turnouts for existing and new routes.	Short term 1-10 years	\$2,035	grants; TDA (LTF, STA), TE, local funds,
	Long Term 11-20 years	\$300	
Automatic bus wash	Short term 1-10 years	\$100	
Operations Facility Expansion	Long term	\$1,000	
Lakeport Transit Center (unconstrained)	Short term 1-10 years	\$1,000	5311(f), grants
Clearlake Transit Center (unconstrained)	Short term 1-10 years	\$2,600	

### **(Potential) Funding Sources**

Transit programs rely on multiple funding from federal, state and local sources. These sources are summarized below.

### **Federal Funding sources**

#### **FTA Section 5311 – Non-Urbanized Formula Program**

Federal transit funding for non-urbanized areas with a population of less than 50,000 is currently provided through the Federal Transit Administration (FTA) Section 5311 program. While Countywide the population is greater than 50,000, the area cannot be claimed as a part of a larger urbanized area and therefore, individual communities within the County may qualify for these funds. An 11.47 percent local match is required for



capital programs and a 44.67 percent match for operating expenditures. These funds are administered by Caltrans through a grant application process. Seventy-five percent of California's Section 5311 apportionment (regional apportionment) is redistributed to RTPAs based on the population. Fifteen percent of the State's 5311 apportionment is designated for **5311(f)** intercity bus programs and 10 percent is spent on administrative expenses.

#### **FTA Section 5317 New Freedom Program**

This program under Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides formula funding for "new" public transportation services beyond those required by ADA for persons with disabilities. The idea behind the program is to help communities provide transportation services beyond those required by ADA and to help people with disabilities participate more fully in the workforce and in community life. Eligible projects include voucher programs and volunteer driver programs. Funds are apportioned to the individual states based on the disabled population, and only 20 percent is available to non-urbanized areas. To be eligible for funding, projects outside urbanized areas must be included in, or be consistent with the Statewide Long-Range Transportation Plan, as developed by the state, and must be included in the STIP. As with the JARC program, projects must be derived from the Coordinated Human Services Transportation Plan. An 80/20 match is required for capital projects, and at least a 50/50 match for the project's net operating expenses. The maximum per project per year grant award is \$200,000.

#### **FTA Section 5316 Job Access and Reverse Commute Program (JARC)**

The JARC grant program assists states and localities in developing new or expanded transportation services that connect welfare recipients and other low income persons to jobs and other employment related services. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons. Reverse Commute projects provide transportation services to suburban employment centers from urban, rural, and other suburban locations for all populations. JARC funding is available for transit services in rural and small urban areas. A JARC applicant must also have a Coordinated Human Services Transportation plan. Lake County is in the process of conducting its plan through Nelson Nygaard with oversight by Caltrans. This plan was completed in 2008. An 80/20 match is required for capital projects, and at least a 50/50 match for eligible operating expenses. The maximum per project per year grant award is \$200,000.

Congress reauthorizes funding for transportation programs every five years. The current funding is based on SAFETEA-LU which authorized funding from FY 2005-FY 2009. A continuing authorization based on SAFETEA-LU provides for funding in FY 2010. It is anticipated that Congress will act soon to reauthorize federal transit funding for a five year period. The reauthorization legislation may change priorities and modify the funding available to Lake Transit Authority. The funding projected above may change as a result of reauthorization.

## **State Funding Sources**

### **Transportation Development Act LTF Funding**

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The major portion of TDA funds are provided through the Local Transportation Fund (LTF). These funds are generated by a one-fourth cent statewide sales tax, returned to the County of origin. Two percent of the funds may be provided for bicycle and pedestrian facilities, at the prerogative of the regional transportation planning agency consistent with TDA regulations. The remaining funds must be spent for transit and paratransit purposes, unless a finding is made by the Transportation Commission that no unmet transit needs exist that can be reasonably met. At present, LTF comprises the majority of Lake County's annual revenues

### **State Transit Assistance (STA) Funds**

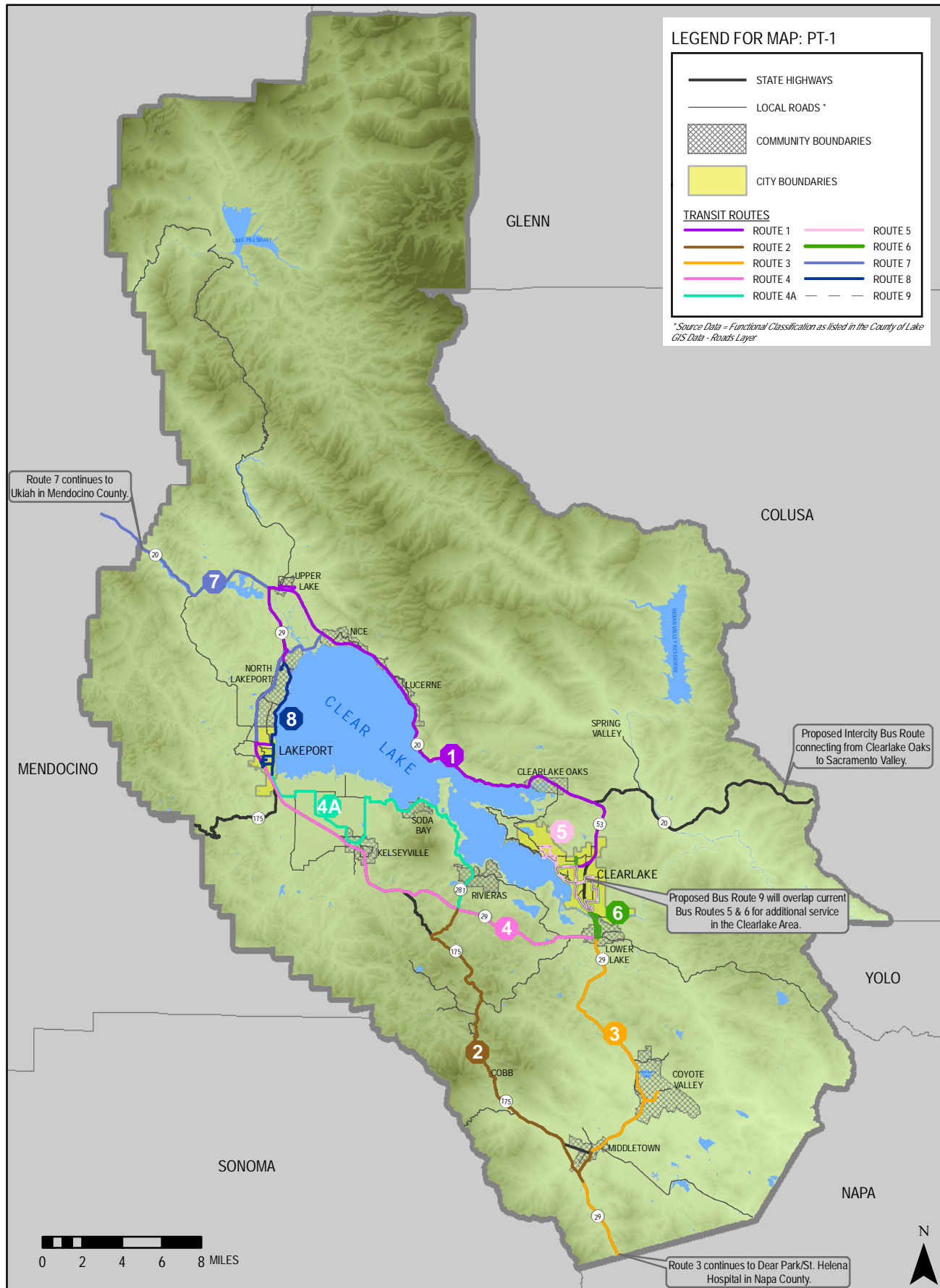
Until recently, the TDA included a State Transit Assistance (STA) funding mechanism. The sales tax on gasoline was used to reimburse the state coffers for the impacts of the one-fourth cent sales tax used for the Local Transportation Fund. Any remaining funds (or "spillover") was available to the counties for local transportation purposes. In 2010 the Governor changed this funding mechanism. In March 2010, the Governor signed ABx89 which appropriated \$400 million to transit operators to help fund operations for the remainder of 2009-10 and 2010-11., and provided that 75 percent of revenue from the diesel sales tax be directed to transit operators beginning in 2011-12 (roughly \$350 million per year statewide). Starting in 2011-12, STA funds will come from the new diesel fuel tax. However, this is not guaranteed and is subject to budget manipulation. The 2011-12 STA is estimated to be approximately \$150,000 for Lake Transit Authority, and, if it continues to be allocated, is expected to grow over time at a pace slightly faster than inflation.

### **Local Funding Sources**

The three local funding sources available for Lake Transit are bus fares, Route guarantees and advertising. Route guarantees are funds provided by businesses or organizations that are served by a transit route to help support continued transit service to their facility. Lake Transit has an established advertising program for ads on the outside of the buses.

The increasing uncertainty of State and Federal transit funding sources presents the need to explore state and federal highway funding sources, a local option sales tax, GHG mitigation fees, development fees, and other options for funding transit in Lake County.

# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



## ELEMENT: TRIBAL TRANSPORTATION SYSTEM

**GOAL:** For the tribal residents of Lake County to have a safe, effective, functional transportation system, including streets, roads, transit, pedestrian and bicycle facilities.

Objectives	Policies
1. Consider the transportation needs of tribal members, employees and customers traveling between tribal communities, housing, employment centers, public service facilities, medical facilities and schools	1.1 - Develop and design transportation projects in coordination with Tribal Transportation Plans.
	1.2 - Coordinate with tribal communities during planning, design and construction of transportation projects to address and manage potential impacts to cultural, archaeological and environmental resources.
	1.3 - Facilitate protection of cultural resources during design, construction and maintenance of transportation facilities.
2. Consult with and involve Tribal communities early in the planning and design process	2.1 - Assist tribal communities with the development of Tribal Transportation Plans and other efforts as requested.
	2.2 - Invite tribal representatives to participate in public participation efforts, workshops and advisory committees.
	2.3 - Provide for consultation with tribal councils and tribal community members.
3. Facilitate access to transportation resources for tribal communities	3.1 - Support efforts by tribal communities to obtain funding for transportation projects.
	3.2 - Provide information to tribal communities on opportunities to receive information, assistance and funding to improve transportation services for tribal members, employees and visitors.

### Issues, Problems, Challenges

Lake County has seven recognized tribes, and five currently have land. Native Americans have lived in the Lake County area for thousands of years and a strong connection to the land continues today. Consequently, there are many cultural, archaeological and environmental resources throughout Lake County. While some resources have been identified and well documented, many have yet to be documented. Early consultation with tribal communities in the planning, design and construction of transportation projects provides the opportunity to identify and address important issues.

In recent years, there has been an expansion of tribal facilities that provide employment (casinos, restaurants, lodging, etc.) and tribal housing in Lake County as tribal communities strive to provide for their members. Currently, there are three casinos with a fourth in development. Bureau of Indian Affairs (BIA) Roads Inventories have been developed in the past in coordination with the BIA, and some tribes have developed Tribal Transportation Plans. Indian Reservation Roads (IRR) are identified in the BIA Roads Inventory. There are funding sources available for some types of tribal transportation projects through federal and state sources. In 2009 the Lake County Tribal Health Consortium initiated a construction project to expand the Tribal Health Clinic on Bevins Court in Lakeport and provide additional medical, dental and a variety of other services.

The site is currently served by Lake Transit Route 8, a new route established in 2009 to address increased demand along Bevins Street and other locations in Lakeport.

Improving services and providing economic opportunities for members are two common goals of the tribal communities in Lake County. Expansion of commercial facilities operated by tribal communities, including casinos and hotels, provides employment for tribal members as well as other residents of Lake County. The broader transportation system which serves these facilities is an important element of their future success. Continued coordination and consultation between the tribal communities and local, state and federal agencies is critical to proactively identifying issues and opportunities to maintain an efficient and safe transportation system.

As previously mentioned, the construction of an expansion of the Tribal Health Center in Lakeport was initiated in 2009. During the design of the project, the Tribal Health Consortium worked with Lake Transit Authority to incorporate a bus stop at the site. In September 2009 Lake Transit added a new route which serves the Tribal Health Center. Access to medical services is an issue for many residents of Lake County, including tribal community members. In 2010, the Lake APC initiated a project to develop a Non-Emergency Medical Transportation (NEMT) Plan for Lake County. The purpose of the NEMT Plan is to identify options and strategies for improving access to medical services. The Tribal Health Center, as a service provider, is a key stakeholder in the development of the NEMT Plan.

While there are limited resources for tribal transportation projects in Lake County, there are funding programs and assistance intended specifically for tribal communities. In addition, the BIA receives Highway Trust Funds (HTF) from the Federal Highway Administration (FHWA) – Federal Lands Highway Office (FLH) and distributes funds to the BIA regional offices based on an allocation formula. Funding is discussed in more detail under *Potential Funding Sources* later in this section.

In 1991, to help tribal governments improve management of their transportation networks, FHWA created the Tribal Technical Assistance Program (TTAP). Today, seven regional TTAP centers provide a variety of training programs, an information clearinghouse, updates on new and existing technology, and personalized technical assistance to tribal governments. Through these core services, the TTAP centers offer help in workforce development, asset management, and solutions to safety, environmental, congestion, capacity, and other issues. The TTAPs work with tribes in support of a number of FHWA programs related to road management and safety, including key programs administered by the FHWA program offices, with a particular focus on the IRR program managed by FLH. For example, TTAP centers provide assistance with transportation planning, development and coordination of tribal and State transportation improvement programs, environmental reviews and mitigation efforts, highway and work zone safety, and asset management.

### **Profiles of Lake County Tribes**

Below is a short profile of each of the tribes in Lake County and a map, where applicable, depicting the location of tribal lands and roads located on or near the tribal lands.

- **The Big Valley Rancheria** is comprised of approximately 53 acres on the southwest shore of Clear Lake, south of the City of Lakeport. The big Valley Rancheria is adjacent to Soda Bay Road. The Konocti Vista Casino is located on the west side of Mission Rancheria Road, a county road which is accessed from Soda Bay Road. The facility includes a casino with a restaurant, bar and banquet facilities, an 80 room hotel, a marina with 90 boat slips and an RV park with 74 spaces. The Rancheria also has a community center on the north side of Soda Bay Road and new housing units on the south side of Soda Bay Road. The area is served by Lake Transit Route 4A with scheduled stops at the Konocti Vista Casino. The U.S. Census Bureau Profile, 2000 General Demographics Characteristics, identified the total population of the Big Valley Rancheria to be 225.

**BIA Roads Inventory:** The 1997 BIA Roads Inventory for Big Valley Rancheria indicates that the BIA IRR Inventory serving the Big Valley Rancheria is composed of 3.25 miles of BIA and County roads. The principle access road which forms the southern boundary of the rancheria is Soda Bay Road. Mission Rancheria Road, a county road, is the main north-south road through the rancheria and provides access to the Konocti Vista Casino Resort and Marina as well as some tribal housing. Mission Rancheria Road, a tribal road, east of Mission Rancheria Road serves homes.

- **The Elem (Sulphur Bank) Rancheria** – The Elem Indian Colony lies on a gently sloping point on the lake front at the east end of Clear Lake in Lake County just north of the community of Clearlake Oaks. The Rancheria comprises 50 acres.

The U.S. Census Bureau Profile, 2000 General Demographics Characteristics, identified the total population of the Rancheria to be 69. According to the BIA Roads Inventory (September 1996), the Elem Indian Colony has 1.40 miles of BIA Roads of which all are on the BIA Road System. Elem Drive (BIA Route 120) provides the main access into the Colony via an easement through private land. Lake Transit Route 1 travels along State Route 20.

