



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, May 10, 2023
TIME: 9:00

PLACE:

City Council Chambers
225 Park Street
Lakeport, California

Caltrans-District 1
Zoom Conference Location
1656 Union Street
Eureka, California

Zoom Login:

Dial-in number: 1 (669) 900-6833 / Meeting ID: 895 9001 4158 # Passcode: 804565

(Zoom link provided to the public by request.)

Public comments will be accepted in person and through teleconference during the meeting on any agenda item when public comment is invited by the Chair.

-
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 agenda

CONSENT CALENDAR

4. Approval of April 5, 2023 Minutes

REGULAR CALENDAR

5. Presentation of the Final Transit Development Plan Update (*Speka/LSC Consultant*)
6. Discussion and Recommended Approval of Resolution #22-23-14 to Determine if Unmet Transit Needs are Reasonable to Meet (*Sookne*)
7. Presentation of 2023/24 (Draft) Lake APC Budget (*Pedrotti*)
8. Discussion of 2023/24 Overall Work Program (*Pedrotti*)

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 Planning Staff
 - i. Project Updates (*Speka*)
 - ii. Miscellaneous

- b. Lake APC Administration Staff
 - i. Next Meeting Date – **June 7, 2023 (Clearlake)**
 - ii. Miscellaneous
- c. Lake APC Directors
- d. Caltrans
 - i. SR 29 Project Update/Ribbon Cutting-June 6, 2023 (*Pimentel/Mattioli*)
 - ii. Lake County Project Status Update (*Ahlstrand*)
 - iii. Miscellaneous
- e. Rural Counties Task Force
 - i. Next Meeting Date – **May 19, 2023 (Teleconference)**
- f. California Transportation Commission
 - i. Next Meeting Date – **May 17 – 18 (Bay Area)**
- g. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – (*TBD*)
 - ii. CalCOG Board of Directors Meeting – **June 6, 2023 (Sacramento)**
- h. Miscellaneous

INFORMATION PACKET

- 12. a) 1/23/23 Lake SSTAC Minutes

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: May 5, 2023

Attachments:

- Agenda Item #4 – 4/5/23 Lake APC Draft Minutes*
- Agenda Item #5 – Staff Report & Presentation*
- Agenda Item #6 – Staff Report, Reso, Unmet Needs Findings & Definitions*
- Agenda Item #7 – Staff Report & Draft Budget Summary*
- Agenda Item #8 – Staff Report & Draft OWP*
- Agenda Item #11dii – Project Status Update*
- Information Packet – 12 a) 1/23/23 SSTAC Minutes*



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

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

Wednesday, April 5, 2023

Location: Lake Transit Authority
9240 Highway 53, Lower Lake, California

Present

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

Absent

Tim Warnement, Member at Large
Russell Perdock, Council Member, City of Clearlake

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
James Sookne, Admin Staff – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
Jesus Rodriguez-Garcia, Admin Staff – Lake APC
Johnnie Lindsey, Operations Supervisor– Paratransit Service
Gary McFarland – Paratransit Services
Laurie Fisher, Mobility Programs Manager – Lake Links

Attending via Zoom

Charlene Parker, Admin Staff – Lake APC
Nephele Barrett, Planning Staff – Lake APC
John Speka, Senior Transportation Planner – Lake APC
Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)
Diane Edwards, Civil Engineer – Caltrans
Andreas Krause, Active Transportation Data Manager – Caltrans
Scott DeLeon, Public Works Director, County of Lake
Gordon Shaw, LSC Transportation Consultants, Inc.
Claire Hutchinson, LSC Transportation Consultants, Inc.
Melinda Lahr, Lake DSS
Debaroti Gosh, NCE

1. **Call to Order/Roll Call**

Chair Mattina called the meeting to order at 9:02 a.m. Secretary Jesus Rodriguez called roll. Members present: Sabatier, Simon, Cremer, Mattina, Leonard, Parlet, Leonard

2. **Adjourn to Policy Advisory Committee**

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:03 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

CONSENT CALENDAR

Approval of March 1, 2023 Draft Minutes

Director Perdock made a motion to approve the Consent Calendar, as presented. The motion was seconded by Director Sabatier and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Parlet, Cremer, Mattina, Leonard, Tatiana Ablstrand, Noes (0); Abstain (0); Absent (2) Directors Warnement, Perdock

REGULAR CALENDAR

5. Presentation of the Draft Transit Development Plan Update

John Speka explained that a Sustainable Transportation Planning grant awarded in 2021 for a five-year short-term Transit Development Plan (TDP) was awarded to LSC Consulting through a competitive procurement process to prepare the plan. Gordon Shaw and Claire Hutchinson presented the plan, aimed at improving efficiency and make improvements to the system. John offered the board members and public to provide feedback, which would be incorporated into the draft. The presentation included a demographic analysis of the community, noting Lake County has a high population of seniors, people living below the poverty line, and disabled individuals. The analysis also showed that many residents depended on public transit service for their daily needs. The presentation also covered route performance measures, on-time performance, and cost-effectiveness. Gordon highlighted some of the challenges that the agency faced in providing efficient transit service, particularly during the COVID-19 pandemic. Public outreach efforts were also mentioned, including an onboard survey and a community survey. The surveys revealed that many riders wanted more Saturday service, Sunday service, and extended service hours. Additionally, 70% of respondents expressed interest in an on-demand micro-transit service. After analyzing the data, the team made several recommendations to improve service and reduce costs. One recommendation was to shift the schedule of Route 12 by 30 minutes to provide more useful service. Another recommendation was to reduce service on Route 2 from five days a week to three days a week to improve cost-effectiveness. Gordon proposed the implementation of micro transit as a means of providing public transportation in low demand areas in Lake County. The concept of micro transit involves an on-demand service for riders using an app or a phone call to the office. The proposed plan recommended the replacement of Route 8 with micro transit in Lakeport, with similar hours of operation and the potential for cost savings. The South Clearlake area was also identified as an ideal location for micro transit, as it would expand the utility of public transit and replace 4A. The TDP also included a recommendation for limited Sunday service on key routes. Gordon proposed a plan that was projected to increase efficiency and reduce costs while increasing ridership. Some questions were asked regarding the proposed changes, clarifying that the micro transit plan would replace existing fixed routes, apart from the three routes in Clearlake, which would only have schedule changes. It was reported that Lake Transit ridership had been recovering in 2022-23, but low ridership specifically on Route 12 was because it was not operating for the full

year. It was also noted that certain routes had high operating costs per passenger, which was common in rural areas due to the need to serve dispersed populations. Additionally, it was discovered that most riders did not have access to a car or driver's license, even though many respondents in a community survey had reported having cars. Suggestions were made to potentially adjust schedules on certain routes to improve timeliness and increase ridership. The average operating cost per passenger trip system-wide for fiscal year 21-22 was \$19.52, with Clearlake local routes being the cheapest and Route 4A and Route 2 being the most expensive. Further review of Route 7 was recommended to improve service quality and reduce delays. The fare analysis was also discussed, and although there were suggestions to increase fares, it was ultimately decided against, as it may negatively impact ridership. LSC staff and Director Parlet discussed the potential impact of the five-year plan on the fares and agreed to calculate the projected operating cost per passenger trip for the first year of the plan.

6. Presentation of the Pavement Management Program

Michael Villa introduced Debaroti Gosh from NCE. In early 2022, a Pavement Management Program (PMP) was initiated through a competitive bidding process and awarded to NCE. The PMP aimed to provide objective information to assist managers in making consistent and cost-effective decisions related to pavement management. The PMP used the StreetSaver software to answer four basic questions: what streets are owned or maintained by the agency, their condition, what repairs are needed, and when repairs need to be done. The PMP underwent several steps, including updating the inventory, performing pavement condition surveys, updating maintenance records, updating the decision tree, performing budget and need analysis, and preparing a report summarizing the findings. A training session was also conducted to educate agencies on how to use the StreetSaver software. The Pavement Condition Index (PCI) was updated for Clearlake, Lakeport, and Lake County. Clearlake had a PCI of 55, Lakeport had a PCI of 44, and Lake County had a PCI of 34. The PMP also highlighted the importance of preventative maintenance to preserve pavements in good condition and avoid more costly rehabilitation work. The Board discussed the need to modify treatments during the design process. NCE also reviewed updated unit costs for various pavement treatments, including surface seal, mill and overlay, and reconstruction. Michael noted that there was an increase in overall maintenance costs due to inflation and the pandemic. Debaroti then analyzed the 10-year funding needs for Clearlake, Lakeport, and Lake County based on their network size and current condition. They compared these needs to available funding and found that Clearlake was the closest to meeting their needs, while Lakeport and Lake County were still significantly underfunded. If current funding levels were maintained, Clearlake's PCI would improve significantly, while Lakeport and Lake County would see drops in their PCI.

