



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
www.lakeapc.org

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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, May 5, 2021
TIME: 9:00
PLACE: Audioconference

In accordance with the modified Brown Act Requirements established by Governor Newsom's Executive Order N-29-20, and to facilitate Social Distancing due to COVID-19, Lake Area Planning Council's Board meeting will be by audioconference. Public comments will be available during Wednesday's meeting on any agenda item. Please send comments to our Board Secretary, Charlene Parker, at cparker@dbcteam.net and note the agenda item number being addressed. Oral comments will also be accepted by telephone during the meeting when public comment is invited by the Chair.

Dial-in number: 1 (669) 900-6833 / Meeting ID: 992 7918 9223# Passcode: 920315
****Zoom link provided to Board Members in distribution email and to public by request.***

1. Call to Order/Roll Call
2. Adjourn to Policy Advisory Committee

PUBLIC EXPRESSION

3. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda

CONSENT CALENDAR

4. Approval of April 14, 2021 Minutes

REGULAR CALENDAR

5. Discussion and Recommended Approval of Resolution #20-21-13 to Determine if Unmet Transit Needs are Reasonable to Meet (*Sookne*)
6. Presentation of 2021/22 (Draft) Lake APC Budget (*Pedrotti*)
7. Discussion of 2021/22 (Draft) Overall Work Program (*Pedrotti*)
8. Discussion and Comments to the California State Transportation Agency (CalSTA) on the Draft Climate Action Plan for Transportation Infrastructure (CAPTI)

RATIFY ACTION

9. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council
10. Consideration and Adoption of Recommendations of Policy Advisory Committee

REPORTS

11. Reports & Information:
 - a. Lake APC Staff Summary of Meetings – Administration and Planning Services
 - b. Lake APC Planning Staff
 - i. Grant Updates
 - ii. Regional Transportation Plan/Active Transportation Plan Update
 - iii. SR 53 Corridor Local Circulation Plan
 - iv. Local Road Safety Plan Update
 - v. Coronavirus Response & Relief Supplement Appropriations Act (CRSSAA) Update

- vi. Miscellaneous
- c. Lake APC Administration Staff
 - i. Next Meeting Date – **June 2, 2021**
 - ii. Miscellaneous
- d. Lake APC Directors
- e. Caltrans
 - i. SR 29 Project Update
 - ii. Lake County Project Status Update
 - iii. Miscellaneous
- f. Rural Counties Task Force
 - i. Next Meeting Date – **May 21, 2021** (*Teleconference*)
- g. California Transportation Commission
 - i. Next Meeting Date – **May 12 – 13** (*Webinar*)
- h. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – **May 25, 2021** (*Webinar*)
 - ii. CalCOG Board of Directors Meeting – **May 14, 2021** (*Virtual*)
- i. Miscellaneous

INFORMATION PACKET

- 12. a) Comparing 375 legislation
- b) Notable Bills for Discussion

ADJOURNMENT

PUBLIC EXPRESSION

Any member of the public may speak on any agenda item when recognized by the Chair for a time period, not to exceed 3 minutes per person and not more than 10 minutes per subject, prior to the Public Agency taking action on that agenda item.

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the Lake Area Planning Council office at (707) 263-7799, at least 5 days' notice before the meeting.

ADDITIONS TO AGENDA

The Brown Act, Section 54954.2, states that the Board may take action on off-agenda items when:

- a) a majority vote determines that an “emergency situation” exists as defined in Section 54956.5, **or**
- b) a two-thirds vote of the body, or a unanimous vote of those present, determines that there is a need to take immediate action and the need for action arose after the agenda was legally posted, **or**
- c) the item was continued from a prior, legally posted meeting not more than five calendar days before this meeting.

CLOSED SESSION

If agendaized, Lake County/City Area Planning Council may adjourn to a closed session to consider litigation or personnel matters (i.e. contractor agreements). Discussion of litigation or pending litigation may be held in closed session by authority of Govt. Code Section 54956.9; discussion of personnel matters by authority of Govt. Code Section 54957.

POSTED: April 29, 2021

Attachments:

- Agenda Item #4 – 4/14/21 Lake APC Draft Minutes*
- Agenda Item #5 – Staff Report, Unmet Needs Reso, Findings, Definitions*
- Agenda Item #6 – Staff Report, Draft Budget Summary*
- Agenda Item #7 – Staff Report, Draft OWP*
- Agenda Item #8 – Staff Report, Principles & Strategies*
- Agenda Item #11a – Summary of Meetings*
- Agenda Item #11biii - SR 53 Staff Report*
- Agenda Item #11biv – LRSP Update Staff Report*
- Information Packet: a) Comparing 375 legislation*
 - b) Notable Bills for Discussion*



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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) (DRAFT) MEETING MINUTES

Wednesday, April 14, 2021

Location: Audioconference (in response to “Shelter-in-Place” directive)

Present

Bruno Sabatier, Supervisor, County of Lake
Moke Simon, Supervisor, County of Lake
Russ Cremer, City Council, City of Clearlake
Russell Perdock, Council Member, City of Clearlake
Stacey Mattina, City Council Member, City of Lakeport
Kenneth Parlet, Council Member, City of Lakeport
Chuck Leonard, Member at Large

Absent

Vacant Position, Member at Large

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
James Sookne, Admin Staff – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
Charlene Parker, Admin Staff – Lake APC
Nephele Barrett, Planning Staff – Lake APC
John Speka, Planning Staff – Lake APC
Danielle Casey, Planning Staff – Lake APC
Dirk Slooten (Alternate), Council Member, City of Clearlake
Rex Jackman, Caltrans District 1 (Policy Advisory Committee)
Scott DeLeon, Public Works Director, County of Lake
Thomas Pogue, Associate Director, University of the Pacific
Suleyma Vergara-Tapia, University of the Pacific
Tocarra Nicole Thomas, County of Lake
Adeline Brown, City of Clearlake
Clarissa Kincy, Mobility Manager – Lake Links

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:01 a.m. Secretary Charlene Parker called roll. Members present: Sabatier, Simon, Perdock, Mattina, Cremer, Parlet, Leonard

2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:02 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

3. PUBLIC EXPRESSION

Chair Mattina requested public comments including any written comments.

No public comments were presented to the council.

CONSENT CALENDAR

4. Approval of March 10, 2021 Draft Minutes

Director Cremer made a motion to approve the March 10, 2021 Lake APC minutes, as presented. The motion was seconded by Director Perdock and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Leonard, Rex Jackman (PAC), Noes (0); Abstain (0); Absent (1) – Vacant Member-at-Large

REGULAR CALENDAR

5. Presentation and Recommended Approval of the Lake County Coordinated Public Transportation Plan

John Speka introduced the item, explaining that the Lake County Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) was last updated in 2015 and the Federal statute has required meaningful planning and communication between public transportation sectors and human service systems. John noted that the requirements by Federal Transit Administration (FTA) 5310 must include all projects supported within the Coordinated Plan. John clarified that the updates were approximately every five years to allow new projects to be included within the Coordinated Plan. John introduced Thomas Pogue, Associate Director, University of the Pacific who has spent the past year preparing the Plan for the Lake County Region through a contract with Caltrans. Thomas introduced his colleague Suleyma Vergara-Tapia who worked with him on the Coordinated Plan. Thomas gave a presentation explaining that the Plan was essential to keep seniors, people with disabilities and low-income individuals linked to social services, employment, healthcare, and education. The Plan was intended to meet coordinated-planning requirements as well as provide the Lake County Region an outline for implementing a range of strategies intended to promote and advance local efforts to improve transportation needs. Thomas gave an overview of each chapter of the Coordinated Plan and noted the new chapters on funding sources and COVID-19.

Director Sabatier asked if the CEQA process was incorporated in this document for future projects with potential new Transit bus stops. Thomas replied that he believes that the 5310 was for actual operations rather than the CEQA process needs.

Chair Mattina requested any public comments regarding the Lake County Coordinated Public Transportation Plan. No comments were presented.

Director Sabatier made a motion to approve the Lake County Coordinated Public Transportation Plan, as presented. The motion was seconded by Director Cremer and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Leonard, Rex Jackman (PAC), Noes (0); Abstain (0); Absent (1) – Vacant Member-at-Large

6. Report from the Executive Committee Meeting:

- a) **Recommended Approval of Contract Extension between Lake APC and Davey-Bates Consulting for Administrative and Fiscal Services and Service Authority for Freeway Emergencies (SAFE) Services for the period of October 1, 2021 through September 30, 2022**

b) Recommended Approval of Contract Extension between Lake APC and Dow & Associates for Planning Services and Service Authority for Freeway Emergencies (SAFE) Services for the period of October 1, 2021 through September 30, 2022.

A staff report summarizing the progress to date was included for board review, along with the Executive Committee Meeting Minutes. The Executive Committee (Directors Mattina, Simon and Perdock) met with staff on April 2 to review options and potential recommendations for the Lake APC contract with DBC Consulting and Dow & Associates. Director Simon was the designated Executive Committee Representative to report the outcome and recommendation of the Executive Committee. Director Simon reported given the options, the best suitable direction would be to continue on with one year contract extensions.

Lisa Davey-Bates explained that staffing for the Lake Area Planning Council (APC) is currently provided through contracts with, Davey-Bates Consulting and Dow & Associates, as it has been since 2014. Lisa added that both contractors are fulfilling their second, one-year contract extension, which will expire on September 30, 2021. Lisa stated that Lake APC Administration and Planning Staff Consultants presented two options to the Executive Committee.

Option 1: Execute a full contract procurement, including the development and release of a Request for Proposal (RFP), or,

Option 2: Continue exercising the extension option included in the RFP, for up to five one-year contract extensions. This would be the third year of the one-year contract extensions, leaving two more available.

Lisa noted that as part of the staff report both contractors included one-year extensions and Exhibit A outlining annually contract base amounts based on 11.5% applied to the healthcare benefit portion as well as the previous year's CPI. The increase would be added annually and accumulatively to the base contract that would be considered. Both contractors are offering a voluntary 1% credit for savings on reduced travel and related direct costs during the pandemic, a one-time credit of \$5,600 for administration and up to \$3,000 for planning services applied monthly during Fiscal Year 2021/22.

The Board Members discussed the RFP process and the benefits of longer-term contract with Davey-Bates and Dow & Associates. They agreed with the consistency and high quality of work performed by the two contractors and followed the direction of the Executive Committee with one-year contract extension. Lisa and Nephele thanked the Board Members for their support.

Chair Mattina requested any public comments regarding the Contract Extensions. No comments were presented.

*Director Cremer made a motion to approve the extensions of the existing contracts for Fiscal & Administrative Services and Planning Services for Lake APC, Lake Transit and Lake SAFE for a period of one year through September 30, 2022. The motion was seconded by Director Simon and carried unanimously.
Roll Call Vote: Ayes (8)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Leonard, Rex Jackman (PAC), Noes (0); Abstain (0); Absent (1) – Vacant Member-at-Large*

7. Discussion and Recommended Approval of the FY 2021/22 Local Transportation Fund (LTF) Estimate and Reserve Funding

Alexis Pedrotti reported that typically this time of year staff begins the development process for the upcoming fiscal year budget. Alexis reported that staff has monitored the Local Transportation Fund (LTF), sales tax revenues closely this year, and decided to evaluate the LTF funds and thought it would be appropriate to consider a few options with the Executive

Committee. Alexis explained that based on the formula last year, staff reported there was a potential 6.65% increase identified for LTF revenues. However, due to the uncertainty of the COVID Pandemic impact on LTF revenues, the Lake APC Board opted to follow staff's recommendation and keep the budget at current funding levels for FY 2020/21. After receiving eight months of LTF revenues, \$1,443,672.78 in LTF Funds have been received, fulfilling 92% of the LTF Estimate for FY 2020/21. Staff anticipates an approximate \$560,000 additional unrestricted LTF revenues for FY 2020/21. Alexis explained that the FY 2021/22 LTF estimate through the established formula suggests an 18.73% combined 2-year increase bringing the total LTF Estimate to \$1,834,040, an increase of \$292,480 over the previous year. Alexis gave a brief history of the LTF Reserve Policy, explaining that in June 2019, the APC Board approved the LTF Reserve Policy for an initial balance to be established at \$300,000, with up to a 5% allocation set aside in subsequent years if excess LTF occurred for that year. Alexis noted that due to the COVID pandemic and given the unforeseen revenues no reserve was included in the budget for FY 20/21.

Alexis stated that staff presented the following options to the Executive Committee for consideration for the FY 2021/22 Budget.

Option A: Allocate \$300,000 to the newly established LTF Reserve Account. Additionally, allocate what would have been the FY 20/21 5% LTF Reserve allocation of \$78,078 and FY 21/22 5% Reserve Allocation of \$91,702 for a two-year total of \$169,780. This option would set aside a total of \$469,780 of LTF Reserve funds that could be used for transit purposes such as unforeseen shortfall of revenues, extreme or unusual circumstances, or capital expenses.