**BIA Roads Inventory:** The 1996 BIA Roads Inventory for the Elem Indian Colony indicates that the BIA IRR Inventory serving the Colony is composed of 1.40 miles of BIA roads, all of which are on the BIA Road System. Elem Drive (BIA Route 120) provides the main access into the Colony via an easement through private land. Pomo Street forms a loop serving several homes and is bisected by Elem Drive.

- **Lower Lake Rancheria** (The Koi Nation) – Though a federally recognized Indian tribe, the Lower Lake Rancheria Koi Nation remains landless. The Lower Lake Rancheria was officially sold in 1956 when the County of Lake offered to acquire 99 acres of the rancheria to build an airport. The majority of Koi tribal members relocated to cities throughout the Bay Area. The airport, Pearce Field, was closed in the early 1990s and the property is now owned by the City of Clearlake and zoned for commercial development. The tribal government continues to seek a land base on which to establish economic development to provide a variety of services to its members, including adequate housing, healthcare, educational and vocational opportunities, and proper care for tribal elders.

- **Middletown Rancheria** – Middletown Rancheria is located two miles south of Middletown on the west side of State Route 29, and encompasses 108.7 acres of tribal trust land. Twin Pine Casino and Hotel is located on the rancheria and adjacent to SR 29. The hotel, opened in March 2009, has 60 rooms, a restaurant, and a bar. In 2009, improvements were made to SR 29 to add a left turn lane for access to the casino and hotel facility. Lake Transit Route 3 travels along SR 29 and includes a stop at Twin Pine Casino and Hotel.

The Middletown Rancheria developed a 20-year Transportation Plan in October 2003 to identify and prioritize needed transportation improvements for new and existing facilities. The 20-year plan includes a Transportation Improvement Program (TIP) which presents a prioritized list of road improvement projects proposed for funding. This Plan will assist the rancheria and other agencies over the next 20 years to plan and prioritize necessary transportation improvement projects to meet increased traffic demands.

In April 2003 a Master Land Use Plan was developed for the Middletown rancheria. This Plan addresses future housing, commercial, institutional, recreational, and cultural development for the rancheria.

**BIA Roads Inventory:** The 1997 BIA Roads Inventory for the Middletown Rancheria indicates that the BIA IRR serving the rancheria is composed of 8.325 miles of BIA and State roads. Of this total, 1.375 miles are on the BIA Road Systems and 6.950 miles are on the State Highway System. State Highway 29 forms the northeast boundary of the rancheria and provides the main access to the Twin Pine Casino and Hotel. Rancheria Road (BIA Route 220) runs south and west through the center of the rancheria.

- **Robinson Rancheria.** Most of the tribal property of Robinson Rancheria is adjacent to SR 20 between the communities of Nice and Upper Lake on approximately 107 acres. The Robinson Rancheria Resort and Casino is adjacent to SR 20 and includes a casino, a 48 room hotel, bar, restaurant and entertainment showroom. The tribe has 477 members and also operates a Community Center, child care center and the Robinson Rancheria Environmental Center. There are currently 188 people living on the rancheria, of which 163 are Native American. Less than 11% of the population is over 62 years of age, and the median age of the population is 19 years. A total of 49 houses are located on the rancheria, of which 38 are owner-occupied. Additional homes are proposed along the western side of Acorn Road, which is located east of State Route 20 and serves as the main interior road for the northern parcel. Homes may also be added to Meadow Lark Lane in the future. In 2009, improvements completed on SR 20 near the rancheria included shoulder widening. Lake Transit Route 1 travels along SR 20 and has scheduled stops at Robinson Rancheria.

**BIA Roads Inventory:** The current BIA-IRR system consists of 1.1 miles of BIA roads, 35.5 miles of County roads, and 0.4 of state highway, as of 2008.

- **Scotts Valley Band of Pomo Indians** – The Scott's Valley Rancheria was re-established in 1992 after the Federal Government determined the tribe had been improperly dissolved. Although the original 56-acre parcel had been lost by the

tribe in 1958, a 35 acre parcel on Red Hills Road in Kelseyville was purchased with grant funding in 1997. Preliminary plans have been developed for possible development scenarios of the Red Hills property. If such plans come to fruition, the developed property would include approximately 35 homes, an apartment complex, retirement facility, restaurant, museum/cultural center, park and helicopter landing pad. Approximately 250 feet of paved roadway currently exists to access residential housing, however additional infrastructure will be necessary to support development plans.

BIA Roads Inventory is not available for the Scotts Valley Band of Pomo Indians.

- **Upper Lake Rancheria** (Habematolel Pomo tribe)  
The original location of the Upper Lake Rancheria, just north of the community of Upper Lake in Lake County, was lost through federal termination in the mid 1950's. The property was eventually transferred to individual owners. Today, the Tribe is comprised of 181 members, all of whom are lineal descendants of the 28 original members who were on the Plan of Distribution, and were plaintiffs' in the federal Court case of 1975 - 1983 that lead to its restoration of the Tribe. Approximately 33% of the Tribe's members reside in Lake County, or about 60 of its 181 members.

The Tribe recently purchased sixty (60) acres of land approximately 1/4 mile from its governmental offices in Upper Lake and one (1) mile from its former rancheria. In 2009, a tribal gaming compact was approved, allowing the tribe to proceed with plans to build a casino at the site. Eventually the project will include a hotel, wine shop and meeting rooms. The first phase, scheduled to open in the fall of 2010, will include a casino housed in a temporary structure. The tribe is coordinating with Caltrans to install needed improvements along SR 20. Lake Transit Route 1 travels along SR 20.

**BIA Roads Inventory** The 1998 BIA Roads Inventory for the Upper Lake Rancheria indicates that the BIA IRR serving the rancheria is composed of 2.15 miles of county roads, although this information is based in part on the former Rancheria land and does not include the 60 acre property recently acquired by the tribe.

### **Potential Funding Sources**

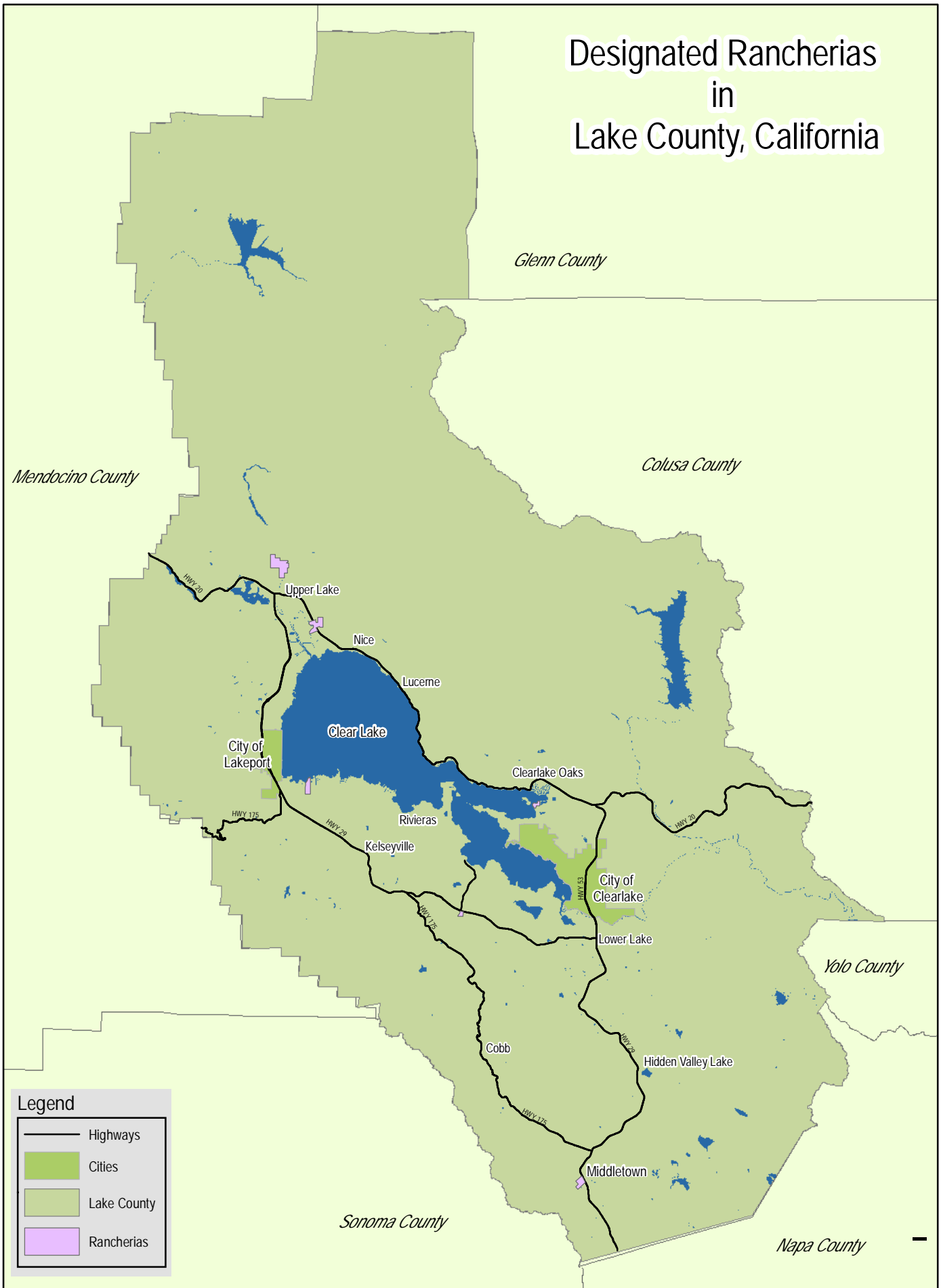
Funding is available to the Area Planning Council from which the tribes within Lake County may benefit. Some of these funding sources are controlled directly by the APC, while others are awarded and administered by either the State or Federal government agencies, such as Caltrans. In some cases, due to the current structure of many of the funding programs, the tribes themselves cannot be direct recipients of funds. A tribal project can, however, be eligible for the funds in partnership with another agency such as a city, county or state agency acting as the project sponsor and administering the project on behalf of the tribe.

The **Indian Reservation Roads** (IRR) Program addresses transportation needs of tribes by providing funds for planning, designing, construction, and maintenance activities. The purpose of the IRR program is to provide safe and adequate transportation and public







road access to and within Indian reservations, Indian lands and communities for Native Americans, visitors, recreationalists, resource users and others while contributing to economic development, self-determination, and Native American employment. The program is jointly administered by the Federal Highway Administration's Federal Lands Highway Office and the Bureau of Indian Affairs (BIA) in accordance with an interagency agreement. The BIA and Tribal governments undertake most of the design and construction of IRR projects. Under Public Law 93-638 contracts, Tribal governments can develop and operate portions of the IRR Program within its boundary.

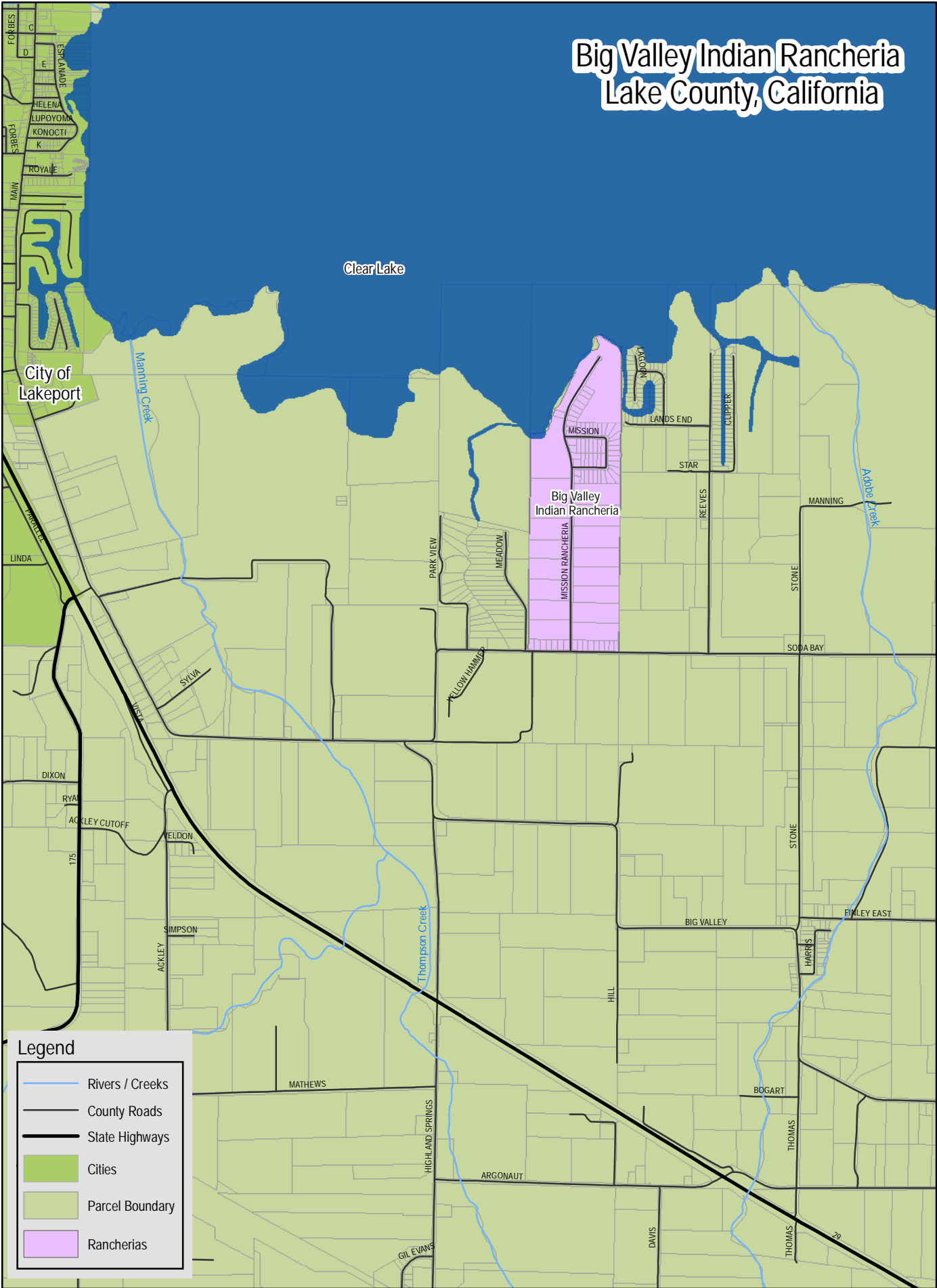
# Designated Rancherias in Lake County, California