Director Simon asked what the next steps are for the PMP report in regard to improving conditions. Michael mentioned that the documents are for local agencies so they can ask for specific funding. Lisa mentioned that this data is crucial to showing local officials and staff the benefits of a local sales tax measure. Scott DeLeon mentioned that while PCI is important, it does not tell the whole story and that it is crucial to also consider the impact of funding levels and the current condition of the pavement. Scott also noted that road work has been done since NCE surveyed the roads so the PCI may improve on the County road system if that work was incorporated. Scott commended the quality of work done in Clearlake and emphasized the need for additional funding for Lakeport and Lake County to address their poor pavement conditions. Debaroti noted that there was substantial investment in the pavement network, totaling \$0.5 billion in asset value. The countywide network was found to be in poor condition, with an overall PCI of 37. Treatment unit costs had increased by more than 25% since the last update, and the tenure funding needs were \$321 million, with a deficiency of \$251.25 million needed to meet the needs of all three agencies. The presentation suggested that smaller cities, like Lakeport, could

collaborate with larger entities like the County to take advantage of economies of scale through project bundling to reduce costs. The presentation also suggested looking for local funding matches for federal and state infrastructure investment and job acts, as well as exploring utility company partial pavement restoration policies. Director Parlet asked about the possibility of a pavement regional assessment district for small communities, and frustration was expressed about the lack of funding for rural counties compared to Caltrans' spending. Director Simon discussed alternative road materials such as stone clovers used in Europe. Director Parlet also mentioned the idea of recycling tires for pavement manufacturing. Director Simon mentioned the importance of creating unique downtown areas and the difficulties of balancing the desires of constituents with the potential benefits of alternative pavement materials. The Board discussed the need for a plan to move forward with infrastructure projects and agreed that enhancing the appearance of the community through small improvements could have a positive impact on economic development.

7. Report from the Executive Committee Meeting:

Lisa reported that the contract extension between Lake APC and Davey-Bates Consulting and Dow & Associates for continued planning services and administrative services ends on September 30th, 2023. The Executive Committee met to discuss options for the next year. The two options discussed were to continue with the fifth and final extension, or to go through the full RFP process. Director Parlet proposed moving forward with the proposed extension. Director Sabatier stated he was happy with the work of both contractors, and asked about the potential of disrupting the progress of the transit hub if a Request for Proposals was conducted during that time, and whether it would be beneficial to start the RFP process earlier. Director Parlet noted managing grants was just one of many tasks that they managed and that should not be an issue for staff. Lisa agreed that an RFP process should not hinder the progress towards the transit hub. Ultimately, the Board decided to move forward with the extension. Lisa also reminded the Board that Dow or DBC could not be a part of the RFP process and that giving more time could prepare count/city staff for that extra workload.

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 (October 1, 2023 through September 30, 2024). The motion was seconded by Director Simon and carried unanimously.

Roll Call Vote: Ayes (6)-Directors Simon, Parlet, Cremer, Mattina, Leonard, Tatiana Ahlstrand, Noes (1) Sabatier; Abstain (0); Absent (2) Directors Warnement, Perdock

7c. Report from the Executive Committee Meeting:

Alexis reported that the Local Transportation Fund (LTF) had had been previously discussed and presented to the Executive Committee. Last year, the estimate presented was a 6.83% increase, bringing the estimate to \$1,834,020. The 2023/2024 LTF estimate indicated a 7.21% decrease, resulting in a total LTF estimate of \$1,713,429. However, staff is proposing a further reduction to \$1,600,000 due to ongoing financial instability. Alexis noted that if revenues exceed expectations, a mid-year adjustment can be considered. The LTF Estimate and Draft Budget will be presented together at the May Lake APC Board of Directors meeting, however, staff felt it was necessary to discuss the proposed recommendation in greater detail with the Executive Committee. Director Perdock asked if the estimate was conservative enough, considering inflation. Lisa stated she felt it was a conservative approach, and if needed, unallocated LTF reserves are available to cover any shortfall.

8. Discussion and Proposed Recommendation on Travel Stipends/Reimbursements

Lisa reported that staff had previously looked into the possibility of providing travel stipends to board members once a year, which would be reimbursed through their respective jurisdictions, however there was not full concurrence on that option. After discussing the matter with the fiscal auditor and attorney, staff recommends moving towards mileage and meal reimbursement, as the IRS views board members as employees. Lisa noted that there would be a reduction of reimbursement in most cases, but that it was the only option at this point. She also stated that those who decided to forgo the reimbursement could speak with staff independently.

Director Sabatier made a motion to move towards allowing voluntary travel reimbursements for actual incurred expenses per the requirements of the Internal Revenue Service. The motion was seconded by Director Parlet and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Parlet, Cremer, Mattina, Leonard, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (2) Directors Warnement, Perdock

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 10:38 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 Parlet and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Parlet, Cremer, Mattina, Leonard, Tatiana Ahlstrand, Noes (0); Abstain (0); Absent (2) Director Warnement, Perdock

REPORTS

11. Reports & Information

a. Lake APC Planning Staff

John reported that the Transit Development Plan update project from a 2021 Sustainable Transportation Planning grant was near completion, and that the draft would likely be presented to the board in the next month or so. Staff had applied for several Sustainable Transportation Planning grants, including a Ferry Service Feasibility Study, a Zero-Emission Vehicle Infrastructure Plan, and a Wildfire Evacuation and Preparation Plan. Also discussed was the Konocti Corridor Vehicle Miles Traveled (VMT) modeling effort, which is expected to resume in the next few weeks and completed by July. There was a pause in the project while waiting for modeling data from Caltrans. John mentioned the possibility of securing funding through the Reconnecting Communities grant program for intersection improvements and a bicycle and pedestrian over crossing on State Route 53 in Clearlake.

*i. Miscellaneous
None.*

b. Lake APC Administration Staff

i. Next Meeting Date – May 10, 2023 (Lakeport/Fieldtrip)

Caltrans

ii. Lake County Project Status:

Diane Edwards reported on a capital maintenance project to add a left turn pocket at the intersection of Bell Avenue and State Route 29, which will go to construction in 2026. A safety project on State Route 20 to improve 20 locations with rectangular rapid flashing beacons and high visibility crosswalks was also mentioned. Caltrans recognized the project as a valuable proactive safety measure and decided to add it to an existing capital maintenance project using the Infrastructure Investment and Jobs Act (IIJA) funds for traffic safety. Andreas Krause added that they are having environmental clearance issues with potential archeological sites buried under the road and are looking into modifying pole designs. Director Simon asked about a digital sign project approved in Middletown. Tasha explained that the project is in progress, including two new rectangular rapid flashing beacons to be added in Middletown. Director Sabatier asked about the issue of the animal passage on Highway 29, which had been flooded due to heavy rain. Director Sabatier shared pictures of the passage being submerged, and there were concerns about whether the drainage was inadequate, and if it would continue to flood during heavy rain.

iii. Miscellaneous

Lisa announced that there is going to be a ceremonial ribbon cutting for Segment 2C on Highway 29, after the June board meeting.

Director Simon asked if a stone paver project would be eligible for a grant application in the climate adaptation fund. Tatiana responded that they would not be eligible.

e. **Rural Counties Task Force**

i. Next Meeting Date – May 3, 2023 (*Teleconference*)

f. **California Transportation Commission**

i. Next Meeting Date – April 12 – 13 (*Townhall – Redding*)

g. **California Association of Councils of Governments (CalCOG)**

i. CDAC Meeting – April 20, 2023 (*Virtual*)

ii. CalCOG Board of Directors Meeting – (*TBD*)

h. **Miscellaneous**

None.

INFORMATION PACKET

12. a) Draft 3/27/23 Executive Committee Minutes

13. b) Draft 1/19/23 Lake TAC Minutes

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 11:37 a.m.