Option B: Allocate the FY 21/22 5% LTF Reserve of \$91,702 and retain the remainder of the unallocated revenue in the LTF Unrestricted Account. Keeping the unallocated revenues in the general LTF Account allows for flexibility with cash flow issues but does not allocate a larger "Reserve" as Option A proposes per the adopted LTF policy.

Alexis reported that the Executive Committee met on April 2, 2021, and after discussion, agreed by consensus to recommend that Option A allocation \$469,780 to the Local Transportation Fund Reserve.

The Board Members discussed how difficult and important it was to build a reserve account. They agreed to support the Executive Committee recommendation to set aside the funds in the reserve account and noted the upcoming Transit Hub project.

Director Cremer made a motion to approve Option A allocating \$469,780 to the LTF Reserve Account and allow for the FY 2021/22 Draft Budget development to continue, as presented. The motion was seconded by Director Simon and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Leonard, Rex Jackman (PAC), Noes (0); Abstain (0); Absent (1) – Vacant Member-at-Large

RATIFY ACTION

8. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council

Chair Mattina adjourned the Policy Advisory Committee at 9:40 a.m. and reconvened as the APC.

9. Consideration and Adoption of Recommendations of Policy Advisory Committee

Director Sabatier made a motion to adopt the recommendations of the Policy Advisory Committee and reconvene as the APC. The motion was seconded by Director Perdock and carried unanimously.

Roll Call Vote: Ayes (8)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Leonard, Rex Jackman (PAC), Noes (0); Abstain (0); Absent (1) – Vacant Member-at-Large

REPORTS

10. Reports & Information

a. Lake APC Staff Summary of Meetings

The summary of meetings report was included for the Board's review, and staff was happy to answer any questions, however there were none.

b. Lake APC Planning Staff

i. Update on Various Grant Programs

John reported that APC staff assisted with the City of Clearlake application for the Active Transportation Program (ATP), and it was successful. John explained that the project would include sidewalks on either side of the newly constructed road between Dam Road Extension and 18th Avenue. John reported that APC staff assisted the City of Lakeport in preparing a Highway Safety Improvement Program (HSIP) application to fund street sign replacements throughout the City and it was also successful.

ii. Regional Transportation Plan/Active Transportation Plan

John reported that the Regional Transportation Plan (RTP), required as part of the Transportation Development Act (TDA), is a long-term planning document covering a 20-year time span. The RTP was intended to promote a safe and efficient transportation system for the movement of people and goods throughout the region. The primary purpose of the plan is to identify transportation needs and priority projects in all modes of transportation including streets, highways, bicycle and pedestrian facilities, aviation, and transit. John explained that the RTP update occurs every four years. The update covers present and future transportation needs, deficiencies, and constraints, as well as providing estimates of available funding for future transportation projects in the region.

John reported that the Active Transportation Plan (ATP) was more specific in that it focuses on non-motorized modes of transportation, such as biking and walking. By identifying and prioritizing active transportation projects in the region, the Plan helps to strengthen applications for funding through the state-level Active Transportation Program. John noted that it will play the same role for this and subsequent updates of the RTP.

John reported that previously the public outreach input was through in-person community workshops held at various locations throughout the County. This year, due to the ongoing pandemic, community engagement will be conducted virtually through a social engagement platform called Social Pinpoint. John gave a demonstration showing how to use Social Pinpoint.

Nephele added that because this was our main form for gathering input we do need help getting the word out to the public.

The group discussed different ways to get the flyer out to the public sending it to the advisory committees, social media, and copies on the buses.

iii. State Route 53 Corridor Project

Danielle Casey reported that the SR53 Corridor Local Circulation Study was conducted by TJKM. Danielle reported that at the TAG meeting TJKM provided the Draft Existing Conditions Report. This report will be reviewed by APC Staff and Stakeholders before the final report can be released. Once the final report was complete, TJKM representatives will present their findings and report to the APC Board hopefully in June.

Director Perdock stated that Mayor Slooten wanted to know if there was a separate bike path on the SR53 Corridor Local Circulation Study and if the TAG committee was aware that staff was looking into developing 300,000 square feet of retail space on the 18th Street intersection. Danielle replied that Alan Flora has been active in the TAG committee meetings and has provided staff with that information. Rex Jackman replied that at the last TAG meeting he explained that bikes were allowed on state highways, generally on a multiuse shoulder. Rex explained that we do not currently have planned any kind of separate bike path included in the SR53 right-of-way, and the consultants were going to focus on the local streets for bike lanes.

Director Cremer asked if the lighting between Lakeshore Drive and Dam Road was discussed or included in the report. Danielle stated that she does not believe that has been discussed and thinks there was an element regarding the lighting in the report. Danielle stated that she would bring it up at the next TAG meeting.

iv. Local Road Safety Plan Update

v. Danielle Casey reported that the Local Road Safety Plan (LRSP's) for the Cities of Clearlake and Lakeport were being developed by Headway Transportation, LLC. Danielle noted that the County was doing theirs separately. Danielle reported that staff met with Project Manager, Lauren Picou on March 12 for a thorough tour of Clearlake and Lakeport, showing current project areas and also viewing sites that have an extensive crash history. Additionally, similar to the RTP staff will be doing an online survey with an interactive map for the LRSPs. Danielle explained that staff was working on a press release and the survey will be on social media.

vi. Coronavirus Response & Relief Supplement Appropriations Act (CRSSAA) Update

Danielle Casey reported that the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA, HR 133) was enacted into law on December 27, 2020, and included transportation infrastructure funding to the States for sub allocation. California's apportionment of that funding was \$911.8 million. California Transportation Commission staff and Caltrans have been working to develop a distribution method for those funds. Danielle reported that the CTC has held workshops and various scenarios regarding how to distribute the funds were discussed. Danielle stated that the final decision regarding how to distribute the funding was approved by the CTC at the March meeting. Danielle explained the approved distribution uses a formula based 50% on STIP and 50% on RSTP/STBG which amounts to \$863,816 for Lake County. Of that amount \$27,589 was required for Planning, Programming and Monitoring (PPM) leaving \$836,227 for projects. The CTC has indicated that they would like to approve projects as early as the June meeting. Danielle noted that the eligible uses for the funding will be similar to uses allowed for STIP and RSTP/STBG funding. Additionally, regions that are not ready to move forward with programming at that time, have an option to program at a later time, for instance with the RTIP which we will be developing this fall. Danielle stated that staff plans to present the available options to the TAC at their April 15 meeting. The TAC's recommendation will be presented to the Board in May.

- vii. Miscellaneous
None
 - c. Lake APC Administration Staff
 - i. Next Meeting Date – May 5, 2021
 - ii. Miscellaneous
None
 - d. Lake APC Directors:
None
 - e. Caltrans
Rex Jackman reported that not much has changed from the last months report. Rex informed the Board that he has not received the final answers from safety staff regarding the Lower Lake questions.

Rex reported that he was in a meeting with the Chief of Traffic Operations, and she indicated that staff planned to evaluate the Lakeport intersection on Highway 175 and 29 to initiate a project for pedestrian crosswalks and call signals.

- i. SR 29 Project Update:
Rex reported that the construction on segment 2-C was moving along and on schedule.
 - ii. Lake County Project Status:
Rex stated that current and future construction reports were the same as last month and decided not to include the reports.
 - iii. Miscellaneous
None
 - f. Rural Counties Task Force
 - i. Next Meeting Date – May 21, 2021
 - g. California Transportation Commission
 - i. Next Meeting Date – May 12 – 13 (*Webinar*)
 - h. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – April 19 (*Webinar*)
 - ii. CalCOG Board of Directors Meeting – May 14 – 23 (*Riverside/Virtual*)
 - i. Miscellaneous

INFORMATION PACKET

10 a) 4/2/21 (Draft) Executive Committee Minutes

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 10:12 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker
Administrative Associate



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: 2021/22 Unmet Transit Needs Finding

DATE PREPARED: April 27, 2021

MEETING DATE: May 5, 2021

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

Lake APC has been conducting formal Unmet Transit Needs processes since 2014. The purpose is to identify priority transit needs for transit dependent or transit disadvantaged populations within Lake County. It assists the APC and LTA in determining how to best use the limited transit funding available to the region.

The process is a requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the APC does not allocate any LTF funds for streets and roads purposes, the process is still considered useful as a means of identifying potential transit needs in the region as well as analyzing opportunities for Lake Transit Authority (LTA) to meet those needs if feasible. The Unmet Transit Needs Process also meets TDA requirements calling for annual public input opportunities for transit dependent or transit disadvantaged persons within the jurisdiction represented by the Social Services Transportation Advisory Council (SSTAC).

The current Unmet Needs Process began at the November meeting of the SSTAC, where the 20/21 list of unmet needs was reviewed. The SSTAC decided to seek more input from the community so the process was continued in January, where a list of potential unmet transit needs was developed. In March of this year, a public hearing was held by the APC at which a finding was made that the list contained needs that met the definition of Unmet Transit Needs and referred the list to the APC and LTA staff for further analysis.

LTA staff has now completed the analysis and has provided a response for each (see attached). The attachment contains all the needs that were identified along with a response and recommendation addressing them. As noted in the analysis, all available TDA dollars are already expended and responding to new potential needs is difficult. In most cases, it will mean that LTA and/or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet need against cutting an existing service.

At their meeting on April 15, the SSTAC discussed the list of potentially unmet transit needs and their responses. A recommendation was made to the APC that findings can be made that there are unmet transit needs, some of which are reasonable to meet according to the adopted definition. The APC shall now consider the recommendation and make findings, via resolution, as to whether or not any of the needs are reasonable to meet. A draft resolution has been prepared and is attached to this report.

ACTION REQUIRED: Adopt by resolution a finding that either (a) there are no unmet transit needs, (b) there are no unmet needs that are reasonable to meet, or (c) there are unmet transit needs, including needs that are reasonable to meet.

ALTERNATIVES: None identified.

RECOMMENDATION: As indicated on the attachment, staff believes that most of the needs on the list qualify as unmet needs, with at least one believed to be reasonable to meet at this time. It is recommended that the attached Resolution be approved, finding that there are identified unmet transit needs that are reasonable to meet, and listing findings specific to each need.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 20-21-13

DETERMINATION OF UNMET TRANSIT NEEDS

THE AREA PLANNING COUNCIL HEREBY FINDS, DECLARES AND RESOLVES THAT:

WHEREAS, the Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency for Lake County; and

WHEREAS, the Transportation Development Act (TDA) requires that before any Local Transportation Funds (LTF) are allocated for streets and roads purposes, the transportation planning agency shall conduct a process to determine if there are any unmet transit needs that are reasonable to meet; and

WHEREAS, the APC does not typically allocate LTF for streets and roads purposes, but has determined that the Unmet Transit Needs Process will still be conducted as it provides an opportunity to formalize the process of identifying potential transit needs and opportunities to meet those needs if feasible, meets the citizen participation requirements of the TDA, and is identified as a responsibility of the Social Services Transportation Advisory Council (SSTAC); and

WHEREAS, the APC has adopted definitions for the terms “unmet transit needs” and “reasonable to meet” to be used in the Unmet Transit Needs Process; and

WHEREAS, a list of potential unmet transit needs was developed by the Social Services Transportation Advisory Council; and

WHEREAS, that list of potential unmet transit needs was considered by the APC at a public hearing on March 20, 2021, at which time the APC made a finding that the list included unmet transit needs, according to the adopted definition; and

WHEREAS, that list has been analyzed by APC and LTA staff and recommendations have been made to the SSTAC; and

WHEREAS, the SSTAC has recommended to the APC that the list contains unmet transit needs, including one that has been determined to be reasonable to meet at this time; and

WHEREAS, the attached list includes the needs and findings specific to each need as recommended by the SSTAC and staff; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake Area Planning Council hereby makes the finding that there are unmet transit needs, including needs that are reasonable to meet. The basis for this finding has been included in an analysis attached to this Resolution.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 5th day of May 2021, by the following roll call vote:

AYES:
NOES:
ABSENT:

WHEREUPON, THE CHAIRMAN DECLARED THE RESOLUTION ADOPTED, AND SO ORDERED.

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina
Chairperson



Lake Transit Authority

Lisa Davey-Bates, Executive Director

Administration
525 S. Main Street, Ste. G
Ukiah, CA 95482
(707) 263-7868

Operations
P.O. Box 698
Lower Lake, CA 95457
(707) 994-3384

April 9, 2021

Lisa Davey-Bates
Executive Director
Lake Area Planning Council
525 S. Main Street, Suite G
Ukiah, CA 95482

Lake Transit Authority Response to Potential Unmet Transit Needs & Recommended Findings for the APC FY 2021/22

Dear SSTAC Members, Technical Advisory Committee Members, and APC:

Thank you for the opportunity to respond to the list of FY 2021/22 Potential Unmet Needs. Lake Transit Authority (LTA) takes these very seriously. It is unfortunate that all available TDA dollars are already expended making our response to new potential needs difficult. In most cases, responding to an unmet need will mean that LTA and/ or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet against cutting an existing service.