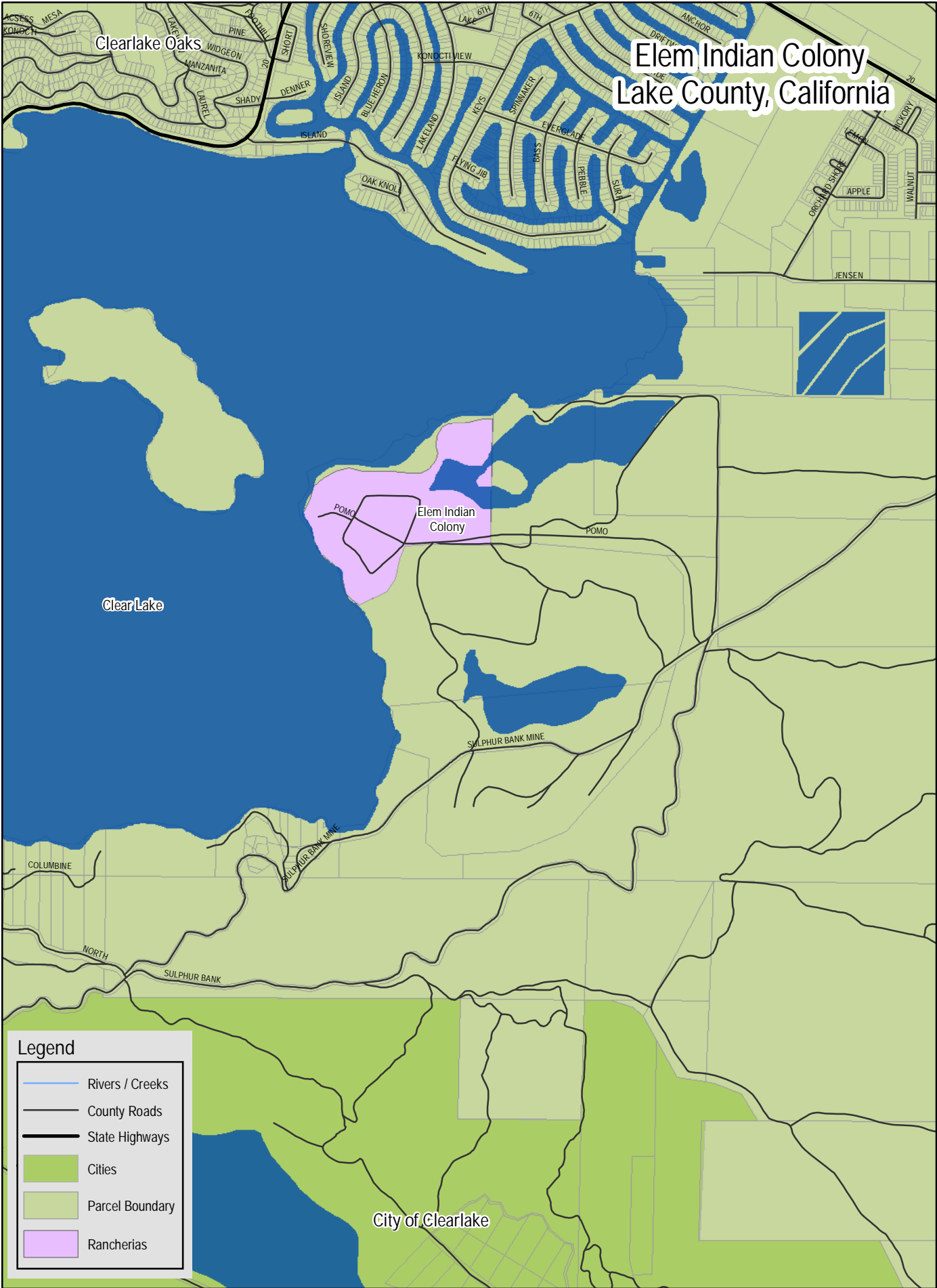


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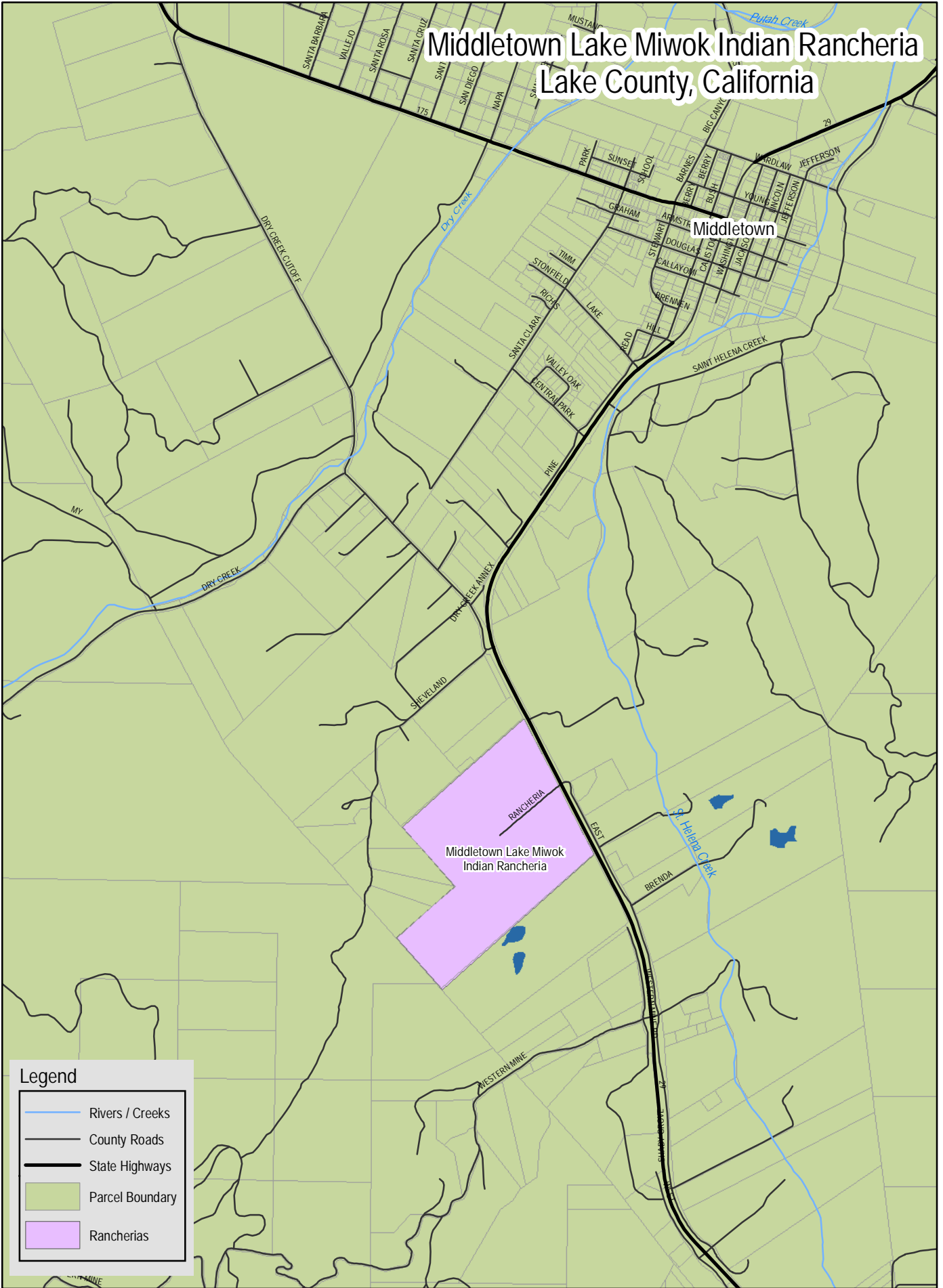
-  Highways
-  Cities
-  Lake County
-  Rancherias

# Big Valley Indian Rancheria Lake County, California

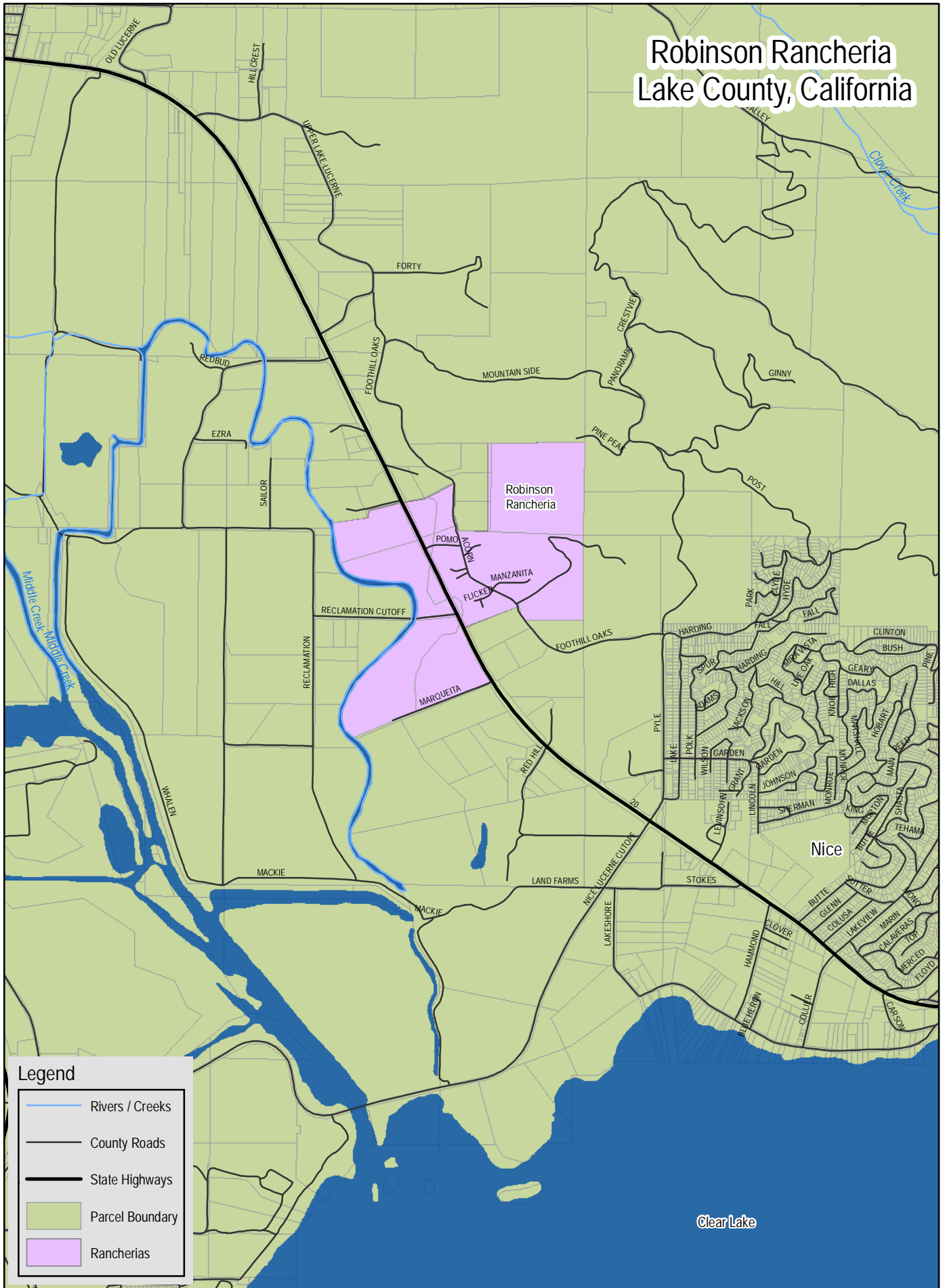









# Middletown Lake Miwok Indian Rancheria Lake County, California



# Robinson Rancheria Lake County, California



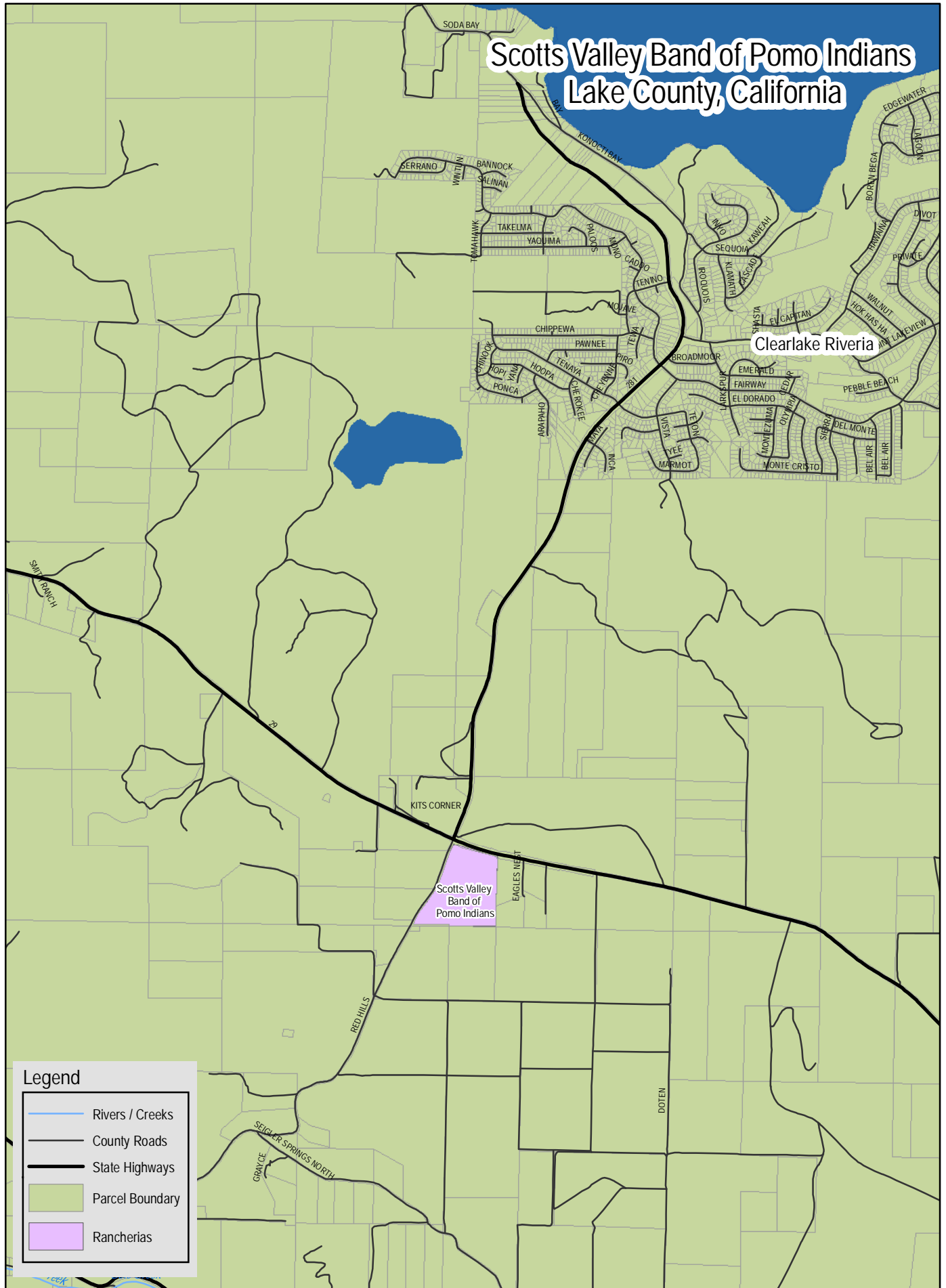
## Legend

-  Rivers / Creeks
-  County Roads
-  State Highways
-  Parcel Boundary
-  Rancherias