Respectfully Submitted,

DRAFT

Jesus Rodriguez
Administrative Assistant



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Lake County Final Transit Development Plan Update
Presentation, Discussion, and Possible Adoption

DATE PREPARED: 5/1/2023
MEETING DATE: 5/10/2023

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: In 2021, Lake APC was awarded a Sustainable Transportation Planning Grant for a Transit Development Plan (TDP) Update. The intent of the project is to update the 2015 TDP, which Lake Transit has relied on as its short-range (approximately 5-year) development plan for identifying mobility improvements for its transit ridership. In March 2022, Lake APC entered into a contract with LSC Transportation to prepare an updated Transit Development Plan. Aside from traditional fixed-route service improvements, the project also looks at less traditional options such as the potential for micro-transit and on-demand services, particularly for transit dependent users struggling with the regular fixed route options.

Today's item is a follow up to last month's presentation of the Draft Final Plan to the Board. LSC will provide a recap of the project and note comments received on the Draft Plan. The Final Draft includes minor revisions addressing the comments, and is available for review here-
<https://0m0ea5.p3cdn1.secureserver.net/wp-content/uploads/2023/04/Lake-County-TDP-Final-Compressed.pdf>

Finally, the Board will be asked to consider adoption of the Plan at today's meeting.

ACTION REQUIRED: Consider adoption of the Lake County Transit Development Plan Update.

ALTERNATIVES: Provide comments, recommend revisions, and seek approval at the following APC meeting.

RECOMMENDATION: The Board approves the Lake County Transit Development Plan Update as presented.

Presentation of
Lake County Final Transit Development Plan
Fiscal Year 2023-24 – 2027-28



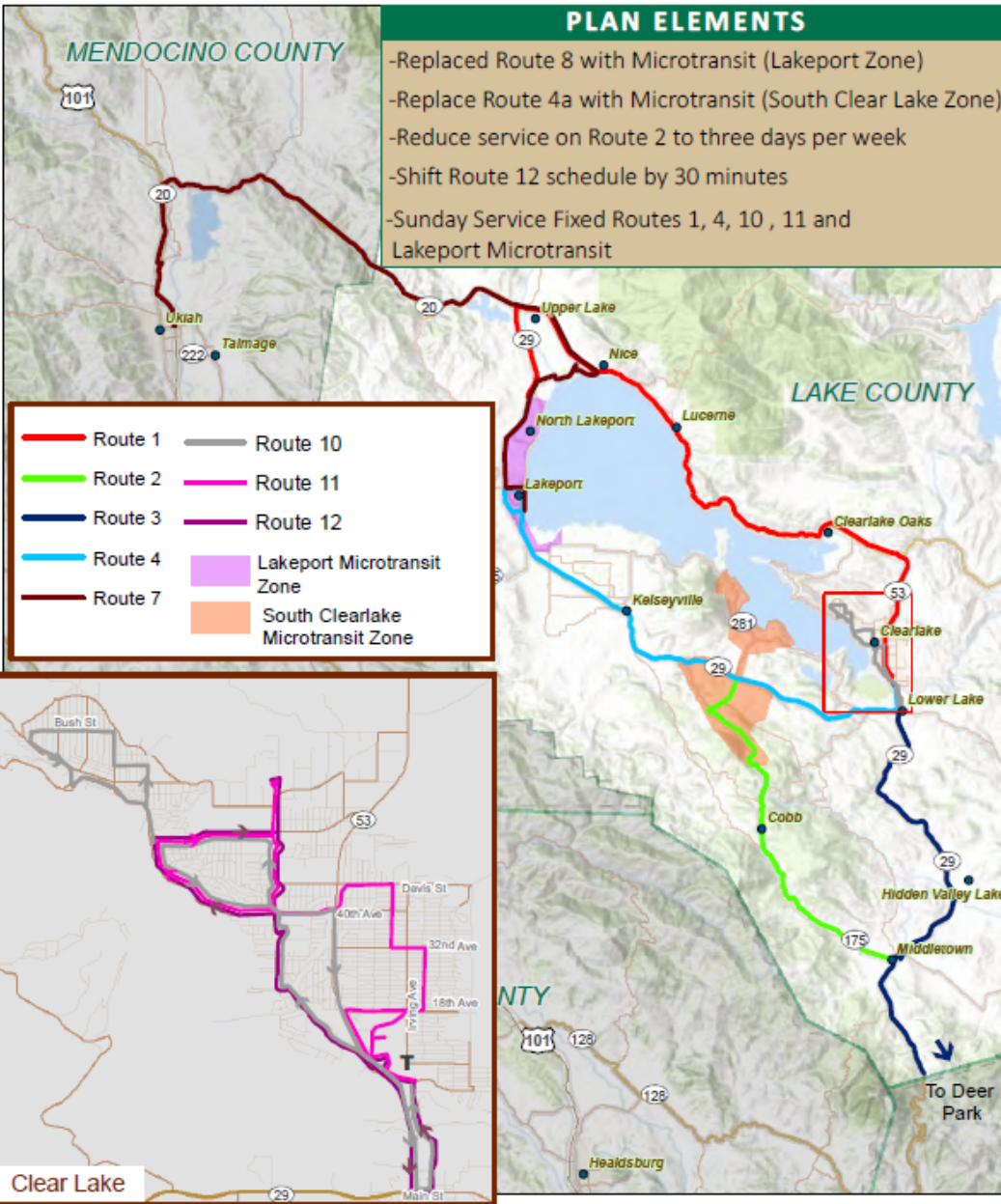
Lake APC Meeting





5 2.5 0 5 Miles

Figure
Lake Transit Short Range Transit Plan



Lake County Transit Plan



- ▶ The service plan will:
 - ▶ Save \$50,000 – 60,000 in the first year (factoring in multiple microtransit services) and increase operating cost by \$75,000 annually when Sunday Service is implemented.
 - ▶ Increase ridership by up to 7,000 trips annually
 - ▶ Bring new forms of public transit to Lake County
 - ▶ Increase efficiency
 - ▶ Operating cost per passenger-trip in FY 2023-24 is estimated to be \$17.11 (12 percent decrease from FY 2021-22)