1. Eastbound service to Spring Valley. Currently, there is no service east of SR 53.

Response: Transit service for residents of Spring Valley is an unmet need. The Live Oak Transportation Project, an FTA Section 5317 funded program that was sponsored by the Area Agency on Aging and operated by Live Oak Senior Center, attempted to serve Spring Valley residents while that project was active for several years beginning in 2009; however, there was very little demand for service. The Spring Valley community is composed of about 360 rural residential households scattered along an approximate six mile stretch of New Long Valley Road. The population is approximately 845 and the population density is 169 people per square mile. The intersection of New Long Valley Road and State Route 20 is about 11 miles from Clearlake Oaks and 18 miles from Clearlake. The distance to Spring Valley, combined with its low density, and the lack of demand for service, make it very unlikely that another transportation service attempt would be successful. LTA recommends that a service directed to serving residents along the length of New Long Valley Road is not reasonable to meet based on past performance, low population density, and low demand.

Recommended Finding: At this time, service to Spring Valley is an unmet need that is unreasonable to meet; however, it should be studied in the next Transit Development Plan for Lake County.

2. Eastbound service, allowing people to connect with service to the Sacramento area. Currently, the closest connection is at the Cache Creek Casino.

Response: Intercity bus service connecting to Sacramento is an unmet need that may be reasonable to meet. Lake Transit Authority was included in a coordinated joint Transit and Intercity Rail Capital Program (TIRCP) grant application submitted by the Shasta Regional Transportation Agency (SRTA) that would provide capital funding for a zero-emission bus project for Phase II of the North State Express. Unfortunately, SRTA's TIRCP application that included this service was not successful. LTA is currently working with SRTA and other rural northern California transit agencies on interagency connectivity, which would include a connection from Lake County to I-5. At this time, these plans are purely conceptual and due to a lack of funding, it is unknown if and when implementation will occur. Therefore, this unmet need is not reasonable to meet.

Recommended Finding: The unmet need for service connecting to the Sacramento region is unreasonable to meet at this time due to a lack of funding.

3. Non-Emergency Medical Transportation in outlying areas. This would serve areas beyond one mile from fixed routes, and vehicles need to include wheelchair lifts.

Response: Over the past four years, the APC found that this is an unmet need that is not reasonable to meet at this time due to limited demand. Nevertheless, LTA and Lake Links, as the former and current CTSA respectively, have taken steps that may improve services to outlying areas. LTA, as the CTSA, was successful in obtaining FTA 5310 grant funding to provide for a full-time mobility coordinator and assistant to develop the LTA/Lake Links mobility management program. Program activities include support for clinic operated wheelchair lift equipped vehicles, further development of the volunteer driver program, and development of NEMT wheelchair lift equipped services. These efforts are meeting more of the need, but still fall short of a dedicated program to provide wheelchair lift equipped service that will meet widely dispersed trips in outlying areas. Lake Links has also been exploring a potential relationship with Partnership Health and their NEMT broker, MTM, to provide Med-Cal funded, wheelchair equipped NEMT service. LTA and Lake Links continue to work with the health and social services community to define the need and potential funding agreements for service.

Recommended Finding: There are unmet transit needs for wheelchair lift equipped NEMT services in outlying areas beyond one mile from fixed routes. The demand is very limited and widely dispersed making it unreasonable to meet at this time.

4. Non-Emergency Medical Transportation to out of county locations. This is needed for both adults and children. There is a particular need for transport to Santa Rosa and San Francisco.

Response: LTA was awarded an FTA 5310 grant in 2017 to provide Out-of-County NEMT services and senior center transportation programs for three years. The grant application helped to address NEMT needs for trips to Ukiah and Santa Rosa. There is potential to modify the program to include trips to San Francisco, or to work together with Bay Area transportation providers to transfer passengers to SF at Santa Rosa. In partnership with Lake Links, Medi-Links was created in 2019 to provide NEMT services to out-of-county locations. To date, the program currently takes clients to Santa Rosa; however, as the program expands, additional destinations will be included. LTA was successful in obtaining an additional 5310 grant in 2019 that will allow Medi-Links to continue to grow into the future.

Recommended Finding: NEMT service to out-of-county locations is reasonable to meet and was implemented in 2019. Initially, the service provides trips to Santa Rosa. As the program expands, trips will be available to additional destinations.

5. Fixed route service on Sundays. Another frequently noted need subject to funding availability.

Response: There is a need for service on Sundays throughout Lake County, but the level of demand for service is not well documented. Based on transit industry statistical evidence, transit service attracts fewer riders on Saturday than weekdays, and even fewer on Sunday than on Saturday. LTA Saturday ridership supports the industry evidence as there are 35 to 40 percent fewer Lake Transit riders on Saturdays than on weekdays. Sundays would likely generate even fewer riders. Meanwhile, there would be added expense to staff dispatch, supervision, and maintenance duties as well as for the actual vehicle operations. Implementing Sunday service could only be done at this time by reducing service on other days of the week. Because of added support staff expenditures, the reductions would likely eliminate more hours of existing service than the number of Sunday hours added.

Recommended Finding: There is an unmet need for transit service on Sundays. The need is not reasonable to meet at this time due to the likelihood that a service revision required to accommodate Sunday service would have negative impacts on services on other days that would outweigh the benefits achieved on Sundays. This unmet need and potential alternative service plans should be studied in the next Transit Development Plan for Lake County.

6. Expanded transit service and Mobility Training to accommodate job placement for developmentally disabled. New enhanced requirements for competitive integrated job placement will be implemented soon necessitating transportation to and from jobs, potentially outside of normal transit operating hours. It is likely that demand response service would be needed to fit this potential need.

Response: To the extent that the need is within Lake Transit operating hours, this need will be accommodated by Lake Transit routes or paratransit services provided that the origin and destination are within one mile of fixed routes. If the need is outside of normal operating hours, Lake Transit is not required to provide service under the ADA. It is unknown at this time if there is an unmet need. If there is an unmet need, the Redwood Coast Regional Center is responsible to fund transportation needs of developmentally disabled persons. Existing service providers, including LTA are available to extend service programs if funding is available.

Recommended Finding: Expanded transit service and mobility training to accommodate job placement for developmentally disabled persons in Lake County is not an unmet need at this time.

7. NEMT after normal business hours. Instances in which a need for non-emergency transport arises outside of normal service hours.

Response: During LTA business hours, many NEMT needs are met by LTA transit and paratransit services. When LTA is closed, the only resources are typically taxi and emergency medical transportation provided by fire districts. Utilizing EMT services for NEMT needs is costly and problematic. One idea to address this situation is to extend LTA paratransit hours, or provide an alternative NEMT service through Lake Links, and work with the fire districts to dispatch the most appropriate and cost-effective service. The extent of the need for afterhours NEMT is not well documented, and the feasibility of providing afterhours NEMT is therefore unknown.

Recommended Finding: NEMT after Lake Transit operating hours is an unmet need. At this time, it is unknown if it is reasonable to meet. This requires additional study by LTA, Lake Links, and/or the APC.

8. Individualized, flexible transportation to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system.

Response: Although most of the focus as of late has been on non-emergency medical transport (NEMT) services, there is also a need for other “on-demand” types of services for non-medical trips. A previous survey for the Pay-Your-Pal (PYP) program revealed that 90% of the respondents were in favor of this type of service. Without additional funding dedicated to this “on-demand” service, implementation of this service at this time could only be done by reducing existing fixed-route service. It would be beneficial to study this further in the next Transit Development Plan to determine the extent of the demand. If the demand is high enough, LTA and/or Lake Links could then pursue additional funding to implement the service.

Recommended Finding: At this time, implementation of an “on-demand” type service to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system is an unmet need that is unreasonable to meet; however, it should be studied in the next Transit Development Plan for Lake County.

Again, thank you for the opportunity to respond to unmet needs testimony. The partnership between LTA and the Area Planning Council to identify unmet needs, and plan appropriate responses has continued to provide many useful and important transportation improvements.

Sincerely,



James Sookne
Program Manager

**Adopted Definitions for the
Unmet Transit Needs Process
Approved by the APC 12/10/14**

Unmet Transit Need: Whenever a need by a significant number of people to be transported by moderate or low cost transportation to specific destinations for necessary purposes is not being satisfied through existing public or private resources.

Reasonable to Meet: It is reasonable to meet a transit need if all of the following conditions prevail:

- Funds are available, or there is a reasonable expectation that funds will become available. This criterion alone will not be used to determine reasonableness.
- Benefits of services, in terms of number of passengers served and severity of need, justify costs
- With the added service, the transit system as a whole will be capable of meeting the Transportation Development Act fare revenue/operating cost requirements
- Transit services designed or intended to address an unmet transit need shall not duplicate transit services currently provided either publicly or privately
- The claimant that is expected to provide the service shall review, evaluate and indicate that the service is operationally feasible, and vehicles shall be currently available in the marketplace



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Draft 2021/22 Lake APC Budget

DATE PREPARED: April 29, 2021

MEETING DATE: May 5, 2021

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Attached to this staff report you will find the draft 2021/2022 Lake APC Budget. This draft provides you the opportunity to see the anticipated revenues and expenditures for the upcoming Fiscal Year. This budget does not include all estimated carryover funding amounts. Final amounts will not be available until early July, at which time the budget will be amended to reflect the actual carryover.

APC Administration Staff presented options at the last APC Meeting in April surrounding the upcoming FY 2021/22 budget development and LTF Reserve Fund opportunities. Option A was the preferred method moving forward into the FY 2021/22 Budget Development, allocating \$300,000 to the newly established LTF Reserve Account. Additionally, allocating what would have been the FY 20/21 5% LTF Reserve allocation of \$78,078 and FY 21/22 5% Reserve Allocation of \$91,702 for a two-year total of \$169,780. This option would set aside a total of \$469,780 of LTF Reserve funds that could be used for transit purposes such as unforeseen shortfall of revenues, extreme or unusual circumstances, or capital expenses. This option has been included in the draft budget for review.

Additionally, the Administration Contractor, Davey-Bates Consulting (DBC), has been providing Fiscal and Administration Services to the APC, LTA and SAFE since October 1, 2014. The current one-year contract extension is set to expire September 30, 2021. After the Executive Committee met on April 2, 2021, a recommendation was made to the full Lake APC Board. The APC took formal action to approve third one-year extension at their Board meeting on April 14, 2021 to continue professional services with DBC through September 30, 2022. The contract extension includes an increase to accommodate the CPI increase of 1.67% plus an 11.5% increase to insurance benefits per the contract extension with DBC.

As noted, this is the Draft Budget that is available for discussion, but no action is needed. The Final Budget will be brought back in June for adoption. I would be happy to answer any questions regarding the draft budget at the Board Meeting on May 5, 2021

ACTION REQUIRED: None, this is informational only.

ALTERNATIVES: None.

RECOMMENDATION: Informational only, no action is required.