# Scotts Valley Band of Pomo Indians Lake County, California



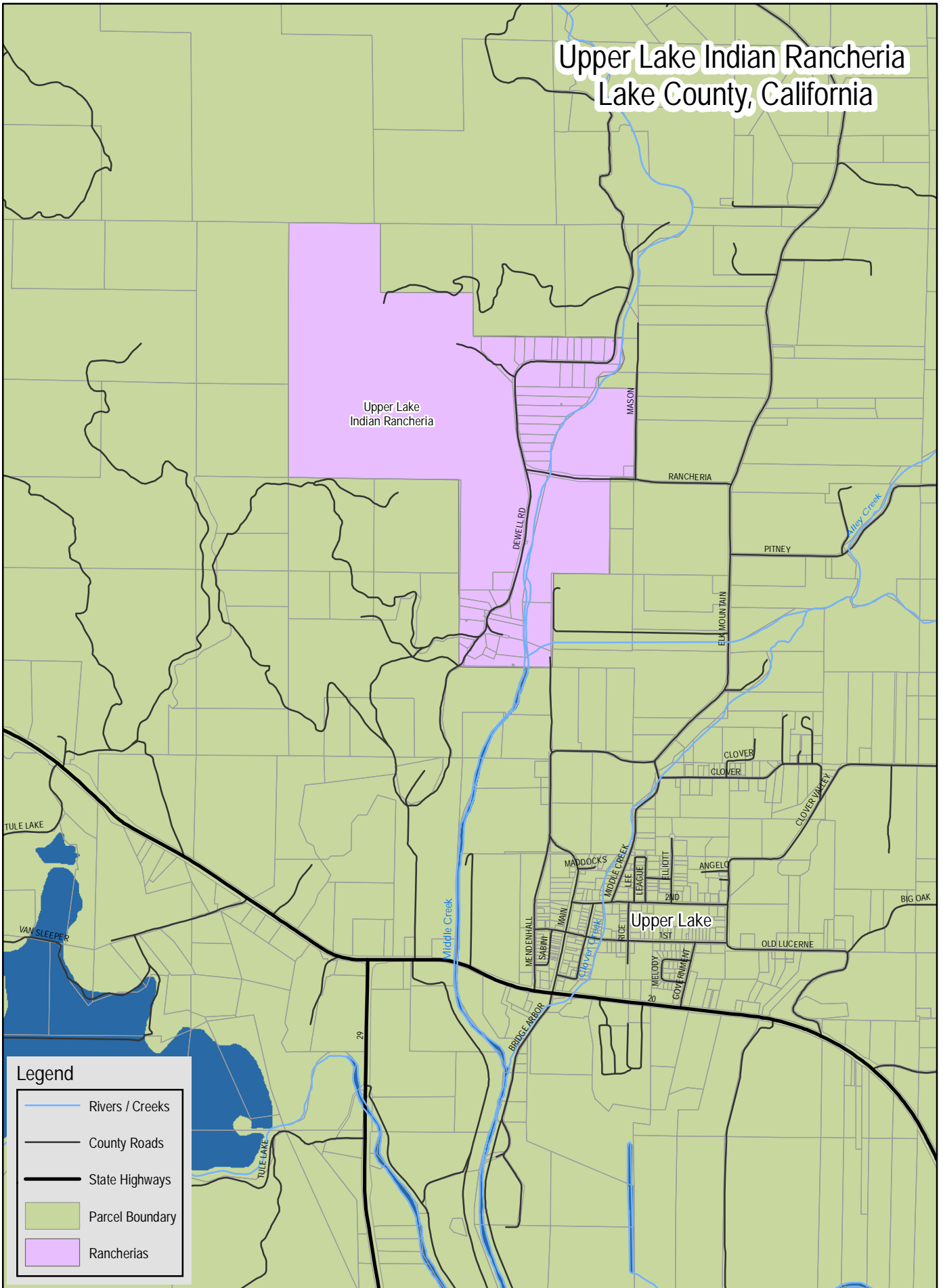
Clearlake Riveria

Scotts Valley Band of Pomo Indians

**Legend**

- Rivers / Creeks
- County Roads
- State Highways
- Parcel Boundary
- Rancherias

# Upper Lake Indian Rancheria Lake County, California



**Legend**

- Rivers / Creeks
- County Roads
- State Highways
- Parcel Boundary
- Rancherias



## ELEMENT: AVIATION

**GOAL:** Provide an Aviation System with physical and operational facilities that meet the regional and interregional general aviation needs of Lake County.

Objectives	Policies
1. Support implementation of ALUCP, Airport Master Plan and other plans that further improvements to the aviation system.	1.1 - Ensure the RTP and other planning documents are consistent with the Airport Land Use Compatibility Plan (ALUCP)
	1.2 - Support the implementation of the Airport Master Plan and Capital Improvement Plan
	1.3 - Support efforts to identify a new airport location in south County
	1.4 - Support efforts to improve and modernize air transportation activities and services
	1.5 - Review and comment on County General Plan amendments, rezones or other entitlement projects and environmental documents in the vicinity of the airports to facilitate safety and land use compatibility around the airports
2. Improve medical transportation services	2.1 - Support efforts to improve facilities at the airport that facilitate medical transportation services including REACH Air Medical Services
3. Improve Emergency Response and Recovery	3.1 - Develop plans and support projects that are consistent with County OES Emergency response and recovery plans
	3.2 - Encourage coordination with agencies involved in emergency services, including the County of Lake, US Forest Service, Bureau of Land Management, CalFIRE and other agencies
4. Support Goods Movement	4.1 - Consider the needs of air carrier and delivery services when planning and designing airport facility improvements
	4.2 - Encourage aviation efforts that facilitate goods movement
5. Maximize funding opportunities for aviation planning and improvements to aviation facilities	5.1 - Support efforts to obtain state and federal funding, including grant and loan programs
	5.2 - Assist in the development of aviation planning resources, including an airport GIS layer, to increase competitiveness for funding sources

### Needs Assessment: Issues, Problems, Challenges

Lampson Field in Lakeport is the main public use general aviation airport in Lake County and is located south of the City of Lakeport on Highland Springs Road, south of Route 29. Pearce Field in Clearlake was closed in the early 1990s. Gravelly Valley Airport, located in a sparsely populated area in the northern portion of the county, is owned by the U.S. Forest Service. While the Gravelly Valley airport does not have a paved runway, fuel station or aviation services, it is used by the USFS helicopters primarily during the fire season, and occasionally by private pilots. The rural, low-density Pillsbury Estates

development is near the air strip and attracts some private aircraft traffic. Aviation System issues discussed in the RTP are primarily focused on Lampson Field.

The County of Lake owns and manages the runway and portions of the adjacent property on the south side of Lampson Field. Planning documents are developed by the County of Lake for Lampson Field. The most recent Master Plan (adopted in 1993) provides a comprehensive examination of the current status, anticipated future uses and proposed course of development for Lampson Field. While the Master Plan is scheduled to be updated in fiscal year 2012-2013, the County is currently in the process of preparing a Narrative Report Update. This Update will evaluate the validity of the current Master Plan as a 20-year planning document and may preclude the need to undertake the more costly Master Plan Update.

An approved Airport Layout Plan (ALP) is required for all public airports that receive state or federal funding in the State of California. The County periodically updates the Lampson Field ALP as it implements the Master Plan. The most recent ALP was adopted in May 2008 and includes a proposed plan of development for the recently acquired property adjoining the south side of the field.

State law requires that each County prepare an Airport Land Use Compatibility Plan (ALUCP) to protect the public health, safety, and welfare by encouraging orderly expansion of airports. The ALUCP follows the twenty-year planning horizon of the Airport Master Plan to adopt appropriate land use measures with the primary focus on broadly defined noise and safety impacts. In addition, ALUCs make compatibility determinations for compliance of all proposed development around an airport. The current Airport Land Use Compatibility Plan (ALUCP) was adopted by the County of Lake Board of Supervisors in 1992. Once the Narrative Plan Update is completed, the County will be prepared to begin updating its Airport Land Use Compatibility Plan (ALUCP).

The County also develops and submits an Airport Capital Improvement Plan (ACIP) on an annual basis to the Federal Aviation Administration and the Caltrans Division of Aeronautics. The ACIP is used by State and Federal agencies to coordinate their funding of discretionary and non-discretionary projects.

Lampson Airport has a single east-west asphalt runway (10-28) that is 60 feet wide and 3,600 feet long and is lighted. Most of the existing hangars are located on private property on the north side of the airport. Aviation fuel (100LL) is available at the airport and is provided by a private company. Jet fuel is not available. The airport has an automated weather observation system (AWOS II) and a glide slope indicator (PAPI-4-degrees) on runway 28.

The area surrounding Lampson Field is primarily rural, with orchards, vineyards and grazing land, and some low density rural housing. There are commercial businesses located at the airport, including a restaurant, and a few commercial buildings south of the airport. Aviation activities that take place at Lampson Field include general aviation aircraft traffic, aircraft repair and maintenance, flight training, REACH Air Medical Services, emergency response and fire fighting staging, and other aviation service businesses.

CalFIRE, U.S. Forest Service and the Bureau of Land Management (BLM) use Lampson Field as a staging area during fire season. REACH Air Medical Services established a base at Lampson Field in 2004 to provide helicopter transportation for critically ill or injured patients. Because Lampson Field does not experience coastal fog or valley fog, it is often more accessible than many other general aviation airports in Northern California. The base includes one helicopter, an office and housing for on-call crew located in rented facilities on the north side of the airport. REACH maintains a fuel truck on-site for their fuel supply. In 2009, REACH conducted a total of 1046 flights out of Lampson Field. This includes all dispatches, both scene responses and Inter-Facility Transfers. St. Helena, Clearlake Hospital in Clearlake, and Sutter Lakeside Hospital in Lakeport have helicopter landing sites used by medical air transport services to transport patients out-of-county. The nearest air cargo facility is located at the Ukiah Airport where FedEx and UPS have scheduled cargo flights. Occasionally, when Ukiah Airport is closed for maintenance or other reasons, FedEx and UPS have re-routed cargo planes to Lampson Field.

Each year, Lake County hosts a unique aviation event, the Clear Lake Splash-in. Based in Lakeport, this event is the oldest and largest seaplane gathering in the western United States. The event attracts pilots of amphibious aircraft which land on the lake and participate in a variety of demonstrations and competitions. This event attracts the public as well as pilots that land non-amphibious aircraft at Lampson Field. In addition to the Splash-in event, seaplanes land on Clear Lake, primarily in the summer and fall months, and a few seaplanes are based and docked on Clear Lake.

A key challenge to expanding facilities and services at Lampson Field is the limited capacity for wastewater treatment. Until recently, most of the land and buildings adjacent to the runway were privately owned and served by septic systems. In recent years, the County has acquired property along the south side of the airport, and has initiated efforts to address the wastewater treatment limitations. Projects in the Airport Capital Improvement Program (CIP) include installation of a fueling facility, an upgrade of the AWOS system, construction of hangers, runway and taxiway maintenance and improvements, as well as other projects.

Pearce Field, closed in the early 1990s, was located in the City of Clearlake, between Route 53 and Clear Lake. Interest exists for developing a new airport to serve the southern portion of Lake County, and is identified as an objective in the County General Plan.

**Performance Measures**

Performance Category	Performance Measure
A. Attain self-sustaining revenue for Lampson Field to cover all operational costs and local matches for State and Federal capital improvement funding.	<ul style="list-style-type: none"> <li>● 100% occupancy of leased hangers</li> <li>● Increase the number of aircraft stationed at Lampson Field</li> <li>● Consistent General Fund support of the Airport</li> <li>● Consistent California Aid to Airports Program (CAAP) support</li> </ul>
B. Timely construction of Airport Layout Plan Improvements	<ul style="list-style-type: none"> <li>● Implementation of the 5-Year Capital Improvement Plan on schedule</li> </ul>

Performance Category	Performance Measure
C. Expanded commercial aviation uses adjacent to Lampson Field	<ul style="list-style-type: none"> <li>• 100% occupancy of adjacent facilities with commercial aviation uses</li> <li>• Expansion of existing uses and businesses</li> </ul>

### Action Plan (Proposed Projects)

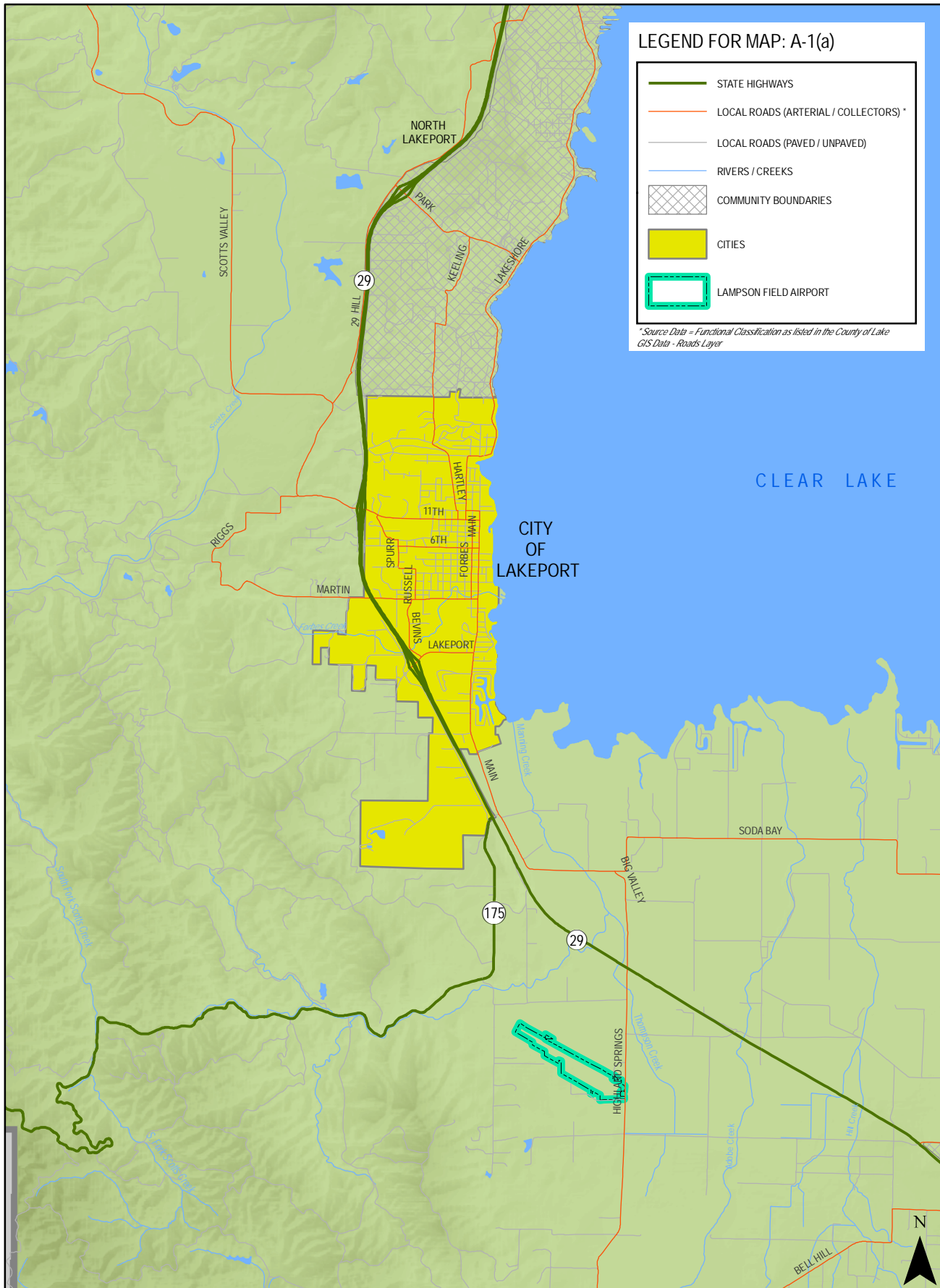
2010 RTP Aviation Project List – financially constrained (source: County of Lake, Department of Public Works)			
Project Name	Timeframe	Cost (\$1,000s)	Potential Funding Source
Prepare Airport Layout Plan (ALP) Narrative Report/PMMP/ECS	Short term 1-10 years	\$156	Federal funds, Entitlement grant (state), competitive grant (federal), revenues from leases, local funds
Rough Grading of Undeveloped 15 acre parcel	Short term 1-10 years	\$600	
Install AWOS A/V or AWOS III System	Short term 1-10 years	\$145	
Crack and Slurry Seal runway, taxiway and aprons	Short term 1-10 years	\$140	
Construct Roadway and Taxiway (Phase 1&2)	Short term 1-10 years	\$2,500	
Design and Construct Airport Sewer System	Short term 1-10 years	\$1,200	

2010 RTP Aviation Project List – financially un-constrained (source: County of Lake, Department of Public Works)			
Project Name	Timeframe	Cost (\$1,000s)	Potential Funding Source
Fueling Facility with Apron/Access Paving	Short term 1-10 years	\$600	Revenues from leases, local funds (These projects are not eligible for State or Federal grant funding)
Water Well & Fire Protection System	Short term 1-10 years	\$175	
Install 20 T-Hangers, including grading, paving and purchase of hangers	Long term 11-20 years	\$1,800	
Construct Administration/Terminal Building	Long term 11-20 years	\$350	

### Potential Funding Sources

The County supports the operation and maintenance of the airport primarily through tie-down rents, leasing of County hangers and the California Aid to Airports Program (CAAP) with the balance from the County General Fund. The Caltrans Division of Aeronautics administers a number of aviation funding programs. These include the Annual Credit Grant, the Airport Improvement Program (AIP) and the Local Airport Loan Program. Funding availability for these programs has been most recently impacted by State budget shortfalls. The Federal Aviation Administration (FAA) has a competitive grant program and also allocates \$150,000 per year in non-discretionary funding for Lampson Field which can be “rolled over” for a maximum of 3 years to fund a larger project. Local and State funds are required to match these grant funds.