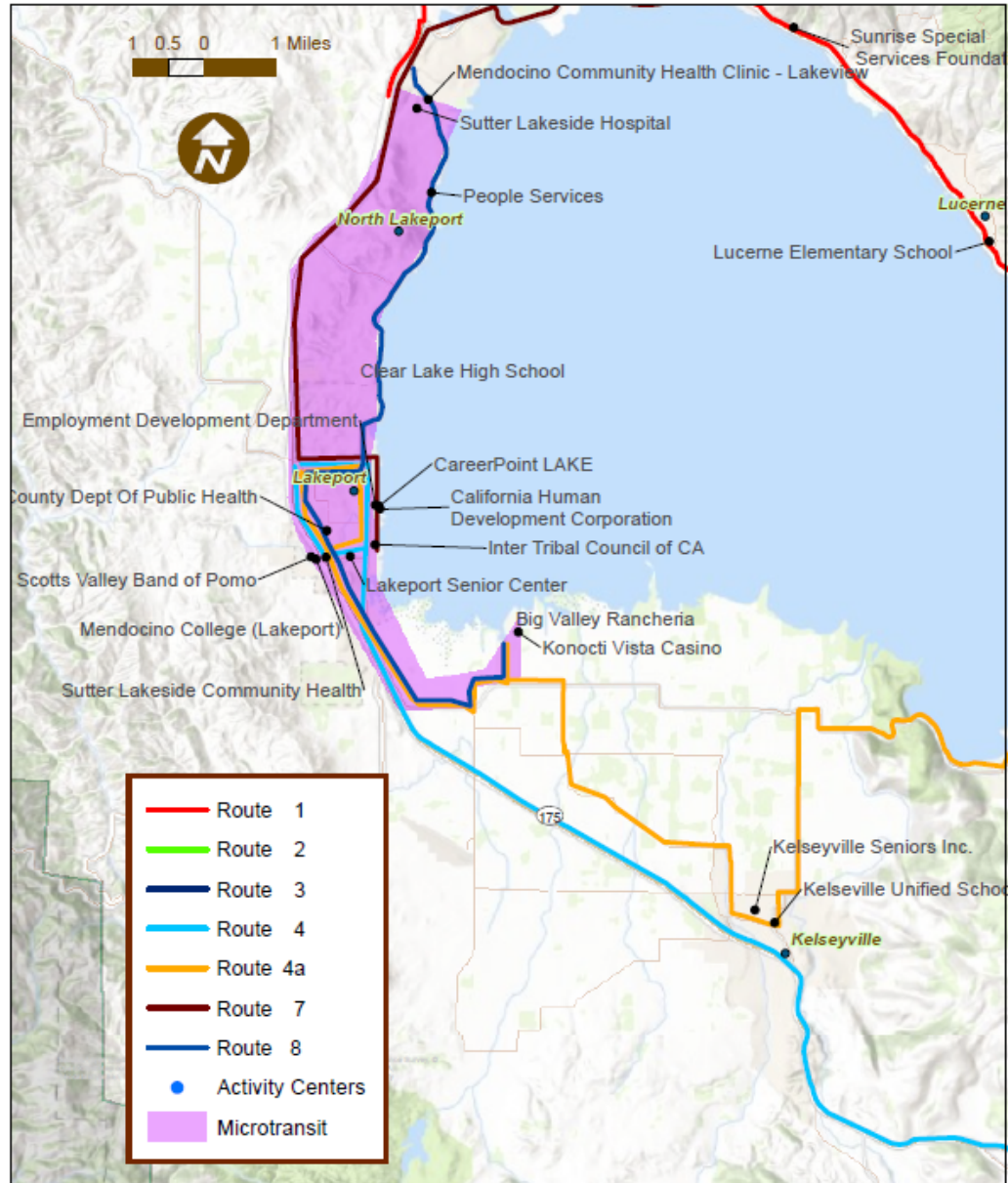
Recommendations

- Route 2 (Cobb) - Reduce service to 3 days per week
 - Objective – Increase cost efficiency by reducing service on a route with a high operating subsidy per trip (\$125) in FY 21-22.
 - Annual operating subsidy savings of \$28,500.
 - Reduce annual ridership by 600 trips per year.

- Replace Route 8 (Lakeport) with Microtransit, 7:30 AM – 6:30 PM Monday through Friday and 8:30 AM to 4:30 PM on Saturday
 - Objective- Provide on-demand transit (like Uber) to Lakeport and the Konocti Vista Casino
 - Annual operating cost savings of \$16,000 (including cost of purchasing app)
 - Small increase in ridership of around 300 trips per year
 - Can “Comingle” passengers with Lakeport DAR



Figure 1
Lakeport Microtransit



Recommendations

- Route 12 (Clearlake) – Shift Schedule by 30 minutes
 - Objective: Provide half-hourly service to more stops in Clearlake
 - No cost impacts
 - Annual ridership increase of 1,080 annually, 4 trips per day

Table 3: Route 12 Example Revised Schedule

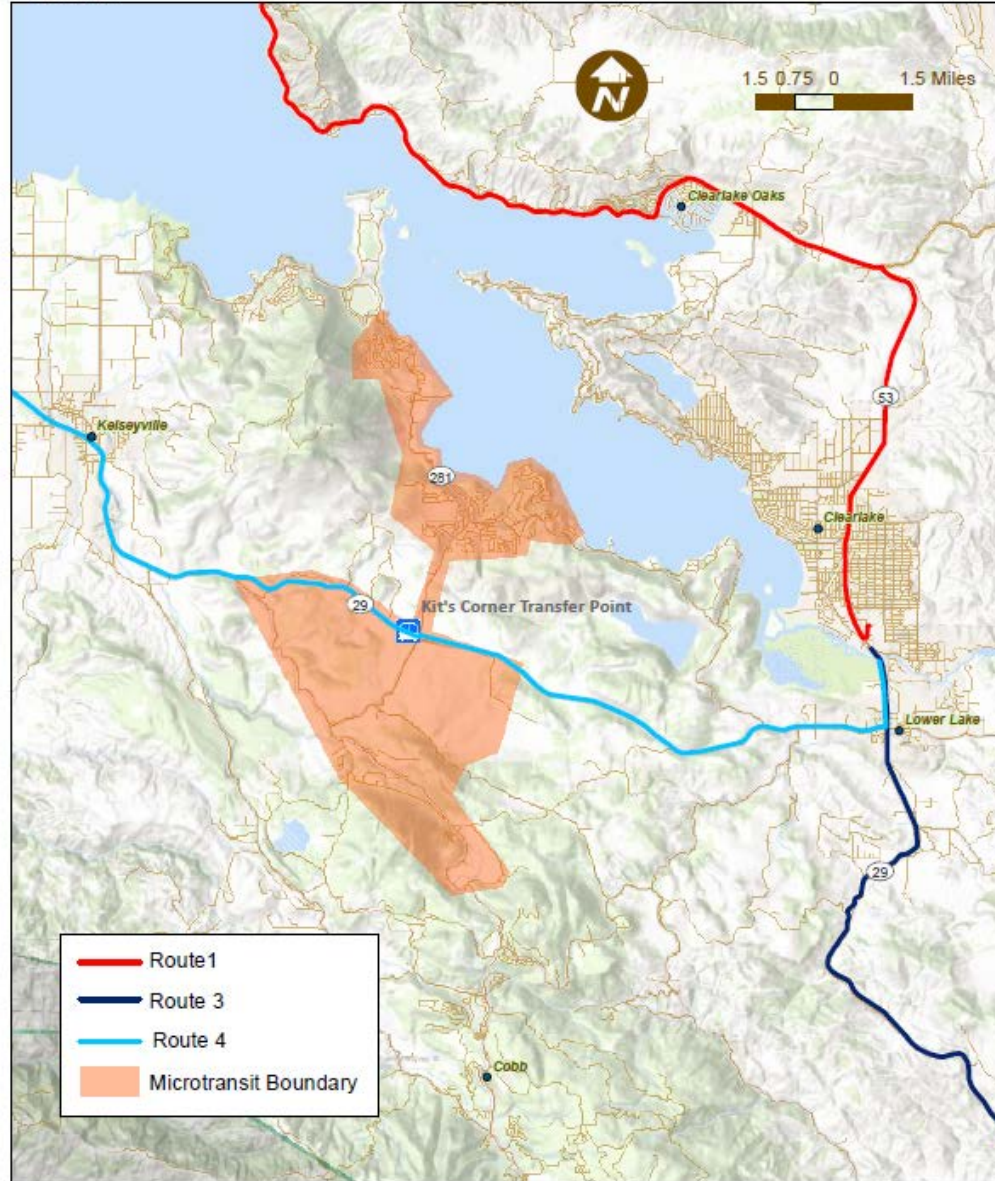
Walmart	Old 53 & Lakeshore	Austin Park	Burns Valley Mall	Senior Center	Old 53 & Lakeshore	Walmart	Woodland College	Lake County Social Services	Highway 53 & Main St.	Lower Lake High School	Walmart
8:28 AM	8:35 AM	8:40 AM	8:42 AM	8:46 AM	8:52 AM	9:00 AM	9:02 AM	9:06 AM	9:09 AM	9:12 AM	9:17 AM
9:28 AM	9:35 AM	9:40 AM	9:42 AM	9:46 AM	9:52 AM	10:00 AM	10:02 AM	10:06 AM	10:09 AM	10:12 AM	10:17 AM
10:28 AM	10:35 AM	10:40 AM	10:42 AM	10:46 AM	10:52 AM	11:00 AM	11:02 AM	11:06 AM	11:09 AM	11:12 AM	11:17 AM
11:28 AM	11:35 AM	11:40 AM	11:42 AM	11:46 AM	11:52 AM	12:00 PM	12:02 PM	12:06 PM	12:09 PM	12:12 PM	12:17 PM
12:28 PM	12:35 PM	12:40 PM	12:42 PM	12:46 PM	12:52 PM	1:00 PM	1:02 PM	1:06 PM	1:09 PM	1:12 PM	1:17 PM
1:28 PM	1:35 PM	1:40 PM	1:42 PM	1:46 PM	1:52 PM	2:00 PM	2:02 PM	2:06 PM	2:09 PM	2:12 PM	2:17 PM
2:28 PM	2:35 PM	2:40 PM	2:42 PM	2:46 PM	2:52 PM	3:00 PM	3:02 PM	3:06 PM	3:09 PM	3:12 PM	3:17 PM
3:28 PM	3:35 PM	3:40 PM	3:42 PM	3:46 PM	3:52 PM	4:00 PM	4:02 PM	4:06 PM	4:09 PM	4:12 PM	4:17 PM
4:28 PM	4:35 PM	4:40 PM	4:42 PM	4:46 PM	4:52 PM	5:00 PM	5:02 PM	5:06 PM	5:09 PM	5:12 PM	5:17 PM