**LAKE COUNTY/CITY AREA PLANNING COUNCIL
FY 2021/22
DRAFT - BUDGET SUMMARY**

REVENUES	Budget						Actual				COMMENTS:										
	(Proposed)	Adopted: 6/2/21				Actual	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.		Year-to-Date Total									
LOCAL:																					
Local Transportation Funds (LTF)																					
Local Transportation Funds (LTF) Estimated-2021/22	\$	1,834,040	\$	-	\$	-	\$	-	\$	-	\$	1,834,040									2021/22 LTF Estimate (2-year) combined increase of 18.73%
LTF Prior-Year Unallocated LTF Revenue		TBD	\$	-	\$	-	\$	-	\$	-	\$	-									Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend.
LTF Carry-Over from 2020/21 Work Program	\$	464	\$	-	\$	-	\$	-	\$	-	\$	464									
LTF - OWP Planning Reserve Fund		TBD	\$	-	\$	-	\$	-	\$	-	\$	-									No carryover is expected for 2020/21.
LTF Carry-Over from 2020/21 LTA Allocation	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-									Lakeport Balance = \$143,857+ County Balance = \$51,181
LTF Carry-over -2% Bike & Ped - 2020/21 Allocation	\$	195,038	\$	-	\$	-	\$	-	\$	-	\$	195,038									Unrestricted balance will be updated in the Final Budget.
LTF Carry-over - Administration - 2020/21 Allocation		TBD	\$	-	\$	-	\$	-	\$	-	\$	-									Option A: Reserve Acct established based approval at 4/14/21 APC Board Mtg. (\$300k + 20/21 Reserve \$78,078)
LTF Carry-over -5% CTSA- 2020/21 Allocation		TBD	\$	-	\$	-	\$	-	\$	-	\$	-									
LTF Carry-Over - Unrestricted Account 2020/21		TBD	\$	-	\$	-	\$	-	\$	-	\$	-									
LTF - Reserve Fund	\$	378,078	\$	-	\$	-	\$	-	\$	-	\$	378,078									
Total Local Transportation Funds:	\$	2,407,620	\$	-	\$	-	\$	-	\$	-	\$	2,407,620									
Total Local Revenues:	\$	2,407,620	\$	-	\$	-	\$	-	\$	-	\$	2,407,620									
STATE:																					
Planning Programming & Monitoring (PPM) Funds																					
Planning Programming & Monitoring (PPM) Funds-2021/22	\$	56,000	\$	-	\$	-	\$	-	\$	-	\$	56,000									
PPM Carry-Over Funds from 2020/21 Work Program	\$	43,440	\$	-	\$	-	\$	-	\$	-	\$	43,440									Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend.
Total PPM Funds:	\$	99,440	\$	-	\$	-	\$	-	\$	-	\$	99,440									
Rural Planning Assistance Funds (RPA)																					
Rural Planning Assistance (RPA) Funds programmed in 2021/22	\$	294,000	\$	-	\$	-	\$	-	\$	-	\$	294,000									2021/22 Allocation for Planning
RPA Carryover Funds from 2020/21 OWP	\$	12,500	\$	-	\$	-	\$	-	\$	-	\$	12,500									2020/21 estimated carryover amount. Actuals will be reflected in the 1st Amendment
Total RPA Funds:	\$	306,500	\$	-	\$	-	\$	-	\$	-	\$	306,500									
State Transit Assistance (STA) Funds																					
STA Allocation to Lake Transit Authority 2021/22	\$	466,193	\$	-	\$	-	\$	-	\$	-	\$	466,193									2021/22 STA Alloc. - Allocation based on preliminary estimate. 1/2021
STA Carry-Over to Lake Transit Authority 2020/21	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-									2020/21 actual carryover amounts will be reflected in the 1st Amendment
Total STA Funds:	\$	466,193	\$	-	\$	-	\$	-	\$	-	\$	466,193									
State of Good Repair (SGR) Program Funds																					
State of Good Repair Program Allocation 2021/22	\$	99,707	\$	-	\$	-	\$	-	\$	-	\$	99,707									2021/22 SGR Alloc. - Allocation based on estimate - Jan 2021
State of Good Repair Program Carryover 2020/21	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-									2020/21 actual carryover amounts will be reflected in the 1st Amendment
Total SGR Funds:	\$	99,707	\$	-	\$	-	\$	-	\$	-	\$	99,707									
Total State Revenues:	\$	971,840	\$	-	\$	-	\$	-	\$	-	\$	971,840									
FEDERAL:																					
Regional Surface Transportation Program (RSTP)																					
RSTP Local Agency Distribution (2021/22):	\$	681,856	\$	-	\$	-	\$	-	\$	-	\$	681,856									Passes through to cities/County
RSTP Carryover (2020/21):	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-									Apportionment for FY 2020/21. Allocation will be received in 2021/22
Total RSTP Funds for Distribution:	\$	681,856	\$	-	\$	-	\$	-	\$	-	\$	681,856									2020/21 estimated carryover amounts will be reflected in the Final
5311 Federal Funds - FFY 2021	\$	406,458	\$	-	\$	-	\$	-	\$	-	\$	406,458									FFY 2021-Regional Apportionment to LTA
5311 CARES Allocation - FY 2021/22	\$	786,640	\$	-	\$	-	\$	-	\$	-	\$	786,640									(Phase 2) - Coronavirus Aid Relief and Economic Security Funding - Approved March 2020 - Pass through funding for LTA
5311 (F) CARES Allocation - FY 2021/22	\$	495,482	\$	-	\$	-	\$	-	\$	-	\$	495,482									
5311 CRRSAA Allocation - FY 2021/22	\$	1,074,575	\$	-	\$	-	\$	-	\$	-	\$	1,074,575									Coronavirus Response and Relief Supplemental Appropriations Act - Pass through funding to LTA
Total Federal Revenues:	\$	3,445,011	\$	-	\$	-	\$	-	\$	-	\$	3,445,011									
GRAND TOTAL REVENUES	\$	6,824,471	\$	-	\$	-	\$	-	\$	-	\$	6,824,471									

ALLOCATIONS	Budget						Actual				COMMENTS:	
	Adopted:	Adjustment	Adjustment	Adjustment	Estimated	Actual	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.		Year-to-Date Total
LOCAL:												

Local Transportation Funds (LTF)

Administration Breakdown:

DBC Contract Extension (July 1, 2021 to June 30, 2022)	\$ 558,412	\$ -	\$ -	\$ -	\$ 558,412	APC & LTA Admin Contract Extension Approved 4/14/21.
Board Member Reimbursement for Meetings	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000	\$50 per diem reimbursement to board members for meeting attendance.
Training/Travel Expenses (uncontracted)	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000	Covers expenses for training/travel not included in contract or work program.
Lake County Auditor/Controller	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000	Accounting services by the County of Lake Auditor's Office
Fiscal Audit	\$ 11,000	\$ -	\$ -	\$ -	\$ 11,000	Annual requirement of TDA to audit LTF funds
Performance Audit	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000	2018/19, 2019/20 and 2020/21 Triennial Performance Audit scheduled this year.
Membership Dues - CalCOG, NARC, NSSR	\$ 8,000	\$ -	\$ -	\$ -	\$ 8,000	Facilitates communication between COGs, local officials, state/federal agencies & public
Contingency	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000	Unexpected costs beyond typical annual LTF expenses

Total 2021/22 Administration Allocations

LTF Carry-Over - Administration - 2020/21 Allocation	\$ TBD	\$ -	\$ -	\$ -	\$ -	
Bicycle and Pedestrian Reserve Fund	\$ 24,413	\$ -	\$ -	\$ -	\$ 24,413	2% LTF Allocation for Bike and Pedestrian Purposes
LTF Carry-over -2% Bike & Ped - 2020/21 Allocation	\$ 195,038	\$ -	\$ -	\$ -	\$ 195,038	Lakeport Balance = \$143,857+ County Balance = \$51,181
LTF 2021/22 Work Program Allocation	\$ 142,096	\$ -	\$ -	\$ -	\$ 142,096	New OWP Planning Amount for FY 2021/22.
LTF Carry-Over from 2020/21 Work Program	\$ 464	\$ -	\$ -	\$ -	\$ 464	Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend.
LTF (Article 4.5) 5% Allocation to CTSA - 2021/22	\$ 61,031	\$ -	\$ -	\$ -	\$ 61,031	These funds will be allocated to Lake Links, CTSA for Lake County.
LTF Carry-over -5% CTSA- 2020/21 Allocation	\$ TBD	\$ -	\$ -	\$ -	\$ -	
LTF Allocation to Lake Transit Authority 2020/21	\$ 901,386	\$ -	\$ -	\$ -	\$ 901,386	FY 2021/22 Transit Allocation
LTF Carry-Over from 2020/21 LTA Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	No expected carryover from FY 2020/21.
LTF Reserve Accounts						
LTF 5% Reserve Allocation - 2021/22	\$ 91,702	\$ -	\$ -	\$ -	\$ 91,702	LTF Policy approved in June 2019 - Allocated 5% to LTF Reserve Fund.
LTF Carry-Over - Unrestricted Account 2020/21	\$ TBD	\$ -	\$ -	\$ -	\$ -	Unrestricted balance will be updated in the Final Budget.
LTF - RESERVE FUND	\$ 378,078	\$ -	\$ -	\$ -	\$ 378,078	Reserve Account established based previous discussion and approval at 4/14/21 APC Board Meeting.
Total LTF Allocations:	\$ 2,407,620	\$ -	\$ -	\$ -	\$ 2,407,620	
Total Local Allocations:	\$ 2,407,620	\$ -	\$ -	\$ -	\$ 2,407,620	

STATE:

Planning Programming & Monitoring (PPM) Funds

Planning Programming & Monitoring (PPM) Funds	\$ 56,000	\$ -	\$ -	\$ -	\$ 56,000	2021/22 PPM Allocation Amount
PPM Carry-Over from 2020/21 Work Program	\$ 43,440	\$ -	\$ -	\$ -	\$ 43,440	Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend.
Total PPM Allocations:	\$ 99,440	\$ -	\$ -	\$ -	\$ 99,440	

Rural Planning Assistance Funds (RPA)

Rural Planning Assistance (RPA) Funds programmed in 2021/22	\$ 294,000	\$ -	\$ -	\$ -	\$ 294,000	
RPA Carryover Funds from 2020/21 OWP	\$ 12,500	\$ -	\$ -	\$ -	\$ 12,500	2020/21 Estimated Carryover Amount - Actuals will be reflected in the 1st Amendment.
Total RPA Funds:	\$ 306,500	\$ -	\$ -	\$ -	\$ 306,500	

State Transit Assistance (STA) Funds

STA Allocation to Lake Transit Authority 2021/22	\$ 466,193	\$ -	\$ -	\$ -	\$ 466,193	2021/22 STA Alloc. - Allocation based on preliminary estimate. 1/2021
STA Carry-Over to Lake Transit Authority	\$ TBD	\$ -	\$ -	\$ -	\$ -	2020/21 actual carryover amounts will be reflected in the 1st Amendment
Total STA Funds:	\$ 466,193	\$ -	\$ -	\$ -	\$ 466,193	

State of Good Repair (SGR) Program Funds

State of Good Repair Program Allocation 2021/22	\$ 99,707	\$ -	\$ -	\$ -	\$ 99,707	2021/22 SGR Alloc. - Allocation based on estimate - Jan 2021.
State of Good Repair Program Carryover	\$ TBD	\$ -	\$ -	\$ -	\$ -	2020/21 actual carryover amounts will be reflected in the 1st Amendment
Total SGR Funds:	\$ 99,707	\$ -	\$ -	\$ -	\$ 99,707	
Total State Allocations:	\$ 971,840	\$ -	\$ -	\$ -	\$ 971,840	

FEDERAL:

Regional Surface Transportation Program (RSTP)

RSTP Local Agency Distribution (2021/22):	\$ 681,856	\$ -	\$ -	\$ -	\$ 681,856	Passes through to cities/County
Lakeport (8%)	\$ 74,138	\$ -	\$ -	\$ -	\$ 74,138	Apportionment for FY 2020/21. Allocation will be received in 2021/22
Clearlake (22%)	\$ 203,880	\$ -	\$ -	\$ -	\$ 203,880	
Lake County (70%)	\$ 403,838	\$ -	\$ -	\$ -	\$ 403,838	County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
RSTP Carryover (2020/21):	\$ -	\$ -	\$ -	\$ -	\$ -	2020/21 actual carryover amounts will be reflected in the 1st Amendment
Total RSTP Funds for Distribution:	\$ 681,856	\$ -	\$ -	\$ -	\$ 681,856	

5311 Federal Funds - FFY 2021

5311 CARES Allocation - FY 2021/22	\$ 786,640	\$ -	\$ -	\$ -	\$ 786,640	FFY 2021-Regional Apportionment to LTA
5311 (F) CARES Allocation - FY 2021/22	\$ 495,482	\$ -	\$ -	\$ -	\$ 495,482	(Phase 2) -Coronavirus Aid Relief and Economic Security Funding - Approved March 2020 - Pass through funding for LTA
5311 CRRSAA Allocation - FY 2021/22	\$ 1,074,575	\$ -	\$ -	\$ -	\$ 1,074,575	Coronavirus Response and Relief Supplemental Appropriations Act - Pass through funding to LTA
Total Federal Allocations:	\$ 3,445,011	\$ -	\$ -	\$ -	\$ 3,445,011	

GRAND TOTAL ALLOCATIONS

GRAND TOTAL ALLOCATIONS	\$ 6,824,471	\$ -	\$ -	\$ -	\$ 6,824,471	Updated: 4/28/20 AJP/LDB
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LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Draft 2021/22 Overall Work Program (OWP)

DATE PREPARED: April 28, 2021

MEETING DATE: May 5, 2021

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Every December Lake APC staff solicits local agencies, and others for potential planning projects to be included in the upcoming Overall Work Program (OWP). Last year the Lake Area Planning Council's (APC) Overall Work Program included \$693,192 in new transportation-planning projects. Rural Planning Assistance (RPA) funds, Planning Programming & Monitoring (PPM) funds, Local Transportation Funds (LTF) State and Federal Grant funds are the combined sources of funding. The range of funding is consistent and typically averages about \$400,000 annually. This figure fluctuates slightly depending on the State Transportation Improvement Program's (STIP) fund estimate from which PPM are derived, the need for Local Transportation Funds for administration, transit and 2% of the bike and pedestrian allocation, and the allocation of RPA by the State.

Planning, Programming and Monitoring (PPM) Funds are slightly up from last year's allocation of \$46,000 to a mere \$56,000 in Fiscal Year 2021/22. The RPA allocation is steady at \$294,000 for FY 2021/22. Those funding sources (PPM & RPA) are not adjustable, therefore approximately \$142,096 of LTF funding will be needed to fund planning projects proposed in the upcoming OWP.

On February 18, 2021, the Technical Advisory Committee (TAC) met and reviewed the draft OWP proposed projects that were included and submitted to Caltrans for Fiscal Year 2021/22. Caltrans District 1 Planning Staff and several departments from Caltrans Headquarters received the Draft OWP in March, and District 1 staff submitted their comments back to the Lake APC on March 26, 2021. Caltrans had some minor comments that have been incorporated into the draft document.