# REGIONAL TRANSPORTATION PLAN 2010 UPDATE



## GLOSSARY OF TERMS AND ACRONYMS

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<b>Action Element</b>	Identifies programs and actions to implement the Regional Transportation Plan.
<b>ADA</b>	Americans with Disabilities Act
<b>APC</b>	See LC/CAPC
<b>BTA</b>	Bicycle Transportation Account
<b>Blueprint Planning</b>	Caltrans sponsored voluntary discretionary competitive grant program designed to assist MPOs/RTPAs in developing a regional vision that considers transportation, land use, housing, environmental protection, economic development and equity.
<b>Caltrans</b>	California Department of Transportation: This Department is primarily responsible for the planning, design, construction, maintenance, and operation of the State's Transportation System. The Department also provides technical assistance to local and regional governments.
<b>Capacity</b>	Is a transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.
<b>CARB</b>	California Air Resources Board: A State agency responsible for implementation of the Federal and State Clean Air Acts. Provides technical assistance
<b>CASP</b>	California Aviation System Plan: Prepared by Caltrans every five years as required by the PUC. The CASP integrates regional aviation system planning on a statewide basis.
<b>CEQA</b>	California Environmental Quality Act: A state-mandated process in which the environmental effects associated with the implementation of a project is fully disclosed.
<b>CIP</b>	Capital Improvement Program
<b>Complete Streets</b>	A "Complete Street" is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians transit riders, and motorists appropriate to the function and context of the facility.
<b>Context Sensitive Solutions</b>	An inclusive approach to planning, designing, constructing, maintaining, and operating the transportation system. It integrates and balances community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals.
<b>CTC</b>	California Transportation Commission, a decision-making entity established by AB 402 of 1977 to advise and assist the Secretary of Transportation and the legislature in formulating and evaluating state policies and plans for

	transportation programs.
<b>CTP</b>	California Transportation Plan: The CTP is a long-range transportation policy plan that is submitted to the Governor. The CTP is developed in collaboration with partners, presents a vision for California's future transportation system, and defines goals, policies, and strategies to reach the vision. It is developed in consultation with the State's regional transportation planning agencies, is influenced by the regional planning process, and provides guidance for developing future RTPs. RTPs should be consistent with and implement the vision and goals of the CTP. As defined by State statute, the CTP is not project specific.
<b>EIR</b>	Environmental Impact Report
<b>FAA</b>	Federal Aviation Administration: The agency of the US Department of Transportation charged with regulating air commerce to promote its safety and development, encouraging and developing civil aviation, air traffic control and air navigation, and promoting the development of the national airport system.
<b>FHWA</b>	Federal Highway Administration: A component of the US Department of Transportation, established to ensure development of an effective national road and highway transportation system. FHWA and FTA, in consultation with US EPA, make Federal Clean Air Act Conformity findings for Regional Transportation Plans, Transportation Improvement Programs, and Federally funded projects.
<b>Financial Element</b>	Summarizes the cost of implementing the projects in the Regional Transportation Plan considering a financially constrained environment.
<b>FSTIP</b>	Federal State Transportation Improvement Program is multi-year Statewide, financially constrained, intermodal program of projects that is consistent with the Statewide transportation plan (CTP) and regional transportation plans (RTPs). The FSTIP is developed by the California Department of Transportation and incorporates all of the MPOs and RTPAs FTIPs by reference. Caltrans then submits the FSTIP to FHWA.
<b>FTA</b>	Federal Transit Administration, a component of the U.S. Department of Transportation, responsible for administering the federal transit program under the Federal Transit Act, as amended, and the Intermodal Surface Transportation Enhancement Act (ISTEA) of 1991.
<b>FTIP</b>	Federal Transportation Improvement Program: a constrained 4-year prioritized list of all transportation projects that are proposed for Federal and local funding. The FTIP is developed and adopted by the MPO/RTPA and is updated every two years. It is consistent with the RTP and it is required as a prerequisite for Federal funding.
<b>Goal</b>	A desired end-result toward which effort is directed. They are expressed in general terms and are timeless.
<b>Goods</b>	A product of agriculture or mining or an article of commerce.

<b>Greenhouse Gas</b>	Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO <sub>2</sub> ), methane (CH <sub>4</sub> ), nitrous oxide (N <sub>2</sub> O), hydrochlorofluorocarbons (HCFCs), ozone (O <sub>3</sub> ), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF <sub>6</sub> ).
<b>IIP</b>	Interregional Improvement Program, funded from 25% of new STIP funding, and is the source of funding for the ITIP.
<b>Intermodal</b>	Refers to the connections between modes of transportation.
<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act of 1991, superceded by TEA 21, mandated planning requirements and created funding programs for transportation projects.
<b>ITIP</b>	Interregional Transportation Improvement Program, funds capital improvements, on a statewide basis. Projects are nominated by Caltrans and submitted to the California Transportation Commission for inclusion in the STIP. The ITIP has a four-year planning horizon and is updated every two years by the CTC.
<b>ITS</b>	Intelligent Transportation Systems is the advanced sensor, computer, electronics and communication technologies and management strategies to increase the safety and efficiency of the surface transportation system.
<b>LOS</b>	Level of Service, a qualitative measure of the effect of a number of factors, which for roads, streets, and highways include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.
<b>LTA</b>	Lake Transit Authority
<b>LC/CAPC</b>	Lake County/City Area Planning Council: formed as a joint powers agency in 1972, as mandated by state law, the Transportation Development Act (TDA). Acting as the Regional Transportation Planning Agency in Lake County, LC/CAPC programs and allocates various types of state and federal transportation funds to Caltrans, the County of Lake and the two incorporated cities in Lake County.
<b>MPO</b>	Metropolitan Planning Organization, a planning organization created by Federal legislation charged with conducting regional transportation planning to meet Federal mandates. Region must have at least once city with a population of more than 50,000.
<b>Mode</b>	A particular form of transportation. Examples include: automobiles, railroads, bicycles, trucks, buses and ships. Multi-Modal refers to a grouping of these transportation forms.
<b>NEPA</b>	National Environmental Policy Act: Federal Legislation which created an environmental review process, but pertains only to projects having federal involvement through financing, permitting, or Federal land ownership.

Any geographic region of the US that has been designated by the EPA as a



nonattainment area under section 107 of the Clean Air Act for any pollutants for which an NAAQS exists.

- Objective** A broadly defined management course intended to guide decision-making towards the attainment of goals. An objective may also set the limits within which effort toward goal achievement must stay.
- OWP** Overall Work Program: Is adopted annually to identify and program transportation planning tasks for the coming fiscal year.
- PMP** Pavement Management Program
- Performance Measures** Are indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel and collision rates. They are used as feedback in the transportation planning and decision-making process.
- Policy** A measurable, attainable and desired level of achievement of a goal including the time span within which it is to be achieved, reflecting established priorities and falling within constraints set by policy.
- Proposition 42** California ballot measure passed in March 2002 which permanently dedicated all sales tax on gasoline for transportation purposes to be divided as follows: 20% for city streets; 20% for county roads; 20% for transit; and 40% for the STIP.
- RIP** Regional Improvement Program, funded through 75% of new STIP funding and subdivided by formula into county shares.
- RTIP** Regional Transportation Improvement Program: a list of proposed transportation projects submitted to the California Transportation Commission by Regional Transportation Planning Agencies for state funding. The current RTIP has a four-year horizon and is updated every two years by the RTPA.
- RTP** Regional Transportation Plan: Planning documents developed by RTPAs in cooperation with Caltrans and other stakeholders. They are required to be developed every five years per State legislation and are designed to provide a clear vision of the regional transportation goals, policies, objectives and strategies.
- RTPA** Regional Transportation Planning Agency: Programs or allocates state and federal transportation funds to Caltrans, the County of Lake and the two incorporated cities in Lake County (Clearlake and Lakeport).
- SAFE** Service Authority for Freeway Emergencies: Administers callbox program.
- SAFETEA-LU** Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, the largest surface transportation investment in history.
- SB 45** State Bill 45 (Kopp), mandated major transportation reform legislation impacting many areas of transportation planning, funding and development.

<b>SHOPP</b>	State Highway Operation and Protection Program, a program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation without increasing roadway capacity. SHOPP is a multi-year program of projects, approved by the CTC separately from the STIP cycle.
<b>Smart Growth</b>	Is a set of policies designed by local governments to protect, preserve, and economically develop established communities as well as natural and cultural resources. Smart growth encompasses a holistic view of development.
<b>Sprawl</b>	Is the movement of people from the central city to the suburbs. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs including transportation, and environmental degradation.
<b>STIP</b>	A four-year list of transportation projects proposed in RTIPs and PSTIPs, which are approved by the CTC. Those projects that have federal funding components will also appear in the FTIP and FSTIP.
<b>TAC</b>	Technical Advisory Committee: Advises LC/CAPC Board of Directors on technical matters.
<b>TDA</b>	Transportation Development Act
<b>TEA</b>	Transportation Enhancement Activities Program: Federal funding source to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities.
<b>TEA-21</b>	Transportation Equity Act for the 21st Century, which was signed into law and amended in 1998. This law made a number of changes in the metropolitan transportation planning process. These changes reflect the evolution and maturing of the nation's transportation planning process since the passage of ISTEA.
<b>TCRP</b>	Traffic Congestion Relief Program
<b>TIP</b>	Transportation Improvement Program

## 2010 RTP Annotated Bibliography

There are many studies, reports and plans that relate to and support elements of the RTP. This annotated bibliography provides a list, and short description, of these documents. These documents are included by reference in the 2010 RTP. Some documents may be scheduled for updating, such as the 2005 Bikeway Plan. Web sites are included, if available, to provide access to the most recent version or information on the documents. Some of the documents developed by the Lake County/City Area Planning Council are available at [www.lakeapc.org](http://www.lakeapc.org)

AARP Public Policy Institute. *Planning Complete Streets for an Aging America*. 2009. #2009-02.

The study encourages transportation planners and decision makers to build upon the principles of Complete Streets to address the specific needs of older drivers and pedestrians. The study argues that “adoption of these principles ultimately improves the safety for all road users.” The study includes an inventory and evaluation of Complete Streets policies.

California Attorney General's Office. *Project Level Mitigation Measures*. 2010

This document includes various mitigation measures that may reduce the global warming related impacts at the individual project level. The Attorney General's Office prepared the document for local agencies to use in the development of CEQA documents.

California Department of Fish and Game. *California Wildlife: Conservation Challenges* (2007)

In 2000, Congress enacted the State Wildlife Grants Program to support state programs that broadly benefit wildlife and habitats but particularly “species of greatest conservation need.” As a requirement for receiving funding under this program, state wildlife agencies were to have submitted a Wildlife Action Plan to the U.S. Fish and Wildlife Service in 2005. The California Department of Fish and Game, working in partnership with the Wildlife Health Center, UC Davis, directed the development of this report to serve as the State's Wildlife Action Plan.

California Transportation Commission. *2010 Regional Transportation Plan Guidelines*. 2010

The RTP Guidelines are intended to provide guidance so that MPOs and RTPAs will develop their RTPs to be consistent with federal and state transportation planning requirements through an integrated, statewide approach to the transportation planning process. California state law requires the preparation of RTPs to address transportation issues and assist local and state decision makers in shaping California's transportation infrastructure.

Caltrans. *Deputy Directive 64-R1: Complete Street Implementation Action Plan*. 2010

This Plan was a requirement of Caltrans Deputy Directive 64-R1 "Complete Streets: Integrating the Transportation System". It was created from a list of suggested action items provided by a large cross section of Caltrans Department staff and is organized into seven categories. A Complete Streets Steering Committee has established to oversee implementation of the Action Plan.

Caltrans. *Lake County Coordinated Public Transit-Human Services Transportation Plan*. 2008.

Known as the Coordinated Plan, development of this document was part of a larger planning effort on behalf of 23 counties in non-urbanized areas within California. Federal planning requirements specific that designated recipients of certain sources of funds administered by the Federal Transit Administration (FTA) must certify that projects funded with those federal dollars are derived from a coordinated plan. Such projects are intended to improve the mobility of individuals with disabilities, older adults, and people with limited incomes.

Caltrans. *Strategic Highway Safety Plan, Version 2*. 2006

This Plan (SHSP) is a statewide, comprehensive, data-driven plan that provides a coordinated framework for reducing fatalities and serious injuries on California's public roads. The SHSP establishes statewide goals, objectives and strategies to address California's safety needs.

Caltrans. *Value Analysis Study Report – Lake County SR 29 Improvement Project*. 2008

This Value Analysis (VA) Report documents the results of the VA Study conducted by Caltrans District 1 and facilitated by Value Management Strategies, Inc. The subject of the study was the Lake SR 29 Improvement Project located in Lake County, California and known as the Lake 29 Expressway Project.

City of Clearlake. *Lakeshore Drive Design Guidelines*. 2008

These Guidelines provide recommendations on design controls in the area along Lakeshore Drive between Redbud Park and Austin Park in the City of Clearlake.

City of Lakeport. *City of Lakeport General Plan 2025*. 2009

The Lakeport General Plan is the official document used by decision makers and citizens to guide and interpret the City's long range plans for development of land and conservation of resources. The Lakeport General Plan includes the seven mandatory Elements as well as three optional Elements including an Urban Boundary Element, Community Design Element and Economic Development Element.

Clearlake Vision Task Force. *Report of the Clearlake Vision Task Force.* 2007

In 2007, 50 residents and business owners in Clearlake who volunteered their services to participate in a community-driven planning process for Clearlake. The role of the Task Force was to chart a course for Clearlake's future and recommend policies to fulfill the vision. This report summarizes this process and presents recommendations.

County of Lake. *2008 Lake County General Plan.* 2008.

The General Plan provides the County with a consistent framework for the sustainable management of natural and built infrastructure, as well as decision making associated with those resource and land use. The General Plan's maps, diagrams, and policies form the basis for County zoning, discretionary entitlements, subdivision, resource management, and public works actions.