Recommendations

- ▶ South Clear Lake Microtransit- 3 days per week, 8AM to 5 PM, Eliminate Route 4a
 - ▶ Objective – Increase cost efficiency, directly serve a relatively high concentration of homes in Clear Lake Rivera. Microtransit would provide a connection to Route 4 at Kits Corner.
 - ▶ Increase annual costs by \$4,600 per year (including microtransit technology costs)
 - ▶ Increase ridership by 1,110 trips per year, 7 per day
- ▶ Sunday Service On Routes 1, 4, 10, 11 and Lakeport Microtransit (If staffing and financial resources are available)
 - ▶ Objective – Meet commonly requested service by the public and increase overall ridership
 - ▶ Increase annual costs by \$131,000 annually
 - ▶ Increase ridership by 6,000 annually or 115 per day



Figure 2
South Clear Lake Microtransit





Recommendations

- Clearlake DAR
 - Pilot Program - Offer same day service to Seniors and ADA eligible between 9 AM and 5 PM Monday through Friday, on a space available basis
 - Share drivers between NEMT and DAR service as demand and availability dictates

Capital Plan

- ▶ 20 Fixed route and 3 DAR vehicles are due for replacement during this planning period. At least 3 of these vehicles must be zero-emission to meet CARB regulations.
- ▶ Around \$60,000 will be needed for new and replacement bus stop signage
- ▶ Lake County Interregional Transit Center
 - ▶ TIRCP grant (almost \$13 million) to construct new transit center, purchase 4 fuel cell electric buses (powered by hydrogen) and the needed fueling/maintenance infrastructure.
 - ▶ Currently in design phase



Other Discussions

- ▶ Route 7 On-time Performance
- ▶ Caltrans comments
- ▶ Lake Links



Questions?

- ▶ Contact: Genevieve Evans
 - ▶ genevieve@lsctrans.com
 - ▶ 530-583-4053





LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: 2023/24 Unmet Transit Needs Finding

DATE PREPARED: May 2, 2023

MEETING DATE: May 10, 2023

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 22/23 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 27, 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 22-23-14

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 1, 2023, 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 10th day of May 2023, 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 19, 2023

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 2023/24

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

Thank you for the opportunity to respond to the list of FY 2023/24 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 recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan for Lake County. The Draft 2023 Transit Development Plan recommends operating a lifeline service from Clearlake/Lower Lake to Spring Valley two times a day, one day a week. This service would be by advance reservation only and would cost approximately \$11,000 per year.

Recommended Finding: At this time, service to Spring Valley is an unmet need that is unreasonable to meet due to a lack of resources.

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 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: LTA applied for a 5310 grant in 2022 to modify and expand the existing out-of-county NEMT service. The new model would incorporate a pool of volunteer drivers that would use their own vehicles for all ambulatory clients. This will be in addition to the existing service provided by LTA and will allow Medi-Links to continue to grow into the future. Additionally, this grant will now cover all NEMT trips, whether in or out of county.

Recommended Finding: Under LTA's most recent 5310 grant, in-county NEMT service is now reasonable to meet.

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 Calistoga, Santa Rosa, and Ukiah; however, as the program expands, additional destinations will be included. LTA for another 5310 grant in 2022 to modify and expand the existing NEMT service. The new model would incorporate a pool of volunteer drivers that would use their own vehicles for all ambulatory clients. This will be in addition to the existing service provided by LTA and will allow Medi-Links to continue to grow into the future. Additionally, this grant will now cover all NEMT trips, whether in or out of county.

Recommended Finding: NEMT service to out-of-county locations is reasonable to meet and was implemented in 2019. The service currently provides trips to Calistoga, Santa Rosa, and Ukiah. 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, as noted during the public survey process during the 2023 update to the Transit Development Plan (TDP). 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. A recommendation from the 2023 TDP is to do a pilot project within the City of Clearlake that would offer on-demand microtransit service on Sundays from 9:00AM to 3:00PM, for an approximate annual cost of \$31,300. This pilot project would gauge whether this type of service could be implemented in other major community centers throughout the County.

Recommended Finding: There is an unmet need for transit service on Sundays. The need is not reasonable to meet at this time due to a lack of funding.

6. Expanded transit service and Mobility Training to accommodate job placement for developmentally disabled. New enhanced requirements for competitive integrated job placement have been implemented, necessitating transportation to and from jobs, potentially outside of normal transit operating hours.

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. If the patient is ambulatory, the Lake Links' Pay-Your-Pal or Volunteer Driver Program could be an option. 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. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan (TDP) for Lake County. Based on current ridership data and survey results from the TDP, microtransit could be implemented in some parts of the county, specifically in Lakeport and the Rivas, which would provide a partial solution to this unmet need. However, 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. Another potential solution to help meet this need could be Lake Links’ Pay-Your-Pal or Volunteer Driver Program. While these programs aren’t necessarily “on-demand”, both could help to meet this need.

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 due to a lack of funding.

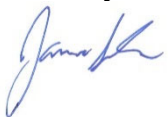
9. Earlier service to Ukiah for medical appointments, criminal justice appointments, and courses at Mendocino College. The existing fixed route service to Ukiah doesn’t allow riders to attend early morning medical or criminal justice appointments or early classes at Mendocino College.

Response: Over the years, LTA has received the occasional comment that there should be earlier service to Ukiah so riders could get to their early appointments; however, the exact demand for this service hasn’t been known. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan for Lake County. The Draft 2023 Transit Development Plan recommends eliminating the last Route 7 run, which currently leaves Lakeport at 5:00PM and returns to Lakeport at 8:28PM, and adding an earlier run that would leave Lakeport at 6:30AM and arrive in Ukiah at 8:00AM. This would allow riders to attend their early morning medical or criminal justice appointments or early classes at Mendocino College.

Recommended Finding: With some planning and adjustments to the existing schedule, earlier service to Ukiah for medical appointments, criminal just appointments, and courses at Mendocino College is an unmet need that is reasonable to meet.

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 2023/24 Lake APC Budget

DATE PREPARED: May 2, 2023

MEETING DATE: May 10, 2023

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Attached to this staff report you will find the draft 2023/2024 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 Administrative Staff presented options of the FY 2023/24 budget at the March APC Executive Committee Meeting, as well as the April Lake APC Board of Directors Meeting. The FY 2022/23 LTF estimate, generated through the established formula, suggested a two-year (2020/21- 2021/22) combined increase of 6.83% that brought the total LTF Estimate to \$1,846,566. As some may recall, because of the unusual and unpredictable circumstances, staff proposed a more cautious approach and requested to reduce the estimate to \$1,700,000 for 2022/23.

Moving forward into FY 2023/24, based on the same method, the LTF formula indicates a 7.21% decrease for FY 2023/24. The proposed decrease would reduce the LTF projected revenues by \$133,137 bringing the total FY 2023/24 LTF estimate to \$1,713,429. After careful consideration of our funding sources, the Board approved the recommendation to reduce this year's LTF Fund Estimate to \$1,600,000. An adjustment can be considered mid-year if revenues come in at a higher-than-expected rate.

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 on September 30, 2023. After the Executive Committee met on March 27, 2023, a recommendation was made to the full Lake APC Board. The APC took formal action to approve the fourth and final one-year extension at their Board meeting on April 5, 2023, to continue professional services with DBC through September 30, 2024. The contract extension includes an increase to accommodate the CPI increase of 7.3% 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 10, 2023.

ACTION REQUIRED: None, this is informational only.

ALTERNATIVES: None.