In past years, it is typical to see requests for funding total more than the estimated available amount. This year, the planning program will need to request an additional \$87,096 of Local Transportation Funds (LTF) to cover the planning projects drafted for the FY 2021/22 Overall Work Program.

APC action is not needed on the draft document which I have attached for your review. Lake APC will be required to take action on the Final Work Program which will be adopted in June. The final OWP will be presented to the TAC in May for one final review prior to being presented to the Lake APC Board for discussion and proposed approval.

ACTION REQUIRED: None, this is informational only.

ALTERNATIVES: None.

RECOMMENDATION: Informational only, no action is required.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: CalSTA's Climate Action Plan for Transportation
Infrastructure – Review and Comment

DATE PREPARED: 04/29/21
MEETING DATE: 05/05/21

SUBMITTED BY: Nephela Barrett, Planning Principal

BACKGROUND: On March 10, 2021, the California State Transportation Agency (CalSTA) unveiled the draft Climate Action Plan for Transportation Infrastructure (CAPTI). The plan details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders N-19-19 and N-79-20, signed by Governor Newsom in 2019 and 2020, and targeted at reducing greenhouse gas (GHG) emissions in transportation.

CAPTI is based on guiding principles which can be largely accepted statewide. There are many actions of the plan that align with our local efforts, such as implementing ZEV infrastructure, active transportation projects, and climate change adaptation. However, the strategies for implementing the principles have been met with mixed responses from around the State. Some of the most commonly expressed concerns are as follows:

- Strategies change the conditions of SB 1 funding, which was supported by voters through the defeat of Prop 6
- Strategies harm projects that have been in the works for many years
- Strategies take money away from some existing funding programs on which local agencies rely
- Changes may disproportionately impact lower wage workers who live farther from jobs and/or can't utilize transit for commute

Additional concerns, more specific to rural areas, include:

- Caltrans may not implement safety projects on rural highways that could be incorrectly determined to increase capacity
- Added focus on VMT reduction and infill may result in more funds shifted away from rural areas, as rural projects struggle to compete
- Reliance on tools/indexes that automatically put rural projects at a disadvantage (similar to CalEnviroScreen)

Given the fact that this document will likely guide project funding around the state for the next several years, staff feels that it's important to provide comment. At this meeting, we would like the board to provide input to be submitted to CalSTA by the May 19, 2021, deadline for comments. Key sections of the document are the Guiding Principles listed on pages 15 through 16 and Implementation Strategies & Actions, which are listed, along with responsible agencies and timeframes for each action, in Appendix A, pages 29 through 37. The relevant sections are included with this report. The full document can be found here: <https://calsta.ca.gov/-/media/calsta-media/documents/capti-2021-calsta.pdf>

ACTION REQUIRED: Provide comments on the Climate Action Plan for Transportation Infrastructure (CAPTI) and direct staff to submit to the California State Transportation Agency by the May 19, 2021, deadline.

ALTERNATIVES: 1) Do not provide comments on the plan, or 2) direct staff to develop comments without board input.

RECOMMENDATION: Provide comments on the Climate Action Plan for Transportation Infrastructure (CAPTI) and direct staff to submit to the California State Transportation Agency by the May 19, 2021, deadline.



CAPTI Investment Framework

Although California's statewide transportation funding programs have different statutory direction and invest in various types of infrastructure, collectively they can help us work toward our transportation vision. Understanding that there is not a one-size-fits-all approach to achieving the needs of the state's diverse communities, realizing the outcomes outlined in the CTP 2050 requires a range of investment strategies. These guiding principles for investment will work to reduce Californians' dependence on driving, increase multimodal options for all communities, and equitably meet the state's climate goals. These programs should collectively focus on prioritizing projects that align with the following guiding principles, as applicable within their existing structure.

Guiding Principles

Within the "fix-it-first" approach and through existing funding frameworks, the State's transportation infrastructure investments should be deployed to do the following, where feasible:

Per EO N-79-20, invest to create new clean transportation options in urban, suburban, and rural settings for all Californians as well as for goods movement by:



Building toward an integrated, statewide rail and transit network, centered around the existing California State Rail Plan that leverages the California Integrated Travel Project to provide seamless, affordable, multimodal travel options in all context, including suburban and rural settings, to all users.



Investing in networks of safe and accessible bicycle and pedestrian infrastructure, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities throughout the state.



Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.

Additionally, per EO N-19-19, invest in ways that encourage further adoption and use of these clean modes of transportation mentioned above by:



Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits to disproportionately impacted disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities, in urbanized and rural regions, and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing burdens on these communities, even if unintentional.



Making safety improvements to reduce fatalities and severe injuries of all users towards zero on our roadways, railways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safe systems approach.



Assessing physical climate risk as standard practice for transportation infrastructure projects to enable informed decision-making, especially in communities that are most vulnerable to climate-related health and safety risks.



Promoting projects that do not significantly increase passenger vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations.



Promoting compact infill development while protecting residents and businesses from displacement by funding transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.



Developing a zero-emission freight transportation system that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors.



Protecting natural and working lands from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and align transportation investments with conservation priorities to reduce transportation's impact on the natural environment.

Strategy S1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

These actions are intended to find opportunities where the State can begin to clearly signal its commitment to funding innovative, sustainable transportation projects, while being mindful of previous commitments and projects that are well underway.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S1.1 Prioritize SCCP Projects to Enable Travelers to Opt Out of Congestion	<ul style="list-style-type: none"> Pursue update of SCCP Guidelines to further prioritize innovative sustainable transportation solutions. Innovative solutions should focus on reducing VMT and could include investments in transit, rail, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects. 	SCCP	CTC	CalSTA, CARB	Short-Term
S1.2 Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans	<ul style="list-style-type: none"> Pursue requirement that all projects be a part of a multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines. 	SCCP	CTC	CalSTA	Short-Term
S1.3 Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to ITIP	<ul style="list-style-type: none"> New ITIP projects that are in alignment with the CAPTI will be added with a portion of future funding capacity. This will be done in collaboration with local and regional partners and be in addition to the need to continue funding for existing ITIP projects. 	ITIP	Caltrans	CTC, CalSTA	Short-Term
S1.4 Mainstream Zero-Emission Vehicle Infrastructure Investments within TCEP	<ul style="list-style-type: none"> Pursue update TCEP Guidelines to prioritize projects that improve trade corridors by demonstrating a significant benefit to improving the movement of freight and also reduce emissions by creating or improving zero emissions infrastructure either within the project. 	TCEP	CTC	CalSTA, CARB	Short-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments

Following the devastating impact of the COVID-19 pandemic on transit, these actions seek to enable transit's recovery and revitalize the transit system, including the deployment of ZEV transit fleets, which will ultimately be critical to our success in combatting the climate crisis. These actions also intend to expand State investments in active transportation infrastructure, the demand for which has significantly increased in many communities throughout California during the pandemic.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S2.1 Implement the California Integrated Travel Project (Cal-ITP)	<ul style="list-style-type: none"> Update TIRCP Guidelines to support transit providers with implementation of contactless payment and coordination of services via Cal-ITP. 	TIRCP	CalSTA	Caltrans, CARB	Short-Term
S2.2 Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan	<ul style="list-style-type: none"> Lead process to prioritize rail investments statewide for major state funding programs and future federal grant opportunities. 	TIRCP, SCCP, ITIP, TCEP	CalSTA	Caltrans, CTC	Short-Term
S2.3 Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements	<ul style="list-style-type: none"> Develop new Clean Fleet/Equipment and Network Improvement Project Category in the TIRCP. Explore allocation strategies to accelerate TIRCP cycles. 	TIRCP	CalSTA	CARB, Caltrans, CTC	Short-Term
S2.4 Increase Funding to Active Transportation Program (ATP)	<ul style="list-style-type: none"> Explore potential for additional funding for the ATP from various sources, including flexing federal funds into the Surface Transportation Block Grant Program—Transportation Alternatives Set-Aside, or redirecting funds from multiple sources. 	ATP	CalSTA	Caltrans, CTC	Short-Term
S2.5 Convene Discussion on Sustainable Rural Transportation Solutions	<ul style="list-style-type: none"> Convene discussion to explore actions CalSTA can take to advance rail, transit, active transportation, and ZEV deployment in rural communities 		CalSTA	Caltrans	Short-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects

This strategy aims to create more transparent transportation planning processes, while also coordinating across state agencies to develop standards and practices for meaningful engagement and provision of technical assistance resources to those most impacted by projects, including disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S3.1 Establish Transportation Equity and Environmental Justice Advisory Committee(s)	<ul style="list-style-type: none"> Establish advisory committee(s) focused on transportation equity and environmental justice issues stemming from transportation planning and programming. Coordinate with other state agency advisory bodies, including but not limited to CTC Equity Advisory Roundtable, CARB EJAC, CEC/CPUC SB 350 Disadvantaged Communities Advisory Group. Designate staffing and resources to support committee's work. 	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP, TCEP	CalSTA	Caltrans, CTC, CARB, HCD, SGC	Short-Term
S3.2 Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs	<ul style="list-style-type: none"> Caltrans to evaluate existing technical assistance portfolio and identify opportunities for targeted expansion. Caltrans to cultivate partnerships with and build capacity of community-based organizations and residents to engage in the SHOPP and ITIP project development. CTC to provide ongoing technical assistance to applicants on tools, methods, and practices required for CTC funding programs. CTC to explore structures for ad hoc in-house TA for program applicants. 	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term
S3.3 Lift Up and Mainstream Community Engagement Best Practices	<ul style="list-style-type: none"> Caltrans to create community engagement playbook for planning and project development work. Caltrans to review existing programs, processes, and procedures to identify opportunities to strengthen community engagement. Caltrans to explore leveraging existing contracts to strengthen partnerships with community-based organizations. CTC to host workshops to identify best practices for meaningful community engagement for inclusion in program guidelines. 	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects
(Continued)

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S3.4 Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects	<ul style="list-style-type: none"> Develop an Equity Index tool to assist in the evaluation of Department projects. Develop and roll out training to Caltrans staff on utilizing Equity Index. 	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC, CARB, CDPH, SGC, OPR	Short-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships

These actions outline Caltrans' commitment to change the types of projects it will fund, nominate, and sponsor, as well as how it analyzes project benefits and impacts. This fundamental shift will advance critical climate considerations in transportation, while also working towards eliminating inequities in the transportation system. These actions intend to align the department's planning efforts with the CAPTI Investment Framework, while lifting up regions in the state with fewer resources.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
Develop and Implement the Caltrans Strategic Investment Strategy (CSIS) to Align Caltrans Project Nominations in with the CAPTI Investment Framework					
S4.1	<ul style="list-style-type: none"> Develop CSIS to guide project nominations. Implement CSIS for Caltrans-only and Caltrans-partnered project nominations. 	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC	Short-Term
Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework					
S4.2	<ul style="list-style-type: none"> Update 2021 ITSP with meaningful integration of CAPTI Investment Framework and Administration's Regions Rise Together effort. 	ITIP	Caltrans	CalSTA	Short-Term
Update the 2023 State Highway System Management Plan (SHSMP) to Meaningfully Advance CAPTI Investment Framework					
S4.3	<ul style="list-style-type: none"> Update 2023 SHSMP with meaningful integration of CAPTI Investment Framework. Update the 2023 SHSMP's SHOPP and Maintenance Investment Strategies and Performance Outcomes to align with CAPTI Investment Framework. Update will include following approaches or considerations, at a minimum: active transportation, climate resiliency, nature-based solutions, greenhouse gas emission reduction, climate smart decision-making. Incorporate roadside land management activities related to wildfire prevention into the SHSMP, such as prescribed and managed fire, and other strategies aligned with the California Forest Carbon Plan and the Draft Natural and Working Lands Implementation Plan. 	SHOPP	Caltrans	CalSTA	Medium-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships
(Continued)

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
<p>Re-focus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance</p> <p>S4.4</p>	<ul style="list-style-type: none"> • Provide direction to Caltrans Districts on identifying key corridors of statewide and regional significance. • Require corridor planning efforts to prioritize sustainable multimodal investments. • Update Caltrans Corridor Planning Guide and CTC Comprehensive Multimodal Corridor Plan Guidelines accordingly. • Support the development of innovative safety solutions based on the safe systems approach that advance sustainable transportation modes, particularly for rural communities. 	SHOPP, ITIP, SCCP	Caltrans	CalSTA, CTC	Medium-Term
<p>Develop and Implement Caltrans Climate Action Plan (CCAP)</p> <p>S4.5</p>	<ul style="list-style-type: none"> • Develop Caltrans Climate Action Plan aligned with CAPTI Investment Framework. • Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for greenhouse gas emissions (GHG). • Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for vehicle miles traveled (VMT). • Establish mode share targets for passenger travel. • Explore use of Sustainability Rating System for use on all Caltrans projects. 	SHOPP, ITIP, TIRCP, SCCP, ATP	Caltrans	CalSTA	Medium-Term
<p>Incorporate Zero-Emission Freight Infrastructure Needs in California Freight Mobility Plan (CFMP)</p> <p>S4.6</p>	<ul style="list-style-type: none"> • Update CFMP and project list to incorporate zero-emission freight infrastructure needs. • Analyze CFMP project impacts and mitigations for environmental justice communities. 	TCEP	Caltrans	CalSTA, CARB	Short-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands

Impacts from climate change have the potential to restrict or impede travel in the state and have huge monetary implications for the state's fix-it-first approach. This strategy's actions will incorporate climate risk assessment as a standard practice in the transportation project development process in order to proactively work toward creating a more resilient transportation system.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S5.1 Develop Climate Risk Assessment Planning and Implementation Guidance	<ul style="list-style-type: none"> Update OPR Climate Risk Assessment Guidance. Collaborate to integrate climate risk guidance into Caltrans planning and project delivery processes. Integrate Caltrans' District Climate Change Vulnerability Assessments and District Adaptation Priorities Reports in implementation guidance. 	SHOPP, ITIP	Caltrans/ when multiple lead agencies, OPR	CalSTA CNRA	Short-Term
S5.2 Update SHOPP and SB 1 Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies	<ul style="list-style-type: none"> CalSTA and CTC will evaluate OPR/Caltrans Climate Risk Assessment Planning and Implementation Guidance and pursue inclusion in SHOPP, TIRCP, and SB 1 Competitive Program Guidelines. 	SHOPP, SCCP, TCEP, LPP	CTC	CalSTA Caltrans	Medium-Term
S5.3 Explore Incentivizing Land Conservation through Transportation Programs	<ul style="list-style-type: none"> Evaluate Natural and Working Lands Climate Smart Strategy concepts for inclusion in next scheduled updates to Regional Transportation Plan and SB 1 Competitive Program guidelines. 	SCCP, TCEP, LPP	CTC	CalSTA, CNRA, CARB, OPR, SGC	Medium-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S6. Support Local and Regional Innovation to Advance Sustainable Mobility

To address the various challenges and barriers to the implementation of Sustainable Community Strategies, this strategy identifies key actions to support the implementation of regional and local planning efforts that align with the framework, with a focus on finding a pathway to implementation for roadway pricing efforts and SB 743 VMT mitigation.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S6.1 Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects	<ul style="list-style-type: none"> Collaborate with local and regional transportation agencies to develop new mechanisms for viable VMT mitigation options for highway capacity projects, particularly with equity and land conservation in mind. Explore statewide and regional VMT mitigation bank concept. Evaluate feasibility and explore potential expansion of Advanced Mitigation Program to include GHG/VMT mitigation. 		Caltrans	CalSTA, CARB, CTC, HCD	Medium-Term
	<ul style="list-style-type: none"> Convene a working group consisting of state agencies and local and regional partners to provide state support to local and regional efforts already underway. Create an inventory of various ongoing efforts across the state Outline state and federal statutory and administrative opportunities and barriers to equitable implementation of various roadway pricing applications currently under consideration by local and regional partners, including but not limited to cordon pricing, congestion pricing, and other dynamic pricing tools. 		CalSTA/ Caltrans	CTC, CARB, OPR, SGC	Short-Term
S6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts					
S6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities Strategies	<ul style="list-style-type: none"> Convene interagency working group of state and regional agencies, including the State Agency MPO Workgroup. Develop a framework (e.g., rubric, checklist, or other guidance) for assessment of a projects ability to advance the SCS 	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CARB, SGC	CalSTA, Caltrans, CTC, HCD, OPR	Medium-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S7. Strengthen Transportation-Land Use Connections

In order to simultaneously address California's housing crisis while reducing VMT, these actions seek to ensure that transportation programming dollars help incentivize smart housing and conservation policies and decisions, while also supporting the creation of infill development.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production	<ul style="list-style-type: none"> Explore and identify opportunities in transportation funding programs to incentivize pro-infill housing policies and to expand upon recent successes of programs such as the Affordable Housing and Sustainable Communities (AHSC) program 	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	CTC, Caltrans, HCD, CARB	Short-Term
S7.2 Create Working Group to Explore Potential Action to Address Direct and Indirect Displacement in Transportation Programs	<ul style="list-style-type: none"> Convene interagency working group to explore actions to enable transportation programs to incentivize anti-displacement strategies within their funding frameworks. 	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	Caltrans, CTC, CARB, HCD, SGC, OPR	Short-Term
S7.3 Explore a "Highways to Boulevards" Conversion Pilot Program	<ul style="list-style-type: none"> Identify locally nominated candidate locations for pilot program. Develop feasibility study for Highway to Boulevards Conversion Pilot Program. Integrate anti-displacement strategies as part of pilot program concept. 	SHOPP, ITIP	CalSTA	Caltrans, HCD, OPR, SGC	Medium-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Meetings Attended by APC Staff

DATE PREPARED: April 27, 2021

MEETING DATE: May 5, 2021

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

Since our last Lake County/City Area Planning Council (APC) meeting packet, Administration and Planning staff has attended (or will have attended) the following statewide and local meetings on behalf of APC:

1. Lake APC Meeting 4/14/21
Teleconference/Zoom
(Davey-Bates, Barrett, Pedrotti, Sookne, Speka, Casey, Parker)
2. Caltrans D1 – Complete Streets Workshop #2 4/14/21
Webinar
(Speka, Casey)
3. Regional Transportation Planning (RTP) Check-In 4/14/21
Teleconference/Zoom
(Davey-Bates, Barrett, Sookne, Speka)
4. Coronavirus Response & Relief Supplemental Appropriation (CRRSA) Workshop 4/16/21
Webinar
(Barrett, Sookne, Casey)
5. CRRSA Workshop 4/19/21
Webinar
(Davey-Bates, Barrett, Casey)
6. COG Director Association of California (CDAC) Meeting 4/19/21
Teleconference/Zoom
(Davey-Bates, Barrett)
7. CAPTI Workshop 4/20/21
Webinar
(Davey-Bates, Barrett)
8. MOVE 2030 4/20/21
Webinar
(Barrett, Sookne)
9. Caltrans D1 – Complete Streets Workshop #3 4/21/21
Webinar
(Speka, Casey)
10. SR53 Corridor Local Circulation Study Project 4/21/21
Teleconference /Zoom
(Davey-Bates, Casey)

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|---|---------|
| 11. REMI Biden’s \$3 Trillion Infrastructure Plan
Webinar
(Barrett, Speka) | 4/22/21 |
| 12. Regional Transportation Planning (RTP) Check-In
Teleconference/Zoom
(Davey-Bates, Barrett, Sookne, Speka) | 4/27/21 |
| 13. APC – Planning Coordination Meeting
Teleconference/Zoom
(All) | 4/27/21 |
| 14. RTPA Group Meeting
Webinar
(Barrett) | 4/27/21 |
| 15. SR53 Corridor Local Circulation Study Project
Teleconference /Zoom
(Casey) | 4/28/21 |
| 16. Caltrans D1 – Complete Streets Workshop #4
Webinar
(Speka) | 4/28/21 |
| 17. Equity & Public Engagement for Transportation Planning Forum
Webinar
(Casey) | 4/28/21 |
| 18. CTC – Fiscal Local Roads Safety Plan (LRSP)
Webinar
(Speka) | 4/28/21 |
| 19. APC – Planning Coordination Meeting
Teleconference/Zoom
(All) | 5/4/21 |

I will provide information to Board members regarding the outcome of any of these meetings as requested.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Strategic Partnerships Planning Grant Update
SR53 Corridor Local Circulation Study Project

DATE PREPARED: 4/28/2021
MEETING DATE: 5/5/2021

SUBMITTED BY: Danielle Casey, Project Coordinator

UPDATE:

The SR53 Corridor Local Circulation Study conducted by TJKM is proceeding in line with the new schedule mapped below.

The Technical Advisory Group (TAG) met last on 4/29/2021. At this meeting TJKM presented the stakeholders a “Draft Existing Conditions Report” and a “Recommendations Outline”. The Draft Existing Conditions Report is 164 pages long and has been reviewed by APC Staff and Stakeholders, comments have been submitted to TJKM for incorporation into a final document. The group also discussed the Recommendations Outline which is 16 pages of observations and diagrams including suggestions to incorporate to the transportation system to accommodate future growth. Both the existing conditions and recommendations will be included in the final document, which is expected to be presented to the board this summer.

APC Staff would like to note that Clearlake City Manager, Alan Flora, and Caltrans Planning Staff have been very active TAG Members who have contributed valuable input to the development of the project.

Due to the Coronavirus pandemic, the original schedule has been modified. The updated schedule is below.

Task/Deliverables	Old Schedule	Updated Schedule
Contract Begins	November 15, 2019	November 15, 2019
Project Kick-Off Meeting	January 8, 2020	January 8, 2020
Data Collection/ Determine Existing and Future Year Traffic Conditions	April 2020	September 2020
Analysis of Existing and Future Traffic Impacts	June 2021	June 2021
Identify Needed Improvements on Corridor and Local Streets & Prepared Draft Corridor CIP	April 2020	February 2021
Prepare Policy Recommendations	June 2021	June 2021
Prepare SR 53 Corridor Local Circulation Study	June 2021	June 2021

At the April 28, 2020 teleconference with TJKM, APC Staff did reiterate that the stakeholders in Clearlake are most interested in seeing a frontage road from Polk Avenue to Ogulin Canyon Road in the finished report. TJKM acknowledged the request and said that they will include the best options for this route in the finished report.

Below is a list of all intersections being studied:

1. SR 53 / SR 20 (All-Way Stop)

2. SR 53 / Ogulin Canyon Road North (One-Way Stop)
3. SR 53 / Ogulin Canyon Road South (One-Way Stop)
4. SR 53 / Old Highway 53 (One-Way Stop)
5. SR 53 / Olympic Drive (Signalized)
6. SR 53 / Polk Avenue (Two-Way Stop)
7. SR 53 / 40th Avenue-Lakeshore Drive (Signalized)
8. SR 53 / 18th Avenue (Signalized)
9. SR 53 / Dam Road-Old Highway 53 (Signalized)
10. SR 53 / Anderson Ranch Parkway (One-Way Stop)
11. SR 53 / State Route 29 (Signalized)
12. SR 53 at Kugelman St (4-lane segment)
13. SR 53 at Jessie St (4-lane segment)

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: None



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Local Road Safety Plan Update

DATE PREPARED: 4/28/2021

MEETING DATE: 5/5/2021

SUBMITTED BY: Danielle Casey, Project Coordinator

UPDATE:

The Local Road Safety Plans for the Cities of Clearlake and Lakeport are being developed by Headway Transportation, LLC. The projects are currently in the public outreach phase. Those willing to participate and share the information with the public can do so with the following information:

Help improve transportation safety in your city!

Local Road Safety Plans (LRSPs) are underway in the cities of Clearlake and Lakeport. LRSPs provide an opportunity for local agencies and communities to improve transportation safety. Your input is critical. Taking just five minutes today could help to improve safety in your community for years to come!

Clearlake: <https://arcg.is/0GmP540>

Lakeport: <https://arcg.is/WL4WW>

As previously reported, the Stakeholder Working Group met for the first time on April 6, 2021. Participants included, APC Staff, Caltrans, Lake Transit Authority (LTA), Clearlake Police Department, and City of Clearlake Staff. Representatives from Lakeport were not present due to scheduling conflicts, but Headway Staff has agreed to share presentation information with the missing representatives, and gather their feedback as well. There are expected to be two more Stakeholder Meetings, in June and August, if more meetings are needed those will be scheduled in the future.

Local Road Safety Plans are expected to be complete by April 2022, in time for HSIP Applications – which will require the LRSP's to be eligible for funding.

The amount of money available for the LRSP is \$80,000 for Lakeport and \$50,000 for Clearlake.