County of Lake. *Lake County Community Wildfire Protection Plan.* 2009

The Lake County Community Wildfire Protection Plan is a project of the County of Lake and the Lake County Fire Safe Council (LCFSC). The purpose of this Plan is to identify priority projects that reduce risks and hazards from wildfire while protecting conservation values in Lake County. Goals are to be achieved principally through prioritization and implementation of fuel hazard reduction, fire safety, community education, and fire-protection projects and activities.

County of Lake. *Lampson Field Airport Status Report.* October 6, 2009.

This report was presented to the County of Lake Board of Supervisors on October 6, 2009. The report provides background information on the Lampson Field Airport, including potential projects and funding sources. Specific projects, costs, implementation priorities and conceptual construction schedule are included.

County of Lake. *Shoreline Communities Area Plan.* 2009

The Shoreline Communities Area Plan is a guide for long-term growth and development in the planning area and is a complement to the Lake County General Plan. It is a planning tool that will facilitate refined planning decisions based on community values and priorities of the residents of the planning area.

County of Lake. *Transportation Master Plan 2009-2014.* 2009

This Plan describes the County of Lake Public Works Department's transportation program and lists proposed projects beginning with the 2010 construction season and through the 2014 construction season. The plan also includes a financial analysis which summarizes existing financial sources and forecasts anticipated revenue. The plan focuses on pavement and bridge preservation and construction projects. The plan is reviewed and updated annually.

County of Lake, Redevelopment Agency. *Lucerne Promenade Master Plan*. 2005

The Lucerne Promenade Master Plan provides the vision for the Lucerne Promenade, the waterfront portion of the town of Lucerne along the shoreline of Clear Lake. The plan specifies the design of particular areas and identifies potential traffic calming measures along State Route 20.

County of Lake, Redevelopment Agency. *Northshore Project Area Implementation Plan 2006-2011*. 2006

This Plan is a five year implementation plan for the Northshore Project Area which encompasses the unincorporated communities of Clearlake Oaks, Glenhaven, Lucerne, Nice and Upper Lake. The purpose of the Plan is to define the Agency's strategy to achieve goals and objectives to eliminate blight, and improve and preserve affordable housing within the Project Area.

Lake County/City Area Planning Council. *2005 Lake County Regional Transportation Plan*. 2005

The Regional Transportation Plan (RTP) provides a clear vision of the regional transportation goals, policies, objectives and strategies for an effective transportation system for Lake County. The RTP guides decisions about all types of transportation and the related facilities needed for an effective transportation system. Updated every five years, the RTP is a long range (20-year horizon) planning tool to guide decisions and set priorities for the Lake County region. As the Regional Transportation Planning Agency (RTPA) for the Lake County region, the Lake County/City Area Planning Council (APC) is responsible for preparing the RTP. The Plan will be updated by November 2010.

Lake County/City Area Planning Council. *Highway 20 Traffic Calming and Beautification Plan*. 2005.

This purpose of this Plan, developed in coordination with the County of Lake Redevelopment Agency and Caltrans, is to facilitate and encourage improvements that help realize the community's vision for the Highway 20 Corridor along the north shore of Clear Lake. The Plan includes improvements to pedestrian facilities and a mix of traffic calming measures to create a more pedestrian friendly "main street" feel through the communities of Nice, Lucerne and Clearlake Oaks. The Plan suggests potential projects and identifies potential funding sources. Since its adoption, some of the projects in the Plan have been constructed through the efforts of the County of Lake Redevelopment Agency.

Lake County/City Area Planning Council. *Lake County 2030 Regional Blueprint Plan (Draft)*. 2010

The Lake County 2030 Blueprint Plan summarized all three phases of the Lake County Regional Blueprint process, a long-term visioning effort for how the region will grow over a 20 year horizon. The process considered land use, transportation and housing,

and utilized a computer growth modeling tool known as UPlan. The Plan presents the Blueprint vision and principles as well as a tool kit for implementation to assist local decision makers and planners.

Lake County/City Area Planning Council. *Lake County 2030 Regional Blueprint Report on Public Involvement*. 2009.

This report covers the public workshop process and synthesized findings as well as the public information and outreach efforts undertaken for the Lake County 2030 Regional Blueprint process.

Lake County/City Area Planning Council. *Lake County Regional Bikeway Plan*. 2006

The Regional Bikeway Plan is a capital improvement program of commuter bikeways and is intended to incorporate into one document proposals for bikeway improvements for all jurisdictions within Lake County. It is directed towards meeting the provisions of the California Bicycle Transportation Act that are included in the Streets and Highways Code Section 890 through 894.2 and to enable an applicant agency to apply for funding under the State Bicycle Transportation Account (BTA).

Lake County/City Area Planning Council. *Lake County Safe Routes to School (SRTS) Plan*. 2009

The purpose of SRTS Plan is to identify opportunities to improve walking and bicycling conditions near schools in Lake County to increase walking and bicycling by students. The Lake County SRTS Plan provides guidance to public agencies and covers all schools within Lake County, including schools within the incorporated cities of Clearlake and Lakeport. The SRTS Plan also includes a step-by-step guide for school administrators on how to establish a SRTS program at the school or district level.

Lake County/City Area Planning Council. *Middletown Stop Sign Review*. 2008

This report summarized the review of STOP sign locations in Middletown. Traffic volume data was collected and site reviews of each intersection were conducted. Recommendations were presented for changes to the existing STOP signs in the study area.

Lake County/City Area Planning Council. *Regional Housing Needs Allocation*. 2008

This housing needs allocation plan was prepared by the Lake County/City Area Planning Council (APC) in response to statutory requirements, policy direction from the State of California Department of Housing and Community Development (HCD), and mandated deadlines for delivery of housing need allocation numbers to local jurisdictions within Lake County.

Lake County/City Area Planning Council. *Route 53 Corridor Study*. 2010 draft.

This study aims to evaluate current and future traffic conditions, with a primary emphasis on access points, future interchange locations and designs, and long-term

corridor improvements to address highway and local circulation needs along the State Route 53 corridor through the community of Clearlake.

Lake County/City Area Planning Council. *Ten Year Transportation Needs and Capital Improvement Program (CIP) in Lake County*. 2010 (Draft).

This report is a comprehensive ten year multi-model transportation improvement program that includes Caltrans, Lake County, and the Cities of Clearlake and Lakeport. This program is intended to provide for the transportation needs of motorists, good movement, public transit, pedestrians and bicyclists over a ten year period of time, 2010 -2020.

Lake County/City Area Planning Council. *Transit Passenger Facilities Development Plan*. 2006

This report provides transit improvement standards appropriate to the specific conditions of the Lake Transit Authority service area. These standards are intended to guide government agencies, commercial and residential developers, employers, and others in their efforts to provide attractive and safe transit facilities for the County's transit patrons. The report also presents a recommended program of transit passenger facilities improvements.

Lake Transit Authority. *Transit Development Plan 2004-2011*. 2004

The Lake Transit Authority Transit Development Plan was developed to ensure that future improvements in public transit services will reasonable meet the needs of are residents and visitors. The Plan is based upon a detailed analysis of transit demand and existing public transportation services in the County. The Plan includes recommended improvements and was updated in 2009.

Service Authority for Freeway Emergencies (SAFE). *SAFE Five-Year Strategic and Financial Plan*. 2008

The SAFE Plan is intended to guide Lake SAFE to full deployment of call box service in Lake County. The Plan is focused on the installation of call boxes identified in the current Implementation Plan as well as minor backfilling to reduce spacing between call boxes used by travelers along the state highway system in Lake County.

State of California, Business, Transportation and Housing Agency. *California Strategic Highway Safety Plan (SHSP)*. 2006

The SHSP guides safety activities within the State of California regarding all roadway users on all public roadways. The SHSP sets out a strategy to reduce traffic collisions in the State.



Transportation Research Board. *Incorporating Security into the Transportation Planning Process (NCHRP Report 525)*. 2005

This report contains the results of research into the status of state and metropolitan transportation planning processes and the extent to which security issues and strategies are reflected in long-range plans and priority programs. This report presents a broad assessment of the status, constraints, opportunities and strategies for incorporating security into transportation planning at the state and metropolitan levels.

# APPENDICES

- Appendix A: Functional Classification System
- Appendix B: Public Participation Report
- Appendix C: Lake County 2030 Regional Blueprint Vision & Principles
- Appendix D: Tribal Community Outreach Letters
- Appendix E: Outreach and Consultation Materials
- Appendix F: Comments Received on Draft RTP

## **Functional Classification System State and Local Routes in Lake County**

Functional classification is a process whereby highways are grouped into classes according to the character of service they provide. The hierarchy which is established is indicative of the relative importance of each highway with the State and the region.

In Lake County, the roadways within the highway system are classified into a system of arterials, collectors and local roads. Arterials in Lake County are limited to State Routes. At the lower end of the State system, there are two routes which are classified as collectors. It is at the collector level where the State system merges with the higher classes of the County highway system. The County highway system is generally composed of major and minor collectors and local roads. The cities of Clearlake and Lakeport each have a separate classification system of arterials, collectors, and local streets. These municipal classification systems are not significant on a Statewide or regional basis and are not considered in the regional classification system presented below:

### **Principal Arterials:**

This network of highways services statewide and interstate travel. They are a part of a continuous statewide network which links virtually all urbanized areas. In Lake County, Principal Arterial routes include: Route 20 from the Mendocino County link to Upper Lake and from the junction of Route 20/Route 53 to the Colusa County link, Route 29 from Lower Lake to Upper Lake, and Route 53.

### **Minor Arterials:**

Minor Arterials link cities and towns to form an integrated network on interstate and intercounty service. They are generally spaced so that developed areas are within a reasonable distance from an arterial highway. State Route 29 from the Napa County line to Lower Lake, State Route 20 between Upper Lake and the junction of State Route 53, the Hopland Grade segment of State Route 175, Bottle Rock Road and Nice/Lucerne Cut-off are Minor Arterials in Lake County.

### **Major Collectors:**

Urban areas and other traffic generators of intracounty importance which are not served by higher systems are often served by Major Collectors. The more important intra-regional travel corridors are served by Major Collectors. State Route 175 between Middletown and State Route 29 near Kelseyville is the only Major Collector in the State system within Lake County. Approximately fifteen percent (15%) of the County highway system consists of Major Collectors. These represent the highest level of the County Road System.

**Minor Collectors:**

Traffic from local roads is collected by this system. Minor Collectors are often spaced at intervals so that all developed areas are within a reasonable distance from a collector road. Minor Collectors serve small communities which are unserved by higher systems and connect locally important traffic generators with less developed parts of the region. There are no State routes of this status in the region. About ten percent (10%) of the County highway system consists of Minor Collectors.

**Local Roads:**

Access to adjacent land use is the primary function of the local road system. These roads provide for travel over relatively short distances except in very remote areas. Approximately seventy-five percent (75%) of the County highway system falls into this category.

## **Public Participation Report Lake County 2010 Regional Transportation Plan**

Community outreach and public participation in the development of the 2010 Regional Transportation Plan (RTP) was guided in part by the Lake APC Public Participation Plan adopted by the Lake APC in November 2008. Outreach efforts for the development of the Lake County 2030 Regional Blueprint were conducted during the same time, so input received through the Blueprint community workshops and outreach efforts was incorporated into the RTP Update process.

Key Audiences were targeted through a variety of outreach channels and strategies. Seniors, a growing segment of the population in Lake County, were reached through the area senior centers. The business community was targeted through Chamber of Commerce newsletter articles. Tribal communities were reached through individual letters and meetings. The general public was targeted through a variety of approaches discussed in more detail in this report. Local, state and federal agencies and elected officials were reached through a number of committees and meetings. The Lake County/City Area Planning Council (APC) received periodic updates at their monthly meetings and had the opportunity to discuss and provide input on the development of the RTP. The Technical Advisory Committee (TAC) of the APC and the Social Services Transportation Advisory Committee (SSTAC) also provided input. The RTP Community Advisory Committee (CAC) was convened for the development of the RTP and consisted of members representing the trucking industry, the business community, public health, redevelopment, tribal communities, Lake Transit, as well as state and local agencies. The CAC held meetings to discuss issues and identify needs as well as provide input on goals, policies and objective of the RTP.

### **Tribal Government consultation efforts**

Three separate letters were sent to the Tribal Chairperson of all the tribes in Lake County, requesting input and offering the opportunity for consultation on the RTP update (see Appendix D). An initial draft of the Tribal Transportation Element portion of the RTP was also sent to each of the tribal chairpersons. Lake APC staff also attended meetings of the Hinthil Environmental Resource Consortium (HERC) to discuss the development of the RTP. This committee addresses any environmental concerns that the Tribes may have including clean water, water rights, clean air, cultural resource protection, land practices in the county and how it affects Tribes, transportation needs of the Tribes. This group acts as a government to government organization with other government agencies in the county, state, and federal arena and usually meets once a month. A key issue expressed at the HERC meetings was the early involvement of tribal communities during the development and design of transportation projects. Staff also attended the Native American Leadership meeting hosted by Caltrans on April 20, 2010 and provided information about the RTP and the Lake County 2030 Regional Blueprint.

### **Interagency Coordination and Consultation**

Interagency coordination was conducted through a variety of existing committees over the course of the development of the Regional Transportation Plan. The Lake APC Technical Advisory Committee meets monthly and is comprised of representatives from the three local jurisdictions' planning and public works departments, Lake Transit, Caltrans, and the California Highway Patrol (CHP). The TAC provided input on all Elements of the RTP,

including specific suggestions for the development of the maps and proposed project lists. The Social Services Transportation Advisory Council (SSTAC) meets quarterly and provided input on the RTP, focusing on the Transit Element and transportation issues of concern to the disabled, low income and senior population. The SSTAC membership is established by statute, and the Lake APC SSTAC includes representatives from Department of Social Services, Area Agency on Aging, Lake Transit, and Department of Rehabilitation. The RTP Community Advisory Committee (CAC) included representatives from the three local jurisdictions, the Department of Public Health, the Department of Social Services and the California Trucking Association. Local law enforcement was consulted regarding emergency response planning and transportation security.

### **Community Workshops**

The Lake County 2030 Regional Blueprint community workshops were held in 2009 (Phase 2) and 2010 (Phase 3). In total, 14 workshops were held. While the focus of the workshops was the development of the Blueprint Vision, Principles and Preferred Scenario, valuable input was received from the public regarding their concerns, interests and priorities for transportation services and needed improvements throughout the Lake County region. Small group discussions at the Phase 2 round of workshops focused on seven key topic areas, including transportation. The relative lack of congestion in Lake County was highly valued by the workshop participants and they expressed an interest in not encouraging the type of growth that would result in congestion. They expressed a desire for maintaining the roads, improving pedestrian facilities and providing more transit service, especially for senior and others that have limited options for traveling within the County.

### **Website**

Information about the update of the RTP was posted on the Lake APC website, [www.lakeapc.org](http://www.lakeapc.org), and a draft of the RTP was available for review during the public comment period. The final draft is posted on the web site. The public was able to access and complete an on-line survey designed similar to the “funding game” used at the outreach booth at the Lake County Fair. A total of 28 surveys were completed and the results reflected similar priorities to those expressed by participants at the Lake County Fair outreach booth (see discussion below).

### **Newsletter**

The Lake APC “Information Outreach” newsletter is distributed to all residences in Lake County twice each year in Summer (June) and Winter (January). An article about the 2010 RTP Update was included in four issues of the Lake APC Newsletter: Winter (January) 2009 issue, Summer (June) 2009, Winter (January) 2010, and Summer (June) 2010. The articles discussed the purpose and need for the RTP and opportunities for the public to provide input and received additional information about the RTP.

### **Outreach Events and Displays**

Lake APC staffed a booth at the Yuba College Earth Day 2009 to provide information and request input from the public about the update of the RTP.