RECOMMENDATION: Informational only, no action is required.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

FY 2023/24

DRAFT - BUDGET SUMMARY

REVENUES

COMMENTS:

	Budget					COMMENTS:
	(Proposed) Adopted: 6/7/23				Estimated Actual	
LOCAL:						
Transportation Development Act (TDA)						
Local Transportation Funds (LTF)						
- 2023/24 Local Transportation Fund (LTF) Estimate	\$ 1,600,000	\$ -	\$ -	\$ -	\$ 1,600,000	2023/24 Approved LTF Estimate - Slight decrease based on EC Recommendation.
Local Transportation Fund Carryover:						
- Prior-Year Unallocated LTF Revenue	\$ 380,284	\$ -	\$ -	\$ -	\$ 380,284	Unallocated LTF Funds received in prior year - BOE alloc. above the "Approved" LTF Est.
- Administration	\$ -	\$ -	\$ -	\$ -	\$ -	Carryover funding will be reflected in the Final or 1st Amendment.
- LTF Reserve Fund Balance	\$ 556,928	\$ -	\$ -	\$ -	\$ 556,928	Approved in June 2019 by APC Board of Directors
- Planning and Programming OWP	\$ -	\$ -	\$ -	\$ -	\$ -	Carryover funding will be reflected in the Final or 1st Amendment.
- Pedestrian and Bicycle Fund Balance	\$ 241,326	\$ -	\$ -	\$ -	\$ 241,326	Lakeport Balance (\$143,857) + County Balance (\$51,181)+ Unallocated (\$46,288)
- Community Transit Service Fund Balance / CTSA	\$ -	\$ -	\$ -	\$ -	\$ -	Lake Links has been fully allocated for 2022/23.
- Public Transportation / LTA Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	LTA has been fully allocated for 2022/23.
- Unrestricted Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	Unrestricted balance will be updated in the Final Budget.
Total LTF Carryover:	\$ 1,178,538	\$ -	\$ -	\$ -	\$ 1,178,538	
Total LOCAL Revenues:	\$ 2,778,538	\$ -	\$ -	\$ -	\$ 2,778,538	
STATE:						
Planning Programming & Monitoring (PPM) Funds						
- 2023/24 NEW OWP Allocation	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	Funds Expire: 6/30/26
- 2022/23 Carryover OWP Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	2022/23 actual carryover amounts will be reflected in the 1st Amendment
Total PPM Funds:	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000	
Rural Planning Assistance (RPA) Funds						
- 2023/24 NEW OWP Allocation	\$ 294,000	\$ -	\$ -	\$ -	\$ 294,000	
- 2022/23 Carryover OWP Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	2022/23 estimated carryover amount. Actuals will be reflected in the 1st Amendment
Total RPA Funds:	\$ 294,000	\$ -	\$ -	\$ -	\$ 294,000	
Transportation Development Act (TDA)						
State Transit Assistance (STA) Funds						
- 2023/24 NEW Allocation (PUC) section 99313 & 99314	\$ 881,256	\$ -	\$ -	\$ -	\$ 881,256	2023/24 STA Alloc. - based on preliminary estimate. 2/2023
- 2022/23 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	2022/23 actual carryover amounts will be reflected in the 1st Amendment
Total STA Funds:	\$ 881,256	\$ -	\$ -	\$ -	\$ 881,256	
State of Good Repair (SGR) Program Funds						
- 2023/24 NEW Allocation (PUC) section 99313 & 99314	\$ 113,545	\$ -	\$ -	\$ -	\$ 113,545	2023/24 SGR Alloc. - Allocation based on estimate - 2/2023
- 2022/23 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	2022/23 actual carryover amounts will be reflected in the 1st Amendment
Total SGR Funds:	\$ 113,545	\$ -	\$ -	\$ -	\$ 113,545	
Total STATE Revenues:	\$ 1,363,801	\$ -	\$ -	\$ -	\$ 1,363,801	
FEDERAL:						
Regional Surface Transportation Program (RSTP)						
- 2023/24 RSTP Local Agency Distribution:	\$ 843,388	\$ -	\$ -	\$ -	\$ 843,388	Passes through to cities/County
- RSTP Carryover Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	Apportionment for FY 2022/23. Allocation will be received in 2023/24
Total RSTP Funds:	\$ 843,388	\$ -	\$ -	\$ -	\$ 843,388	2022/23 estimated carryover amounts will be reflected in the Final
Transit Pass-Through Funding						
5311 Federal Funds - FFY 2023	\$ 538,964	\$ -	\$ -	\$ -	\$ 538,964	FFY 2023-Regional Apportionment to LTA
5311 (F) CARES Phase II Carryover - FY 2022/23	\$ 63,338	\$ -	\$ -	\$ -	\$ 63,338	(Phase 2)-Coronavirus Aid Relief and Economic Security Funding - Approved March 2020
5311 CRRSAA Carryover - FY 2022/23	\$ 1,074,575	\$ -	\$ -	\$ -	\$ 1,074,575	Coronavirus Response and Relief Supplemental Appropriations Act
5311 ARPA Funding - FY 2022/23	\$ 640,000	\$ -	\$ -	\$ -	\$ 640,000	American Rescue Plan Act of 2021 - Pass through funding for transit agency.
5311 (F) ARPA Funding - FY 2022/23	\$ 208,681	\$ -	\$ -	\$ -	\$ 208,681	American Rescue Plan Act of 2021 - Pass through funding for transit agency.
Total FEDERAL Revenues:	\$ 3,368,946	\$ -	\$ -	\$ -	\$ 3,368,946	
GRAND TOTAL REVENUES	\$ 7,511,284	\$ -	\$ -	\$ -	\$ 7,511,284	

ALLOCATIONS

COMMENTS:

	Budget					Estimated Actual	
	Adopted:						
LOCAL:							
Transportation Development Act (TDA)							
2023/24 Local Transportation Funds (LTF) Annual Priority Allocations							
- Administration Allocation							
<i>DBC Contract Ext. (July 1, 2023 to June 30, 2024)</i>	\$ 612,668	\$ -	\$ -	\$ -	\$ -	612,668	APC & LTA Admin Contract Extension Approved 4/5/23.
<i>Board Member Reimbursement for Meetings</i>	\$ 4,000	\$ -	\$ -	\$ -	\$ -	4,000	Board Member reimbursement to board members for meeting attendance.
<i>Training/Travel Expenses (uncontracted)</i>	\$ 7,000	\$ -	\$ -	\$ -	\$ -	7,000	Covers expenses for training/travel not included in contract or work program.
<i>Lake County Auditor/Controller</i>	\$ 6,000	\$ -	\$ -	\$ -	\$ -	6,000	Accounting services by the County of Lake Auditor's Office
<i>Fiscal Audit</i>	\$ 13,000	\$ -	\$ -	\$ -	\$ -	13,000	Annual requirement of TDA to audit LTF/STA funds.
<i>Performance Audit</i>	\$ -	\$ -	\$ -	\$ -	\$ -	-	No Triennial Performance Audit scheduled this year.
<i>Membership Dues -CalCOG, NARC, NSSR</i>	\$ 10,000	\$ -	\$ -	\$ -	\$ -	10,000	Facilitates communication between COGs, local officials, state/federal agencies & public
<i>Contingency</i>	\$ 8,000	\$ -	\$ -	\$ -	\$ -	8,000	Unexpected costs beyond typical annual budget expenses.
Sub-Total 2023/24 Admin Allocations	\$ 660,668	\$ -	\$ -	\$ -	\$ -	660,668	
- LTF Reserve Fund (5%) Allocation	\$ 80,000	\$ -	\$ -	\$ -	\$ -	80,000	(5% of LTF Estimate \$1.6M)
- Planning and Programming (3%) Allocation	\$ 179,689	\$ -	\$ -	\$ -	\$ -	179,689	New Overall Work Program Planning Amount for FY 2023/24.
- Pedestrian and Bicycle (2%) Allocation	\$ 18,787	\$ -	\$ -	\$ -	\$ -	18,787	2% LTF Allocation for Bike and Pedestrian Purposes
- Community Transit Service (5%) Allocation - CTSA Article	\$ 46,967	\$ -	\$ -	\$ -	\$ -	46,967	These funds will be allocated to Lake Links, CTSA for Lake County.
- Public Transportation Allocation - Lake Transit Authority	\$ 994,174	\$ -	\$ -	\$ -	\$ -	994,174	FY 2023/24 Transit Allocation
Total 2023/24 LTF Allocations:	\$ 1,980,284	\$ -	\$ -	\$ -	\$ -	1,980,284	Total LTF Revenue through Apportionment
Local Transportation Fund Carryover :							
- Administration (Act. 531)	\$ -	\$ -	\$ -	\$ -	\$ -	-	
- LTF Reserve Fund Balance (Act. 534)	\$ 556,928	\$ -	\$ -	\$ -	\$ -	556,928	
- Planning and Programming OWP (Act. 532)	\$ -	\$ -	\$ -	\$ -	\$ -	-	2022/23 actual carryover amounts will be reflected in the 1st Amendment.
- Pedestrian and Bicycle Fund Balance (Act. 526)	\$ 241,326	\$ -	\$ -	\$ -	\$ -	241,326	Lakeport Balance (\$143,857) + County Balance (\$51,181)+ Unallocated (\$46,288)
- Community Transit Service Fund Balance (Act. 414)	\$ -	\$ -	\$ -	\$ -	\$ -	-	No expected carryover from FY 2022/23.
- Public Transportation / LTA Allocation (Act. 412)	\$ -	\$ -	\$ -	\$ -	\$ -	-	No expected carryover from FY 2022/23.
- Unrestricted Fund Balance (Act. 527)	\$ -	\$ -	\$ -	\$ -	\$ -	-	Unrestricted balance will be updated in the Final Budget.
Total LTF Carryover:	\$ 798,254	\$ -	\$ -	\$ -	\$ -	798,254	
Total LOCAL Allocations:	\$ 2,778,538	\$ -	\$ -	\$ -	\$ -	2,778,538	
STATE:							
Planning Programming & Monitoring (PPM) Funds							
- 2023/24 NEW OWP Allocation	\$ 75,000	\$ -	\$ -	\$ -	\$ -	75,000	2023/24 PPM Allocation Amount
- 2022/23 Carryover OWP Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	-	Carryover funds will be reflected in the Final or 1st Amendment.
Total PPM Allocations:	\$ 75,000	\$ -	\$ -	\$ -	\$ -	75,000	
Rural Planning Assistance Funds (RPA)							
- 2023/24 NEW OWP Allocation	\$ 294,000	\$ -	\$ -	\$ -	\$ -	294,000	
- 2022/23 Carryover OWP Allocation	\$ -	\$ -	\$ -	\$ -	\$ -	-	Carryover funds will be reflected in the Final or 1st Amendment.
Total RPA Funds:	\$ 294,000	\$ -	\$ -	\$ -	\$ -	294,000	
Transportation Development Act (TDA)							
State Transit Assistance (STA) Funds							
- 2023/24 NEW Allocation (PUC) section 99313 & 99314	\$ 881,256	\$ -	\$ -	\$ -	\$ -	881,256	2023/24 STA Alloc. - based on preliminary estimate. 2/2023
- 2022/23 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	-	2022/23 actual carryover amounts will be reflected in the 1st Amendment
Total STA Funds:	\$ 881,256	\$ -	\$ -	\$ -	\$ -	881,256	
State of Good Repair (SGR) Program Funds							
- 2023/24 NEW Allocation (PUC) section 99313 & 99314	\$ 113,545	\$ -	\$ -	\$ -	\$ -	113,545	2023/24 SGR Alloc. - Allocation based on estimate - 2/2023
- 2022/23 Carry-Over Funding	\$ -	\$ -	\$ -	\$ -	\$ -	-	2022/23 actual carryover amounts will be reflected in the 1st Amendment
Total SGR Funds:	\$ 113,545	\$ -	\$ -	\$ -	\$ -	113,545	
Total STATE Allocations:	\$ 1,363,801	\$ -	\$ -	\$ -	\$ -	1,363,801	

FEDERAL:							
Regional Surface Transportation Program (RSTP)	\$ 843,388	\$ -	\$ -	\$ -	\$ -	\$ 843,388	Passes through to Cities/County
- NEW Local Agency Distribution (2023/24):							Apportionment for FY 2022/23. Allocation will be received in 2023/24
Lakeport (8%)	\$ 87,061	\$ -	\$ -	\$ -	\$ -	\$ 87,061	
Clearlake (22%)	\$ 239,417	\$ -	\$ -	\$ -	\$ -	\$ 239,417	
Lake County (70%)	\$ 516,910	\$ -	\$ -	\$ -	\$ -	\$ 516,910	County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
- 2022/23 Carry-Over Funding:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	APC holds local agency funds until required documentation has been submitted.
Total RSTP Funds for Distribution:	\$ 843,388	\$ -	\$ -	\$ -	\$ -	\$ 843,388	
Transit Pass-Through Funding							
5311 Federal Funds - FFY 2023	\$ 538,964	\$ -	\$ -	\$ -	\$ -	\$ 538,964	FFY 2023-Regional Apportionment to LTA
5311 (F) CARES Phase II Carryover - FY 2022/23	\$ 63,338	\$ -	\$ -	\$ -	\$ -	\$ 63,338	(Phase 2) -Coronavirus Aid Relief and Economic Security Funding - Approved March 2020
5311 CRRSAA Carryover - FY 2022/23	\$ 1,074,575	\$ -	\$ -	\$ -	\$ -	\$ 1,074,575	Coronavirus Response and Relief Supplemental Appropriations Act
5311 ARPA Funding - FY 2022/23	\$ 640,000	\$ -	\$ -	\$ -	\$ -	\$ 640,000	American Rescue Plan Act of 2021 - Pass through funding for transit agency.
5311 (F) ARPA Funding - FY 2022/23	\$ 208,681	\$ -	\$ -	\$ -	\$ -	\$ 208,681	American Rescue Plan Act of 2021 - Pass through funding for transit agency.
Total FEDERAL Allocations:	\$ 3,368,946	\$ -	\$ -	\$ -	\$ -	\$ 3,368,946	
GRAND TOTAL ALLOCATIONS	\$ 7,511,284	\$ -	\$ -	\$ -	\$ -	\$ 7,511,284	



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Draft 2023/24 Overall Work Program (OWP)

DATE PREPARED: May 2, 2023

MEETING DATE: May 10, 2023

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 \$423,632 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, where 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.

The current Draft OWP for FY 2023/24 totals \$548,689, which does not include any estimated carryover. Included in this overall total is Planning, Programming and Monitoring (PPM) Funds that are slightly higher from last year's allocation of \$47,000 to \$75,000, as well as the RPA annual allocation that remains steady at \$294,000. Those two funding sources (PPM & RPA) are not adjustable, therefore approximately \$179,689 of LTF funding will be needed to fully fund the planning projects proposed. It is typical to see funding requests total more than the estimated funds available. This year, an additional \$79,689 of LTF will be needed to cover the planning projects included in the Draft FY 2023/24 Overall Work Program.

On February 16, 2023, the Technical Advisory Committee (TAC) met and reviewed the draft OWP proposed projects that were included and submitted to Caltrans for Fiscal Year 2023/24. 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 30, 2023. Caltrans had some minor comments that will be incorporated into the final document.

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.