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: None

	AB 1147 (Friedman) as amended March 18, 2021	SB 475 (Cortese) as amended March 10, 2021	SB 261 (Allen) as introduced
State/Regional Relationship	<ul style="list-style-type: none"> • Appears to add new MPO requirements under new “Target Action Plan” (TAP) • Unclear how this works with Action Element of RTP/SCS (but see note) • Authorizes ARB to approve (or reject) the new TAP, with funding tied to approval. • Increases CARB authority related to reporting. <p><i>But Potential Caveat: Member’s staff seemed to suggest that the TAP is meant to be a reporting mechanism for the Block Grant Funds; not SCS; this would address the potential concern.</i></p>	<ul style="list-style-type: none"> • RTAC-like “Collaborative” creates ‘simple’ tool to evaluate strategies, identify best practices; & assigns point-scores for implementation actions. • Two targets: 2030 (short term, set every 4 yrs.) & 2050 (long term, set every 8 yrs.) targets. • ARB sets targets (HCD & CTC consulted); ARB must show how targets can be achieved from existing revenues using identified strategies. • ARB must ensure that targets are achievable within the context RHNA & Adaptation actions. • No ARB approval of SCS required, unless MPO can’t achieve target via pre-approved strategies • If MPO can’t achieve target it must develop “additional” measures; then ARB must approve or MPO loses certain funding. • APS eliminated; but no approval of SCS <p><i>Unclear how points system will be developed or how same strategy may perform differently in different regions</i></p>	<ul style="list-style-type: none"> • CARB adopts VMT reduction targets in each region (see below); • 6 Targets! 2035 remains; Plus 2045 (net Zero goal) & 2050 (80% of 2020) • GHG & VMT goals for all target years • ARB comments on “accuracy” of VMT & GHG estimates 90 days prior to adoption; MPO must respond to comments when final SCS submitted • ARB rejects SCS if (1) it won’t yield accurate estimates, (2) ARB deems submitted documentation insufficient (3) calculations demonstrate that any of the targets will not be achieved; (4) or the strategies are not sufficient to achieve the goal • Also increases MPO reporting requirements to ARB.
State Accountability for VMT “Gap”	<ul style="list-style-type: none"> • AB 285 report to review if there is a discrepancy between targets and reductions called for in scoping plan 	<ul style="list-style-type: none"> • Does not address; but issue may come up in Collaborative “RTAC-like” process 	<ul style="list-style-type: none"> • Does not address
Regional/Local Relationship	<ul style="list-style-type: none"> • Locals make a good faith effort to take actions that support SCS, including developing its general plan. • MPOs to consult with city/counties to discuss actions the local is authorized to take to assist in meeting regional targets. • Requires MPOs to consider whether a local agency has made a good faith effort to take actions that support its region’s SCS when allocating its block grant. 	<ul style="list-style-type: none"> • Doesn’t directly address. • However, does include “Regional Building Decarbonization Targets” and authorizes regions to include an addendum in their SCSs involving local building decarbonization strategies, which indirectly concerns the regional/local relationship. 	<ul style="list-style-type: none"> • Requires locals to report to MPOs biennially on various metrics which demonstrate implementation strategies of the region’s SCS.

Green text = considering Brown text = concern. Blue text = commentary

	AB 1147 (Friedman) as amended March 18, 2021	SB 475 (Cortese) as amended March 10, 2021	SB 261 (Allen) as introduced
VMT vs. GHG Reduction	<ul style="list-style-type: none"> Does not directly address, though leaves open the opportunity for the state to direct regions to take actions related to VMT in order to meet regional targets. <p><i>Comment: TAP; and Block Grants are likely to have a VMT reduction focus</i></p>	<ul style="list-style-type: none"> <i>Does not address.</i> 	<ul style="list-style-type: none"> CARB assigns VMT reduction targets for 2035, 2045, and 2050 in addition to GHG emission reduction targets. MPOs strategies must meet VMT & GHG targets for ARB to approve SCS. ARB may reject SCS if it determines SCS cannot meet the state targets.
Funding	<ul style="list-style-type: none"> Creates the Sustainable Communities Strategy Block Grant Program to provide block grants to each MPO with an approved 2035 Target Action Plan. 	<ul style="list-style-type: none"> Provides no new funding; but does specify that regions without approved SCSs are ineligible for certain funding sources (uncertain if this applies beyond Solutions for Congested Corridors and TCEP program). 	<ul style="list-style-type: none"> Provides no new funding.
Reporting	<ul style="list-style-type: none"> Expands Scope of SGC report on CTP (See AB 285); does not address fiscal constraint vs. aspirational plan issue SGC convenes group to assess barriers to achieve of regional and state GHG targets and make recommendations. Require MPOs to provide any data ARB determines is necessary, including data that delineates how transportation funds have been spent in relation to the SCS. 	<ul style="list-style-type: none"> Changes how an MPO demonstrates that an SCS can meet GHG emission reduction target to a "points-based system" as defined by the new Collaborative. Requires MPOs to submit updates to CARB on the implementation of SCSs every 4 years (instead of new SCSs). Requires ARB to issue SCS guidelines, in coordination with HCD and CTC, every 4 years. <p><i>Unclear how SCS Guidelines works with RTP Guidelines.</i></p>	<ul style="list-style-type: none"> Requires locals to report to MPOs biennially on various metrics which demonstrate implementation strategies of the region's SCS.
Active Transportation	<p>Adds to ATP's goals that the program: "Pilot innovative and transformative active transportation projects, including bicycle highways and "15-minute cities."</p> <p>Caltrans submits proposal to develop a "branded" network of "bicycle highways."</p>	<p><i>Does not address.</i></p>	<p><i>Does not address.</i></p>

Green text = considering Brown text = concerned Blue text = commentary

Bills for Discussion Organized by Subject Area

For a list of all the bills we are tracking, go to www.calcog.org/bill-tracker

1. REGIONAL PLANNING: SB 375

General comment: Most of our advocacy to date has focused on these three bills and the related budget request by Assembly Member Friedman. As we note below, we expect AB 281 and SB 475 to become two-year bills in the Senate. It appears, however, that AB 1147 could move out of the Assembly – particularly if the block grant language becomes part of the budget discussion. Without the block grant language, the bill has small fiscal impacts. There are still a couple of concerns—but the Author has been good about working with us.

SB 261 (Allen) Regional transportation plans: sustainable communities strategies.

This bill requires that the SCS be developed to additionally achieve GHG emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill makes various conforming changes to integrate those additional targets into regional transportation plans. **Location: Senate Transportation Committee**

- **CALCOG Position: Oppose.** Senator Allen has agreed to make this a two-year bill.
- **Other opposition:** Chamber of Commerce, Realtors, BIA, Transportation California, CalLabor, LECET-Liuna! ACEC, SCAG, RCTC, OCTA.

SB 475 (Cortese) Transportation planning: sustainable communities strategies. This bill requires CARB, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development (HCD), to issue new guidelines on SCSs and requires these guidelines to be updated thereafter at least every 4 years. The bill eliminates the Regional Targets Advisory Committee and instead requires CARB to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill requires the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for MPOs to use to evaluate a transportation plan's consistency with long-range GHG emission reduction targets and recommend guidelines for MPOs to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity. **Location: Senate Environmental Quality Committee**

- **CALCOG Position: Monitoring Closely.** We believe it will pass out of EQ and go to the Transportation Committee, where it will become a 2 year bill with SB 261.

AB 1147 (Friedman) Regional transportation plan: Active Transportation Program.

This bill creates the SCS Block Grant Program, which would be administered by the Strategic Growth Council (SGC) to each MPO with an approved 2035 target action plan to support the MPO's efforts to meet its regional greenhouse gas (GHG) emission reduction targets. Also, this bill requires each MPO to submit a 2035 target action plan to the state board for review and approval, and requires each local jurisdiction to make a good faith effort to take actions that support its region's sustainable community strategy (SCS) including, but not limited to, when amending or developing its general plan. **Location: Assembly Appropriations Committee**

CALCOG has proposed language that:

- Would use the REAP process to administer SCS block grants; but would be a direct grant to all 18 MPOs (thus no working groups).
- Pull the "Target Action Plan" out of the RTP/SCS statute (§ 65080) and make it a planning element of the Block Grants (in the Public Resources Code)
- Build in the 7% missing gap analysis into the SB 150 report
- Require the AB 285 report (related to the California Transportation Plan) to specifically address options available to an "aspirational" plan like the CTP to fiscally constrained plans like the RTPs.

In addition, Ms. Friedman has requested \$250 M for block grants in the budget – staff continues to follow up on that idea with budget committees and the administration.

We also believe that:

- The language around the 15-minute city will become a study or report to be conducted by OPR
- The language related to "branded" bike highways will morph into direction to Caltrans to study the issue.
- Some considerations specifically to consider equity issues will be added

BUT: There are Still Other Issues to Deal With

- Still includes the provision that requires local agencies to make a "good faith" effort to implement the SCS – and require MPOs to meet with a local agency that makes a decision that substantially departs from the SCS.
- Includes a provision that would allow ARB to ask for data (without limits) to assess the effect that regional policies are having

2. REGIONAL PLANNING: NOT SB 375

AB 106 (Salas D) Regions Rise Grant Program. Establishes the Regions Rise Grant Program within GO-Biz to support innovative engagement processes that lead to inclusive strategies to creating economic prosperity for all. Define “region” as a geographic area composed of one or more counties and cities that form a functional economy. GO-Biz to award competitive grants to regional collectives composed of a diverse set of public and private stakeholders who organize themselves around one or more community challenges or priorities impacting a region and meet certain requirements.

- [Sponsored by California Forward](#)
- [CALCOG is seeking clarifications to assure that regional collaboratives created under this bill do not work at cross purposes to CALCOG members](#)
- [CALCOG will support once issue is cleared; Supported by SACOG & ICTC last year.](#)

AB 859 (Irwin D) Mobility devices: personal information. Would authorize a public agency, defined as a state or local public entity that issues a permit to an operator for mobility services or that otherwise regulates an operator, to require an operator to periodically submit to the public agency anonymized trip data and the operator’s mobility devices operating in the geographic area under the public agency’s jurisdiction and provide specified notice of that requirement to the operator. The bill would authorize a public agency to share anonymized trip data with a contractor, agent, or other public agency only if specified conditions are met, including that the purpose of the sharing is to assist the public agency in the promotion and protection of transportation planning, integration of mobility options, and road safety.

- [League of California Cities among opponents](#)
- [SACOG opposed a similar bill last year.](#)
- [The problem is that it sets a threshold so high as to make the shared data meaningless for planning purposes.](#)

AB 680 (Burke D) GHG Reduction Fund: California Just Transition Act. Enacts the California Just Transition Act to require Workforce Development Agency to work with CARB to update the guidelines to ensure that all applicants GGRF grant programs include fair and responsible employer standards and inclusive procurement policies. The bill would require administering agencies to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of disadvantaged, tribal, and low-income communities. **Committee on Natural Resources.**

AB 713 (Garcia, Cristina D) Scoping plan: comprehensive health analysis. CARB is required to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in GHG emissions and to update the scoping plan at least once every 5 years. This bill would require CARB to conduct a comprehensive health analysis with each update of the scoping plan that includes an overview of the breadth of

health impacts and benefits that may accrue and the pathways through which various policy actions may result in health impacts or benefits. **Assembly Natural Resources.**

- [This would represent a significant change to cap and trade funded projects](#)

AB 1209 (McCarty D) Transportation planning: Sacramento Area Council of Governments: Green Means Go Grant and Loan Program. Would require the Sacramento Area Council of Governments, upon appropriation by the Legislature, to develop and administer the Green Means Go Grant and Loan Program to award competitive grants and revolving loans to cities, counties, and special districts within the Sacramento region for qualifying projects within and benefitting green zones, as defined. The bill would require SACOG, on or before November 1, 2023, and annually thereafter, to submit a report to the Legislature describing the development and administration of that program, amount of moneys awarded pursuant to that program, and status of projects for which that program's moneys were awarded. **Assembly Transportation Committee**

AB 1401 (Friedman D) Residential and commercial development: parking requirements. Would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined. The bill would not preclude a local government from imposing requirements when a project provides parking voluntarily to require spaces for car share vehicles. **Assembly Housing Committee**

SB 726 (Gonzalez D) Alternative fuel and vehicle technologies: transportation sustainability strategy. Would require CARB and the Energy Resources Conservation and Development Commission to develop a comprehensive transportation sustainability strategy. The bill would require, as part of the 2022 update of the scoping plan, the state board to set a greenhouse gas emissions reduction target for the whole transportation sector. The bill would require the Governor to identify and appoint one key lead agency to steer the coordination of zero-emission vehicle deployment across state agencies and to implement the zero-emission vehicle component of the strategy developed by the state board and commission.

- [Support coming from Electric Vehicle industry](#)

3. TRADE CORRIDOR ENHANCEMENT PROGRAM

GENERAL COMMENTS & OBSERVATIONS

- This bill appears to “layer” new requirements atop of existing CTC Guidelines
- There appears to be some ambiguity here in terms of the type of projects the state may want to prioritize for TCEP; and whether or not those projects are actually within a RTP
- CALCOG staff seeks member input re: relationship of these bills to the TCEP program

AB 111 (Boerner Horvath) Transportation: zero-emission vehicles. Requires the Transportation Agency to implement a Safe and Clean Truck Infrastructure Program to support the construction and operation of zero-emission medium- and heavy-duty vehicle parking and electric vehicle charging and hydrogen refueling infrastructure. These projects would then be eligible for Trade Corridor Enhancement Program funding. PUC to develop rate structures to encourage transition. **Assembly Transportation Committee.**

SB 671 (Gonzalez). Transportation: Clean Freight Corridor Efficiency Assessment Establishes the Clean Freight Corridor Efficiency Assessment, to be developed by CTC coordinating with other agencies. The Assessment prioritizes corridors for the deployment of zero-emission medium- and heavy-duty vehicles. Assessment would be incorporated in the California Transportation Plan. Requires state freight plan to include a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of identified corridors. Such projects would be considered infrastructure projects eligible for TCEP funding. **Senate EQ Committee: Set for Hearing on April 26.**

RELATED:

AB-96 (O'Donnell) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program. Clarifies that an existing electrification program under cap and trade will include funding for zero and near zero emission heavy trucks (over 14,000 pounds)

4. TRANSPORTATION

AB 43 (Friedman) Traffic safety. This bill makes numerous changes to the way speed limits are set on state highways and local streets, significantly changing the paradigm that has been in place for at least 80 years. As a result, local agencies would have more authority to set lower and more safe speeds on two and four lane roads, and take other factors into account, such as whether the segment is a “high injury” area. **Location: Set to be heard April 19 (today) in Assembly Transportation Committee**

- Supported by SCAG.
- Candidate for CALCOG support: No current opposition.