In partnership with Lake Transit, APC staff designed and staffed a booth at the 2009 Lake County Fair which runs for four days over the Labor Day holiday weekend. Staff developed an interactive “game” as a way to obtain input from the community on their

priorities for transportation. Participants were able to “spend” \$100 of (fake) “transportation funds” in \$10 bills by placing the bills in boxes of five transportation categories (see categories in table below). On Friday morning before the fair opened to the general public, groups of school children toured the fair and many stopped by the booth. The students received the “Slow for the Cone Zone” activity book and a few groups of the older students participated in teams to “spend” \$100 in transportation funds. The game was well received by the public and provided a way to quantify their input based on the transportation categories presented. On each of the five boxes, images were included that represented the types of transportation projects in each category. Over 300 people participated in the “transportation funds” activity, and the results are listed in the funding table.

<b>Category and description</b>	<b>Amount</b>
<b>Local Street and Road Maintenance</b> <ul style="list-style-type: none"> <li>• Filling potholes</li> <li>• Repaving roads in poor condition</li> <li>• Preventative maintenance</li> </ul>	\$10,580
<b>Transit</b> <ul style="list-style-type: none"> <li>• Increasing frequency of bus service</li> <li>• Adding more bus stops</li> <li>• Expanding connections to other counties</li> </ul>	\$6,900
<b>Bicycle and Pedestrian Facilities</b> <ul style="list-style-type: none"> <li>• Adding bicycle lanes and paths</li> <li>• Installing sidewalks</li> <li>• Installing “traffic calming” measures to reduce vehicle speeds</li> </ul>	\$5,480
<b>Regional Highways</b> <ul style="list-style-type: none"> <li>• Adding shoulders and turnouts</li> <li>• Adding passing lanes</li> <li>• Improving intersections</li> </ul>	\$4,400
<b>Airport and Aviation Facilities</b> <ul style="list-style-type: none"> <li>• Airport terminal building and fueling facility</li> <li>• Improving weather information system</li> <li>• Expanding aviation services</li> </ul>	\$4,200

Lake APC staffed an outreach table at the Konocti Regional Trails Workshop in January 2010. Information was distributed about the update of the RTP and the Lake County 2030 Regional Blueprint, and staff was available to discuss both the Lake County 2030 Regional Blueprint and the RTP Update. 100 people attended the workshop.

Two public workshops were held in August 2010 to present the draft 2010 RTP to the public for comment in compliance with CEQA public review procedures. The public comments period was August 2, 2010 – August 31, 2010. The draft RTP was also presented for discussion at the September 2010 APC meeting. The RTP was revised based on input received from the public and state and local agencies. The RTP is scheduled to be presented to the Lake APC at the October 13, 2010 meeting for approval and adoption.

**DRAFT  
LAKE COUNTY 2030  
BLUEPRINT VISION**

Our vision for Lake County 2030 is to:

- **preserve what we value about Lake County, including**
  - beautiful natural environment and open space
  - clean air
  - Clear Lake
  - cultural diversity and history
  - agricultural heritage and rural lifestyle
  - a sense of community
  
- **improve the quality of life for all residents, focusing on**
  - economic vitality, including job opportunities that help to retain youth in the County
  - vocational and higher education
  - physical infrastructure, including transportation, water, sewer, communications, and energy
  - healthy living and healthcare services
  - activities designed for all ages
  - public safety and removal of blight
  - housing for all incomes
  
- **attain elements of a sustainable lifestyle, including**
  - growing slowly in a controlled, efficient and balanced manner
  - focusing growth within existing communities
  - less driving and more walking and biking
  - a secure and sustainable water system
  - increasing security by reducing our dependence on outside resources, such as energy, food, and jobs



**DRAFT  
LAKE COUNTY 2030  
BLUEPRINT PRINCIPLES**

**1. ENVIRONMENT**

- avoid development of open space and critical environmental areas, including wildlife habitat and wetlands
  - maintain good air quality
  - maintain and protect watersheds and groundwater
  - protect Clear Lake from pollution and clean up contaminated sites that threaten the health of the lake
- 

**2. AGRICULTURE**

- protect prime agricultural land as an essential source of food, income, and security
  - diversify crops
  - develop organic practices
  - develop sustainable small organic farms and co-ops
  - develop markets for locally-grown agricultural products, including farmer's markets
- 

**3. GROWTH AND DEVELOPMENT**

- focus growth and development within existing communities, using policies of infill, and mixed use development
  - strengthen downtown and historic areas and develop town squares
  - create walkable and bikable neighborhoods
  - encourage high quality building and community design
  - promote the unique character of communities and maintain physical separation with open space and agriculture
  - maintain the rural feel of the County
  - provide quality housing for all ages and financial circumstances
  - clean up blight and degraded properties
  - provide network of parks and trails
- 

**4. ECONOMY**

- create public-private partnerships to support new industries, vocational education, and job opportunities within the County (focusing on jobs that pay at least a living wage)
- in addition to agriculture and tourism, encourage small manufacturing and light industry, high tech, healthcare, and "green" jobs
- encourage small businesses that serve local needs, such as grocery stores, other retail, and services

- manage the development of tourism, including agritourism, ecotourism, and health/wellness tourism
  - improve Lake County's image through marketing and outreach
- 

## 5. PUBLIC INFRASTRUCTURE

### Transportation

- improve the maintenance and safety of existing roads
- pave roads, add sidewalks, pedestrian lighting, and bike lanes
- add facilities that provide access for disabled persons, such as sidewalk ramps for wheelchairs and scooters
- develop a bike route around the lake
- Expand fixed-route bus, dial-a-ride and shuttle services (and possibly a ferry) for daily needs, such as shopping and medical services
- improve public and private transit connectivity to other regions, for example to airports
- improve the safety of roads for drivers, cyclists, pedestrians, and equestrians
- improve the roads that provide access in and out of the County

### Water and Sewer

- repair and expand the water and sewer systems
- develop plans for managing and conserving water, managing sewers and septic systems, and flood control
- encourage water-conserving business, industry, home and gardening practices
- encourage on-site stormwater management practices
- develop innovative ways to capture and store water
- address water and sewer affordability

### Communications

- expand the electronic communications network
- support widespread access to broadband, high speed Internet, cable, and satellite

### Energy

- encourage energy conservation
  - develop renewable energy resources, such as solar, wind, and geothermal
  - invest in alternative fuel buses and fleet vehicles as well as related infrastructure
- 

## 6. PUBLIC SERVICES

### Law enforcement

- increase the overall amount and quality of law enforcement
- increase the effectiveness of code enforcement

**Healthcare and Social Services**

- develop more healthcare facilities, including mental health and substance abuse facilities
- improve the quality of healthcare
- improve access to healthcare
- increase social services for seniors, very low income, and special needs residents
- expand public and private transportation services to medical services within and outside the County

**Education**

- pursue a 4-year college in Lake County, possibly as a satellite or extension campus of an existing college
- develop adult education and career technical training (vocational training) programs, for example nursing and teacher training, to match job opportunities
- strengthen partnerships between business and education

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**7. RECREATIONAL AND CULTURAL RESOURCES**

- develop parks (skate parks, dog parks, sports parks, and general recreation parks) as well as pools, recreation centers, and libraries to serve residents of all ages
- develop recreational programs for all ages, especially youth and seniors
- support local arts
- support the integration of tribal history and culture into Lake County
- take advantage of the recreational opportunities of Clear Lake, for example water trails for kayaking and increased public access to the Lake
- develop trails and paths for hiking, walking, bicycling, and equestrian use



## LAKE COUNTY/CITY AREA PLANNING COUNCIL

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Lisa Davey-Bates, Executive Director  
(707) 263-7799 / Fax 463-2212  
www.lakeapc.org

367 North State Street, Suite 206  
Ukiah, CA 95482

April 7, 2010

[insert name and address of Tribal Chairperson]

**Re: Regional Transportation Plan for Lake County**

Dear Chairperson [insert name of chairperson]:

The Lake County/City Area Planning Council (APC) is updating the Regional Transportation Plan (RTP) for Lake County. The Regional Transportation Plan identifies goals, policies and objectives for an effective transportation system for Lake County. The RTP involves all modes of transportation throughout the County and the incorporated cities, including streets and highways, bicycle and pedestrian, public transit and aviation. The RTP includes six elements, including the Tribal Transportation Element.

I will be attending the Caltrans Native American Leadership Annual Meeting on April 20<sup>th</sup> at the Lake County Tribal Consortium in Lakeport. Included with this letter is a copy of the draft 2010 RTP Tribal Transportation Element section for your review. At the meeting on April 20<sup>th</sup> there will be an opportunity to hear more about the RTP Update and, if time permits, to discuss and provide comments on the RTP. I am especially interested in your input on the Tribal Transportation Element.

Lake APC staff is available to consult with your Tribal Council regarding the 2010 Regional Transportation Plan to ensure tribal transportation issues are properly identified in the updated plan. I would like all comments to be submitted by May 3, 2010. I can be reached at the above address, or by calling (707) 263-7799, or at [daveybatesl@dow-associates.com](mailto:daveybatesl@dow-associates.com).

Sincerely,

Lisa Davey-Bates  
Executive Director

enclosure



## LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
(707) 263-7799 / Fax 463-2212  
www.lakeapc.org

367 North State Street, Suite 206  
Ukiah, CA 95482

May 7, 2009

[insert name and address of Tribal Chairperson]

**Re: Regional Transportation Plan for Lake County**

Dear Chairperson [insert name of chairperson]:

The Lake County/City Area Planning Council (APC) has initiated the process to update the Regional Transportation Plan (RTP) for Lake County. The Regional Transportation Plan identifies goals, policies and objectives for an effective transportation system for Lake County. The RTP involves all modes of transportation throughout the County and the incorporated cities, including streets and highways, bicycle and pedestrian, public transit and aviation.

The current RTP, developed in 2005, includes a section on the Tribal Transportation System that identifies each of the seven Lake tribes, their reservation/rancheria lands, and transportation issues. I have included a copy of this section for your reference.

Lake APC staff is available to consult with your tribal council regarding the 2010 Regional Transportation Plan to ensure tribal transportation issues are properly identified in the updated plan. Please let me know if you would like us to address your tribal council regarding the update of the plan.

The APC is aware that the Bureau of Indian Affairs several years ago prepared tribal transportation plans for many tribes. If the BIA prepared a plan for your tribe, or if you have a more current transportation plan, please provide us with a copy so that we can incorporate the most current and accurate information in the update of the RTP.

I can be reached at the above address, or by calling (707) 263-7799, or at [daveybatesl@dow-associates.com](mailto:daveybatesl@dow-associates.com).

Sincerely,

Lisa Davey-Bates  
Executive Director

enclosure



## LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
(707) 263-7799 / Fax 463-2212  
www.lakeapc.org

367 North State Street, Suite 206  
Ukiah, CA 95482

October 26, 2009

[insert name and address of Tribal Chairperson]

**Re: Regional Transportation Plan for Lake County**

Dear Chairperson [insert name of chairperson]:

The Lake County/City Area Planning Council (APC) is updating the Regional Transportation Plan (RTP) for Lake County. The Regional Transportation Plan identifies goals, policies and objectives for an effective transportation system for Lake County. The RTP involves all modes of transportation throughout the County and the incorporated cities, including streets and highways, bicycle and pedestrian, public transit and aviation.

The current RTP, developed in 2005, includes a section on the Tribal Transportation System that identifies each of the seven Lake tribes, their reservation/rancheria lands, and transportation issues. I have included a copy of this section for your reference.

Lake APC staff is available to consult with your tribal council regarding the 2010 Regional Transportation Plan to ensure tribal transportation issues are properly identified in the updated plan. We had intended to discuss and request input on the RTP during the Caltrans Tribal Outreach meeting originally scheduled for October 28<sup>th</sup>, but since that meeting was postponed, we are contacting you directly. Please let me know if you would like us to consult with your tribal council regarding the update of the RTP.

The APC is aware that the Bureau of Indian Affairs several years ago prepared tribal transportation plans for many tribes. If the BIA prepared a plan for your tribe, or if you have developed a more current transportation plan, we would like to request a copy so that we can incorporate the most current and accurate information about your transportation priorities and needs into the update of the RTP.

I can be reached at the above address, or by calling (707) 263-7799, or at [daveybatesl@dow-associates.com](mailto:daveybatesl@dow-associates.com).

Sincerely,

Lisa Davey-Bates  
Executive Director

enclosure



## LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
(707) 263-7799 / Fax 463-2212  
www.lakeapc.org

367 North State Street, Suite 206  
Ukiah, CA 95482

June 2, 2009

### **Re: Regional Transportation Plan Community Advisory Committee**

The Lake County/City Area Planning Council (APC) is currently updating the Regional Transportation Plan (RTP) for Lake County. The RTP provides a clear vision of the regional transportation goals, policies, objectives and strategies for an effective transportation system for Lake County. Updated every five years, the RTP is required by state legislation.

Your participation is requested in the RTP Community Advisory Committee (CAC). The first meeting of the CAC is scheduled for:

**Date: Monday, June 15**

Time: 10:00 a.m. – 12:00 noon

Location: County of Lake Courthouse, Third Floor Conference Room C, Lakeport

The purpose of the CAC is to provide input on the update of the RTP, including: current issues and needs; goals, policies and objectives; and stakeholder outreach. CAC participation is expected to entail:

- no more than four CAC meetings over the next 16 months
- the review of draft sections of the RTP Update
- attendance at a community workshop

The RTP is “multi-modal” meaning it considers all types of transportation, including the State highway system, local road system, transit, aviation, bicycling and walking. Community and stakeholder input is an important element in the development of the RTP.

Please let me know if you, or someone from your organization, will be able to attend the meeting on June 15<sup>th</sup>. I can be reached at (707) 263-7799 or [personst@dow-associates.com](mailto:personst@dow-associates.com).

Sincerely,

Terri Persons  
Associate Transportation Planner



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
 (707) 263-7799 / Fax 463-2212  
 www.lakeapc.org

367 North State Street, Suite 206  
 Ukiah, CA 95482

## Regional Transportation Plan (RTP) 2010 Update Community Advisory Committee

June 15, 2009

10:00 a.m. – 12:00 noon

Lake County Courthouse, Conference Room C, Third Floor

Time	Topic	Action/Outcome
10:00 a.m. – 10:15 a.m.	Overview of Agenda & Introductions	
10:15 a.m.- 10:30 a.m.	<ul style="list-style-type: none"> <li>Review of RTP Update Process and</li> <li>Discuss role of the Community Advisory Committee (CAC)</li> </ul>	<ul style="list-style-type: none"> <li>Clarify timeframe and tasks of RTP Update</li> <li>Clarify CAC role and time commitment</li> </ul>
10:30 a.m.- 10:45 a.m.	Review “new” issues to be included in the 2010 Update	Provide information on “new” issues and receive input from meeting participants
10:45 a.m. -11:30 a.m.	Review and discussion of current Goals, Policies & Objectives	Obtain input on changes, additions and deletions of Goals, Policies & Objectives
11:30 a.m. -11:45 a.m.	Discuss any other RTP related issues of interest to the meeting participants	Ensure all meeting participants have the opportunity to discuss RTP related issues
11:45 a.m. -11:50 a.m.	Discuss potential date and location for next RTP CAC meeting	Identify preference for meeting date(s) and location(s)
11:50 a.m.	Adjourn meeting	





# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
 (707) 263-7799 / Fax 463-2212  
 www.lakeapc.org

367 North State Street, Suite 206  
 Ukiah, CA 95482

## Regional Transportation Plan (RTP) 2010 Update Community Advisory Committee

November 16, 2009

1:30 p.m. – 3:00 p.m.