AB 455 (Bonta) San Francisco-Oakland Bay Bridge: transit-only traffic lanes. This bill This bill authorizes the Bay Area Toll Authority, in consultation with Caltrans, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge. **Location: Set to be heard April 26 in Assembly Transportation Committee**

AB 476 (Mullin) Department of Transportation: state highways: transit bus pilot program. Caltrans to establish up to 8 projects to authorize a transit operator to use buses on the shoulders of state highways in partnership with a regional transportation agency. The bill would require the applicable regional transportation agency to be responsible for all costs attributable to the project. Two years after commencing a project, the bill would require an operator or operators, in conjunction with the applicable regional transportation agency, to submit a report. **Assembly Transportation Committee.**

- Sponsored by the California Transit Association; Candidate for CALCOG **support**

AB 604 (Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest. Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the SHOPP. **Assembly Appropriations.**

AB 1189 (Bloom D) Transportation: indirect cost recovery: wildlife crossing projects. Prohibits Caltrans from charging for indirect cost recovery for wildlife crossing projects that receive private funding for more than 50% of the project cost, and would require Caltrans to charge these projects for functional overhead. The bill would require the department to report to the Legislature on the amount of private funding invested in wildlife crossing projects for the through 2024. **Assembly Transportation Committee.**

AB 1499 (Daly) Transportation: design-build: highways. Reintroduction; makes permanent the regional agencies’ and Caltrans design-build authority. **Location: Assembly Appropriations Committee**

- Professional Engineers in CA Gov’t (PECG) is sponsoring the legislation.
- This bill is consistent with CALCOG policy; Staff recommend a **support** position.

SB 66 (Allen D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology. Would require the Secretary of Transportation to establish an advisory committee to recommend changes in state policy to ensure that autonomous vehicles enhance road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 22 additional members.

SB 339 (Wiener) Vehicles: road usage charge pilot program. Current law repeals these provisions on January 1, 2023. This bill would extend the operation of the Road Usage Charge Technical Advisory Committee at the California Transportation Commission an additional 4 years until January 1, 2027. **Senate Appropriations Committee.**

- **CALCOG: Support.** (also supported by California Transportation Commission, California Transit Association, Transportation California, Automobile Club of Southern California)

SB 623 (Newman D) Electronic toll and transit fare collection systems. Current law requires Caltrans and entities planning to implement a toll facility to develop and adopt functional specifications and standards for an automatic vehicle identification system. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.

- **Staff Recommends Support.**
- Sponsored by MTC; Supported by RCTC, OCTA and SCAG.
- Addresses ongoing problem of using photo data to enforce and ticket toll violators while otherwise protecting personally identifiable information.

SB 674 (Durazo D) Public Contracts: workforce development: transportation-related contracts. Would require relevant public agencies to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. Other objectives include supporting the hiring of displaced workers and individuals facing barriers to employment; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety.

- There is a focus on the number of jobs created by transportation contracts, including those that expend SB 1 funds.
- CALCOG is still researching; and would appreciate member input

5. HOUSING

SB 5 (Atkins) Housing: bond act. This bill enacts the Affordable Housing Bond Act of 2022, authorizing the issuance of \$6.5 billion in GO bonds to be used to fund affordable rental housing and homeownership programs. To be voted on in the November 2022 statewide general election. **Location: Senate Housing Committee**

SB 9 (Atkins D) Housing development: approvals. Allows a proposed housing development containing no more than 2 units within a single-family residential zone to be considered ministerially if the proposed housing development is not subject to a restrictive affordability covenant, no more than 25% of the existing exterior structural walls is demolished, and that the development is not located within a historic district. **Committee on Governance and Finance.**

- [Opposed by San Gabriel Valley Council of Governments, League of California Cities, Ventura Council of Governments](#)
- [Supported by South Bay Cities Council of Governments, American Planning Associations, Facebook. Housing groups, YIMBY organizations.](#)

SB 10 (Weiner) Planning and zoning: housing development: density. Authorizes a local government to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. In this regard, the bill requires HCD, in consultation with the Office of Planning and Research (OPR), to determine jobs-rich areas and publish a map of those areas every 5 years, commencing January 1, 2023, based on specified criteria. The bill specifies that an ordinance adopted under these provisions, and any resolution adopted to amend the jurisdiction's General Plan to be consistent with that ordinance, is not a project for purposes of the California Environmental Quality Act. **Location: Set for April 22 in Senate Governance and Finance Committee.**

SB 12 (McGuire D) Local government: planning and zoning: wildfires. Current law requires that the Office of Planning and Research, among other things, coordinate with appropriate entities, including state, regional, or local agencies, to establish a clearinghouse for climate adaptation information for use by state, regional, and local entities, as provided. This bill would require the safety element, upon the next revision of the housing element or the hazard mitigation plan, on or after July 1, 2024, whichever occurs first, to be reviewed and updated as necessary to include a comprehensive retrofit strategy to reduce the risk of property loss and damage during wildfires, as specified, and would require the planning agency to submit the adopted strategy to the Office of Planning and Research for inclusion into the above-described clearinghouse.

- [Labeled "Housing Killer by BIA](#)
- [Very Substantial limitations in on building new housing in hazard areas](#)
- [Affects how COGs distributed RHNA \(adding wildfire factor\)](#)

SB 15 (Portantino) Housing development: incentives: rezoning of idle retail sites. Upon appropriation by the Legislature, requires the HCD to administer a program to provide grants to local governments that rezone idle big box retailer or a commercial shopping center to develop of workforce housing. **Location: Senate Appropriations Suspense File**

- Supported by. [League of California Cities, LA Division; San Gabriel Valley Council of Governments; South Bay Cities Council of Governments; State Building Trades & California State Council of Laborers](#)

SCA 2 (Allen) Public housing projects. The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure repeals these provisions. **Location: Senate Housing Committee**

- [CALCOG: support.](#)

6. CEQA

SB 7 (Atkins) Jobs & Economic Improvement Through Environmental Leadership Act. Enacts the former leadership act, with certain changes, and authorizes the Governor, until 2024, to certify projects that meet requirements for CEQA streamlining benefits, including certain types of housing development projects. The bill, except for those housing development projects, requires the quantification and mitigation of the impacts of a project from the emissions of GHGs. The bill revises the labor-related requirements for projects. The bill provides that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project. **Assembly Natural Resources Committee**

SB 44 (Allen) CEQA: streamlined judicial review: environmental leadership transit projects. Grants expedited review of a number of “environmental leadership transit projects” proposed by a public or private entity. Requires the Judicial Council establishes procedures that court review, including appeals, can be resolved within 270 days. The bill requires the environmental leadership transit project to meet certain labor requirements. **Location: Senate Judiciary Committee**

- Supported by [SCAG, LA Metro, Southern California Regional Rail Authority, and California Transit Association.](#)
- Consistent with [CALCOG Principles \(Support letter coming\)](#)

AB 1260 (Chen R) CEQA: exemptions: transportation-related projects. CEQA includes exemptions for numerous categories of projects, including projects for the increase of passenger or commuter services on rail or highway rights-of-way already in use and projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses. This will would further exempt projects by a public transit agency to construct infrastructure to charge or refuel zero-emission trains.

7. CLIMATE ADAPTATION/SEA-LEVEL RISE

AB 67 (Petrie-Norris) Sea level rise: working group: economic analysis. This bill requires a state agency to take into account the current and future impacts of sea level rise when planning, designing, building, operating, maintaining, and investing in infrastructure located in the coastal zone or otherwise vulnerable to flooding from sea level rise or storm surges, or when otherwise approving the allocation of state funds for those purposes. The bill requires, by March 1, 2022, the Ocean Protection Council, in consultation with OPR, to establish a multiagency working group on sea level rise to provide recommended policies, resolutions, projects, and other actions to address sea level rise, the breadth of its impact, and the severity of its anticipated harm. The bill requires the council to, among other things, develop a standardized methodology and template for conducting economic analyses of risks and adaptation strategies associated with sea level rise, as provided.

Location: Assembly Appropriations Committee

AB 897 (Mullin) Office of Planning and Research: regional climate networks: climate adaptation action plans. This bill authorizes eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill requires OPR to encourage the inclusion of agencies with land use planning authority into regional climate networks.

Location: Assembly Appropriations Committee

AB 1384 (Gabriel) Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022. This bill requires SGC to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond, among other goals. The bill requires state agencies identified in the strategic resiliency framework to collaboratively engage with regional entities to enhance policy and funding coordination and promote regional solutions and implementation and to proactively engage vulnerable communities whose planning and project development efforts have been disproportionately impacted by climate change, as provided. The bill authorizes the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework. **Location: Assembly Appropriations Committee**

SB 83 (Allen) California Infrastructure and Economic Development Bank: Sea Level Rise Revolving Loan Program. This bill creates the Sea Level Rise Revolving Loan Program within the I-Bank to provide low-interest loans to local jurisdictions for the purchase of coastal properties in their jurisdictions identified as vulnerable coastal property. The bill authorizes specified local jurisdictions to apply for, and be awarded, a low-interest loan under the program if the local jurisdiction develops and submits to the bank a vulnerable coastal property plan. **Location: Senate Governance and Finance Committee**

8. BROWN ACT BILLS

All three bills: Assembly Local Government Committee; but not yet set for a hearing

AB 339 (Lee D) Local government: open and public meetings. This bill would require all meetings to include an opportunity for members of the public to attend via a telephonic option and an internet-based service option. The bill would require all meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic and an internet-based service option, as provided, and would specify requirements for public comment registration.

- This bill appears to be the closest of the three to what CALCOG members were discussing at the beginning of the session

AB 361 (Rivas, Robert D) Open meetings: local agencies: teleconferences. Would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state of emergency or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment.

AB 703 (Rubio, Blanca D) Open meetings: local agencies: teleconferences. This bill would remove the requirements of the Brown Act particular to teleconferencing and allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment. The bill would require that, in each instance in which notice of the time of the teleconferenced meeting is otherwise given or the agenda for the meeting is otherwise posted, the local agency also give notice of the means by which members of the public may observe the meeting and offer public comment and that the legislative body have and implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with the federal Americans with Disabilities Act, as provided.

9. BROADBAND

AB 34 (Muratsuchi) Communications: Broadband for All Act of 2022. This bill enacts the Broadband for All Act of 2022, to become operative if approved by the voters at the November 2022 election, to authorize \$10 billion in GO bonds to be administered by the California Department of Technology for purposes of providing financial assistance for projects to deploy broadband infrastructure and broadband internet access services.
Assembly Communications and Conveyance Committee

SB 4 (Gonzalez) Communications: California Advanced Services Fund. This bill improves state broadband in a number of ways. Authorizes Go-Biz to coordinate with state and local agencies and national organizations to facilitate streamlining of local land use approvals and construction permit processes for broadband infrastructure projects. Authorizes the PUC to prioritize projects in unserved areas where internet connectivity is available only at speeds at or below 10 megabits per second (mbps) downstream and one mbps upstream or areas with no internet connectivity, with a goal of achieving at least 100 mbps downstream. Creates fiscal and financing mechanisms to fund the expansion of the infrastructure based on a surcharge not to exceed 23 cents per line. Includes accountability, auditing of funding involved, and reports to Legislature.

AB 955 (Quirk D) Highways: encroachment permits: broadband facilities. Would establish additional procedures for the Department of Transportation's review of an application for an encroachment permit for a broadband facility. Under the bill, these procedures would require the department, among other things, to notify an applicant in writing whether the application is complete within 30 days of receiving an application, to take certain actions if it deems an application incomplete, and to approve or deny an application that requires supplemental information within 30 days after receiving that information. If the department fails to notify the applicant that the application is incomplete or denied, as applicable, within those 30-day time periods, the bill would deem the department's failure to notify to constitute approval of the permit.

AB 1425 (Gipson D) California Advanced Services Fund: Broadband Public Housing Account. Transfers \$25,000,000 to the Broadband Public Housing Account to provide grants for connectivity to residents of publicly subsidized multiunit housing complexes. Establish that the goal to provide connectivity to all residents of publicly subsidized multiunit housing by 2025. If the collection of the surcharge for the CASF program is extended beyond the 2022 calendar year, the bill would transfer annually \$25,000,000 to the Broadband Public Housing Account until the goal of the fund is achieved. The bill would require the commission to give preferences to certain applications for grants.

- [Unknown: The extent to which federal funding may be applied to addressing broadband gaps.](#)