Lake County Courthouse, Conference Room C, Third Floor

Time	Topic	Action/Outcome
1:30 p.m. – 1:40 p.m.	Overview of Agenda & Introductions Review summary from June 15 <sup>th</sup> meeting	
1:40 p.m.-1:50 p.m.	Update on developments since last meeting: <ul style="list-style-type: none"> <li>• Public Outreach</li> <li>• Lake 29 Expressway and regional priorities</li> </ul>	Please review related staff reports
1:50 p.m. – 2:00 p.m.	Discuss proposed format and structure for the 2010 RTP	
2:00 p.m. – 2:40 p.m.	Discuss draft Goals, Objectives and Policies	Please review <i>Discussion Draft</i>
2:40 p.m. – 2:50 p.m.	Discuss any other RTP related issues of interest to the meeting participants	Ensure all meeting participants have the opportunity to express and discuss RTP related issues
2:50 p.m. – 2:55 p.m.	Review next steps in development of draft RPF, Review project schedule	
3:00 p.m.	Adjourn meeting	



## LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
 (707) 263-7799 / Fax 463-2212  
 www.lakeapc.org

367 North State Street, Suite 206  
 Ukiah, CA 95482

**To:** Lake County Media Contacts

**From:** Lisa Davey-Bates, Executive Director  
 Lake County/City Area Planning Council

**Re:** Draft 2010 Lake County Regional Transportation Plan  
 - Public Meeting Schedule and Availability of Draft Plan

**Date:** August 10, 2010

Urgent    For Your Use    Please Complete    Please Reply    Please Sign    Please Pay

Staff to the Lake County/City Area Planning Council (APC) will hold two public meetings on the Draft 2010 Lake County Regional Transportation Plan and Draft Negative Declaration. The purpose of the meetings is to receive public comments and input prior to the preparation of the final Plan. Meetings are scheduled as follows:

**Tuesday, August 24, 2010**

**4:00 – 6:30 p.m.**

Lake Transit Operations Center  
 9240 Highway 53  
 Lower Lake, CA

**Wednesday, August 25, 2010**

**4:00 – 6:30 p.m.**

Lakeport City Hall  
 City Council Chambers  
 225 Park Street  
 Lakeport, CA

The Regional Transportation Plan (RTP) is a transportation planning document prepared by the Lake County/City Area Planning Council. The Plan provides a vision of regional transportation goals, policies and objectives. The RTP considers all modes of travel, including local streets and roads, State Highways, public transit, bicycle, pedestrian and aviation. It assesses current transportation, identifies needs and problems, and suggests actions to solve these problems and improve transportation throughout the region. The plan also considers financing options in relation to projects discussed within the plan. The public review period is August 2, 2010 through August 31, 2010.

The RTP and Draft Negative Declaration may be reviewed at the following libraries throughout Lake County:

- Lake County Library, 1425 North High Street, Lakeport
- Redbud Library, 14785 Burns Valley Road, Clearlake
- Middletown Library, Highway 29 and Callayomi, Middletown;
- Upper Lake Library, 310 2<sup>nd</sup> Street, Upper Lake.

Both documents are also available for review on the APC website at [www.lakeapc.org](http://www.lakeapc.org)

Comments regarding the Regional Transportation Plan and/or Negative Declaration are encouraged. Written comments should be submitted to the Lake County/City Area Planning Council, 367 N. State Street, Suite 206, Ukiah, CA, 95482 no later than August 31, 2010. Oral comments may be presented at the public meetings.

For additional information, please contact Terri Persons or Lisa Davey-Bates at the Lake County/City Area Planning Council, 707-263-7799.



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
 (707) 263-7799 / Fax 463-2212  
 www.lakeapc.org

367 North State Street, Suite 206  
 Ukiah, CA 95482

## Public Meetings on the Draft Lake County 2010 Regional Transportation Plan and Draft Negative Declaration

### *Lower Lake*

Tuesday, August 24, 2010

4:00 – 6:30 p.m.

Lake Transit Operations Center  
 9240 Highway 53  
 Lower Lake, CA

### *Lakeport*

Wednesday, August 25, 2010

4:00 – 6:30 p.m.

Lakeport City Hall  
 City Council Chambers  
 225 Park Street  
 Lakeport, CA

Time	Topic
4:00 p.m. – 6:30 p.m.	<i>Open House format for public review and comment on the Draft Lake County 2010 Regional Transportation Plan and Negative Declaration. Informal discussion and comments from public encouraged.</i>
4:30 p.m. - 4:45 p.m.	<u>Presentation:</u> Overview of Regional Transportation Plan Update process, Draft Lake County 2010 Regional Transportation Plan and Draft Negative Declaration
4:45 p.m. – 6:00 p.m.	Continue informal discussion and receive comments
6:00 p.m. – 6:20 p.m.	Summarize discussion and comments received



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
 (707) 263-7799 / Fax 463-2212  
 www.lakeapc.org

367 North State Street, Suite 206  
 Ukiah, CA 95482

August 31, 2010

## Summary of Public Comments received on the Draft 2010 Lake County Regional Transportation Plan

The public comment period for the Draft 2010 Lake County Regional Transportation Plan (RTP) was August 2<sup>nd</sup> -31<sup>st</sup>. Below is a summary of the comments received on the draft Plan.

Source of Comment	Comments	Page/Map Number	Response
Caltrans, District 1	Caltrans District 1 staff submitted an e-mail to Lake APC staff on August 26 <sup>th</sup> . <i>See attached memo.</i>		Revisions will be made as requested.
Caltrans, Division of Aeronautics	Caltrans District 1 staff forwarded comments submitted by the Division of Aeronautics to Lake APC staff. <i>See attached memo.</i>	Aviation Element	Comments relevant to the RTP will be incorporated. Comments were forwarded to Lake County DPW as many comments were relevant to the operation of the airport and project funding sources.
Middletown Resident, at public meeting August 24 <sup>th</sup> . (first comment)	The commenter noted that there are roads indicated on the map that are private roads, private driveways to homes and agricultural properties.	Map LR-13	Maps will be revised to include a note that roads included on the map are both public <i>and</i> private. The maps currently indicate that both paved and unpaved roads are included on the map.
Middletown Resident, at public meeting August 24 <sup>th</sup> (second comment)	The commenter noted that Santa Clara Road, which runs south from State Route 175 and parallel to State Route 29 is often used by people instead of State Route 29 to avoid traveling through downtown Middletown on State Route 29. Santa Clara Road is a residential street. The commenter suggested including traffic calming measures on Santa Clara Road to reduce vehicle speeds. The commenter noted that Santa Clara Road is popular route for equestrians.		

<b>Source of Comment</b>	<b>Comments</b>	<b>Page/Map Number</b>	<b>Response</b>
County of Lake, Department of Public Works	County staff recommended minor corrections to the text and minor corrections/additions on maps	Multiple pages	Revisions will be made to the text and maps.
Lake APC Technical Advisory Committee members	The Lake APC TAC discussed the draft RTP at their August 19 <sup>th</sup> meeting and provided comments and corrections.		Lake APC staff

**Comments received 8/30/10 from Caltrans Division of Aeronautics  
via Caltrans District 1**

Appendix F

August 10, 2010

**Re: Lake County/City Area Planning Council, Draft 2010 Lake County Regional  
Transportation Plan (RTP) and Checklist**

**Attention: Dave Carstensen**

The Caltrans Division of Aeronautics (Division) has reviewed the Draft 2010 Lake County RTP and has a few comments regarding the Aviation Element.

Lake County manages the only public use airport in the county, and there is no mention in the Executive Summary of the consideration of either the need for air service at Lampson Field Airport, the funding challenges, or site selection process to develop a new airport in the Butts Canyon area south of Clearlake that would serve the lower lake area.

The Aviation Element is well thought out, however staff suggests the following:

- ✓ Page AV-1: The County as the Lampson Field Airport sponsor is responsible for maintaining clear FAA Part 77 virtual surfaces, including any air space obstructions such as buildings or trees that have or will grow into the virtual surfaces producing a hazard to aviation. Staff suggests that the County develop a tree maintenance plan to manage tree growth or removal in agreement with adjacent property owners. Obstructions to airspace are identified in the most recent inspection letter. Discrepancy resolution is ongoing. Any questions regarding airport permit safety compliance inspections should be directed to Michael Smith, State Aviation Consultant, (916) 654-4380.
- ✓ Page AV-2, paragraph 1 continued from AV-1: The scheduled for Fiscal Year 2012-2013 Lampson Field Master Plan (MP) update may be satisfied with an electronic Airport Layout Plan. The Federal Aviation Administration is the lead agency, and the decision is theirs, however the Division would like to review and participate with the MP update.
- ✓ Page AV-2: The second paragraph beginning with "To protect the..." is out of place. We suggest that the third paragraph be moved up prior to the preceding paragraph.
- ✓ Page AV-2, paragraph 3: Our records show that the latest FAA approved ALP was in January 2003. Was the ALP approved by the County in May 2008 also approved and signed by the FAA/WPR? If so, the Division would like a copy for our records.
- ✓ AV-2, paragraph 4: The Division has identified Lampson Field Airport as a Priority 1 airport in the soon to be released (scheduled public release is October 2010) California Aviation System Plan, 2010 General Aviation System Needs Assessment (formerly System Needs Requirements Element) identifies Lampson Field Airport needs runway improvements, runway extension (2,000 feet) and widening (15 feet), a combined estimated cost of \$1.5 million. Due to National Environmental Protection Act (NEPA), a project of this magnitude may require an Environmental Assessment (EA) or an Environmental Impact Report (EIR). Since Lampson Field Airport is included in the National Plan of Integrated Airport Systems (NPIAS), this airport runway project is eligible for Federal Aviation Administration Airport Improvement Program (AIP) Grant and State AIP Matching Grant and must be listed in Lampson Field Airport's Airport Capital Improvement Plan (ACIP) to receive funds. Information regarding the ACIP/CIP process is

located at the following link: <<http://www.dot.ca.gov/hq/planning/aeronaut/acipweb.html>>  
The Lampson Field Airport Master Plan update and Airport Layout Plan should demonstrate how the airport runway and a new Runway Safety Area (RSA) would be developed, including land purchase(s) and avigation easements.

- ✓ AV-3, paragraph 3: Regarding the wastewater treatment issue, land uses which produce increased attraction of birds should be avoided in accordance with FAA standards as wildlife attractants can be a hazard to aviation.
- ✓ AV-4, Action Plan (Proposed Projects) table, Potential Funding Source, the regarding the “Entitlement grant (state),” The Federal Entitlement Grant (\$150,000) is not a state grant. There is a \$10,000 **Annual Credit** can be retained by the state up to 5-years at the airport sponsor’s request and used for the local match of an AIP Grant. Eligible Projects for Annual Credit Grant Funding. Use Form DOA-0009 to request reimbursement for qualified expenses. Annual Credit eligible projects are found in PUC 21681(f) and (g) and Section 4062 of the State regulations. These items are also available on the Aeronautics website. Additionally, the **State AIP Matching Grant** is equal to 2.5 percent of the Federal AIP Grant.
- ✓ Many resources to assist with the proposed project funding tables on page AV-4 are available from the Division’s Grants and Loans web page <http://www.dot.ca.gov/hq/planning/aeronaut/grants-loans.html> explaining the California Aid to Airports Program (CAAP), as well as project eligibility criteria. The *State Dollars for Your Airport* explains the CAAP funding in further detail. And, the California Code of Regulations, Title 21, Division 2.5, Chapter 4, California Aid to Airports Program is available from the Grants and Loans web page as well. The *California Airports Best Practices Guide (2009)* and the *California Airport Land Use Compatibility Handbook (Handbook)* are also available electronically from the Division’s web site under Publications.
- ✓ AV-4 2010 RTP Aviation Project List – financially un-constrained (DRAFT), since federal and state grants are not available for revenue generating projects, add the word “Grant” before “Funding” in the section titled “Potential Funding Source.” However, State CAAP Loans are available for revenue generating projects such as hangers and fueling facilities. Loans can be made for airport development projects also. Interest rate as of March 2010 is 5.3276 percent. Loans can be made to assist the sponsor with the local match for an AIP Project. For further information regarding funding eligibility, visit the Grants and Loans web page: <http://www.dot.ca.gov/hq/planning/aeronaut/grants-loans>

This concludes our comments. Please contact the Division of Aeronautics if anything further is needed.

Regards,

Kevin Ryan, Associate Transportation Planner  
California Department of Transportation  
Division of Aeronautics, Office of Aviation Planning  
Phone: (916) 653-3012

## Comments received on the Draft 2010 Regional Transportation Plan (RTP) via e-mail on August 26, 2010 from Dave Carstensen, Caltrans District 1

To: Mrs. Lisa Davey-Bates  
LC/CAPC Executive Director

### Lake Draft 2010 RTP Comments

We have reviewed the Lake County/City Area Planning Council's (LC/CAPC) Draft 2010 Regional Transportation Plan (RTP) and RTP Checklist. The LC/CAPC should be commended for doing an excellent job addressing the major long-range regional transportation concerns for all modes of transportation in Lake County, and has kept their focus on attainable goals and performance measures within the 20-year time frame of the RTP.

LC/CAPC has done extensive outreach in the community through their Regional Blueprint project and several partnered studies with Caltrans and adjoining counties, to ensure the future transportation needs of the local and State systems are addressed in a comprehensive and coordinated manner, even across county and regional boundaries.

The majority of our below comments are technical suggestions to refine the RTP.

**Transportation Security.** The RTP addresses transportation security adequately in the Aviation Element. We suggest addressing transportation security in other elements of the RTP to ensure the RTP is consistent with emergency relief and disaster preparedness plans, strategies and policies per Title 23 CFR Part 450.322(h).

**State Highway System Element.** Page SH-1 of this element, seventh policy, should be revised to read: "Implement projects and strategies to encourage trucks and inter-regional traffic to use the Principle Arterial Corridor (includes portions of S.R. 20, 29 and all of 53) for travel through Lake County."

**Funding Sources.** We suggest including potential funding sources in all projects listed in the State Highway System and Transit Elements, specifically on pages SH-5, SH-6 and PT-6.

**Transit Element.** We recommending completing the last sentence of the top paragraph on page PT-7, so that the text is consistent with other Program descriptions in the element. Also on page PT-7, in the JARC Program section, we suggest the JARC plan mentioned be identified as completed in 2008, rather than "should be completed in the summer of 2008." Rather than expanding the details of the Transit Element to include specific planned transit stop improvements, we recommend the web site links to the latest version of the plans identified on page PT-5, be identified in this element.

**Glossary of Terms.** We suggest including green house gas in the glossary.

**Appendices.** The title page should be revised to read: "Appendix B:



Public Participation Report". We also suggest that the Public Participation Report section include additional support documentation and examples of Lake's public outreach efforts and inter-agency coordination and consultation process to demonstrate meeting the requirements of 23 CFR 450.316(3)(b), 23 CFR 450.322(g) and California Government Code 14000(d).

Other minor comments regarding spelling, grammar, format, and documentation of sources of information on maps and in narrative sections, have been made to your staff, and minor revisions will be made.

Thank you for consideration of the above comments. Please call me if you have any questions or need clarification.

Dave Carstensen  
District #1 Planning  
707-445-6409

cc:

Terri Persons, LC/CAPC staff

Cheryl Willis, District #1 Planning  
Rex Jackman, District #1 Planning  
Mike Yancheff, District #1 Project Management

Erin Thompson, Division of Transportation Planning  
La Nae Van Valen, Division of Transportation Planning  
Jila Priebe, Division of Mass Transportation  
Terry Barrie, Division of Aeronautics (received separate RTP directly from LC/CAPC per request)