Past Due		Due in 3 Months			Complete		CT Milestone Report														
District	AMS ID	EA	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	ROW Cost Estimate	ETC Cost	EAC Cost (T)	Phase	M015 PROG PROJ	M200 PA&ED	M410 RW CERT	M460 RTL	M500 APPROVE CONTRACT	M600 CONTRACT ACCEPT
01	010000180	01-42780	SHOPP	FALK-CARLSEN, KARL	LAK	VAR	0/0	Lak 20/29/53 Culvert Rehab	IN LAKE COUNTY AT VARIOUS LOCATIONS ON ROUTES 20 AND 29	CULVERT REHABILITATION	\$3,948,000	\$114,000	\$467,571	\$7,243,674	CLOSEOUT	07/15/2014	12/01/2016	02/08/2018	03/21/2018	10/08/2018	12/04/2019
01	0100020013	01-0A040	SHOPP	MATTEOLI, JAIME C	LAK	175	R25/27.5	Lak 175 -Middletown Shoulders	IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.1 MI EAST OF PUTAH CREEK BRIDGE #14-021 TO DRY CREEK BRIDGE #14-020	SHOULDER WIDENING	\$11,433,000	\$945,000	\$462,916	\$17,434,727	CLOSEOUT	04/12/2012	05/22/2017	06/28/2018	06/28/2018	11/08/2018	10/13/2021
01	0100020263	01-3986U	SHOPP	FALK-CARLSEN, KARL	LAK	053	2.8/7.5	Lake 53 Rehab / Olympic Dr. Signal	IN LAKE COUNTY IN AND NEAR CLEARLAKE FROM 0.1 MILE SOUTH OF 40TH AVENUE/LAKESHORE DRIVE TO ROUTE 20/53 JUNCTION	WIDEN ROADWAY WITH HMA OVER AB	\$13,284,000	\$14,000	\$68,217	\$17,561,360	CLOSEOUT	04/01/2004	11/09/2007	05/25/2010	06/09/2010	02/15/2011	02/11/2014
01	0112000022	01-38560	SHOPP	FALK-CARLSEN, KARL	LAK	029	2./2	Lak-29-St. Helena Creek Bridge	IN LAKE COUNTY NEAR MIDDLETOWN AT ST HELENA CREEK BRIDGE #14-0052	SCOUR MITIGATION	\$300,000	\$8,000	\$14,088	\$1,016,745	CLOSEOUT	07/01/2012	10/07/2014	01/08/2015	05/11/2015	01/22/2016	11/01/2016
01	0113000046	01-0C750	SHOPP	KING, ROBERT W	LAK	029	9.6/10.3	Lake 29/Hartmann Road Roundabout	IN LAKE COUNTY NEAR MIDDLETOWN FROM PUTAH CREEK BRIDGE TO 0.9 MILES SOUTH OF HIDDEN VALLEY LAKE	IMPROVE INTERSECTION	\$4,701,000	\$624,000	\$102,345	\$8,338,411	CLOSEOUT	08/04/2014	08/01/2016	12/08/2017	12/08/2017	04/17/2018	02/14/2020
01	0113000060	01-0C810	SHOPP	KING, ROBERT W	LAK	VAR	0/0	LAK 20/53 Intersection Improvement	IN LAKE COUNTY NEAR CLEARLAKE OAKS ON ROUTE 20 FROM 0.5 MILE WEST TO 0.2 MILE EAST OF ROUTE 53 AND ON ROUTE 53 FROM 0.4 MILE SOUTH OF ROUTE 20 TO ROUTE 20	IMPROVE INTERSECTION	\$6,514,000	\$142,000	\$114,587	\$11,112,380	CLOSEOUT	08/04/2014	08/31/2016	02/01/2018	03/01/2018	07/02/2018	06/02/2021
01	0113000122	01-0E080	SHOPP	KHAMMASH, MANHAL	LAK	VAR	0/0	Manning & Polk Jones Cattle Pass	IN LAKE COUNTY AT UPPER LAKE ON ROUTE 20 AT POLK JONES CATTLEPASS AND NEAR LAKEPORT ON ROUTE 29 AT MANNING CREEK BRIDGE	BRIDGE RAIL REPLACEMENT	\$1,554,000	\$2,000	\$114,640	\$3,592,466	CLOSEOUT	03/16/2016	06/24/2019	05/11/2020	06/15/2020	10/26/2020	06/03/2021
01	0114000043	01-29811	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	Lake 29 Expressway - Safety	IN LAKE COUNTY NEAR KELSEVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	Improve Curve and Upgrade Shoulders	\$42,451,000	\$11,981,000	\$397,755	\$22,017,950	PostRTL/Const	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	12/01/2023
01	0114000044	01-29821	STIP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 STIP	IN LAKE COUNTY NEAR KELSEVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	LAK-29 CHILD STIP	\$23,757,000	\$4,866,000	\$103,612	\$4,909,835	PostRTL/Const	07/01/1998	11/30/2016	03/06/2019	05/06/2019	12/02/2019	12/01/2023
01	0115000003	01-0E720	SHOPP	KHAMMASH, MANHAL	LAK	029	12.7/14.5	Coyote Grade Shoulder Widening	IN LAKE COUNTY NEAR LOWER LAKE FROM 0.8 MILE NORTH OF SPRUCE GROVE RD-SOUTH TO 0.4 MILE SOUTH OF HOFACKER LANE	WIDEN SHOULDER	\$10,415,000	\$919,000	\$405,496	\$16,250,784	CLOSEOUT	08/19/2016	01/31/2019	01/24/2020	03/13/2020	07/23/2020	07/11/2022
01	0115000004	01-0E730	SHOPP	KHAMMASH, MANHAL	LAK	029	17.7/20.7	Lake 29 Widening and Truck Lane	IN LAKE COUNTY AT LOWER LAKE AT VARIOUS LOCATIONS FROM 0.1 MI SOUTH OF C ST TO 0.2 MI NORTH OF BELL PARK AVENUE	WIDEN SHOULDERS/CREATE TRUCK CLIMB LANE	\$5,720,000	\$282,000	\$222,942	\$10,020,297	CLOSEOUT	08/19/2016	09/14/2018	08/29/2019	10/14/2019	03/02/2020	09/20/2021
01	0115000033	01-0E820	SHOPP	KHAMMASH, MANHAL	LAK	VAR	0/0	EAST LAKE CO TMS	IN LAKE COUNTY AT VARIOUS LOCATIONS	UPGRADE TRANSPORTATION MANAGEMENT SYSTEM	\$2,008,000	\$43,000	\$71,005	\$1,591,564	PostRTL/Const	10/18/2017	12/31/2019	02/24/2021	04/06/2021	11/02/2021	12/01/2023
01	0116000013	01-0F490	SHOPP	KHAMMASH, MANHAL	LAK	020	5.7/6.3	Bachelor Creek Bridge	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.1 MILE WEST TO 0.4 MILE EAST OF BACHELOR CREEK BRIDGE	REHAB BRIDGE	\$3,676,000	\$10,000	\$8,934	\$1,341,498	CLOSEOUT	10/18/2017	12/17/2018	04/07/2020	06/23/2020	12/09/2020	09/26/2022
01	0116000043	01-0F670	SHOPP	GOFF, TREVOR	LAK	VAR	0/0	Replace damages due to valley fire	IN LAKE COUNTY IN MIDDLETOWN ON RTE 29 FROM NAPALAKE COUNTY LINE TO MURPHY SPRINGS RD AND ON ROUTE 175 FROM LOCH LOMOND RD TO RTE 29	REPAIR FIRE DAMAGE	\$14,900,000	\$0	\$0	\$12,868,214	CLOSEOUT	09/11/2015	09/12/2015	09/18/2015	09/14/2015	09/16/2015	03/09/2017
01	0116000114	01-0G000	SAFE RTS	BUCK, JENNIFER L	LAK	029	4.15/5.14	Middletown Path	IN LAKE COUNTY IN MIDDLETOWN FROM RANCHERIA ROAD TO CENTRAL PARK ROAD	CONSTRUCT MULTI-USE PATH	\$0	\$0	\$315,308	\$377,323	PostRTL/Const	04/08/2016	07/11/2019	12/28/2021	02/08/2022	06/01/2022	01/03/2024
01	0116000170	01-0G330	SHOPP	KHAMMASH, MANHAL	LAK	020	5.1/5.8	LAKE 20 SHOULDERS	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST OF WITTER SPRINGS ROAD TO 0.3 MILE EAST OF WITTER SPRINGS ROAD	CURVE IMPROVEMENT	\$7,921,000	\$805,000	\$29,325	\$3,681,666	CLOSEOUT	06/06/2017	04/03/2019	03/13/2020	06/23/2020	12/09/2020	09/26/2022

01	011700018	01-0G550	MINOR A	FLOYD, KIMBERLY R	LAK	020	26.54/26.63	Clearlake Oaks MGS Guardrail	IN LAKE COUNTY NEAR CLEAR LAKE OAKS AT BERYL WAY	INSTALL GUARDRAIL	\$821,000	\$0	\$581,844	\$2,577,071	PostRTL/Const	01/17/2018	08/13/2020	06/22/2021	07/15/2021	12/21/2021	01/01/2023
01	011700051	01-0G700	SHOPP	MELENDEZ, DAVID L	LAK	020	28.4/28.4	Clearlake Oaks Charging Station	IN LAKE COUNTY IN CLEARLAKE OAKS AT THE CLEARLAKE OAKS MAINTENANCE STATION	INSTALL ZERO EMISSION CHARGING STATION	\$485,000	\$3,000	\$57,507	\$1,132,858	CLOSEOUT	07/01/2017	06/14/2018	11/20/2019	09/15/2019	01/14/2020	10/26/2020
01	011700056	01-0G750	SHOPP	GOFF, TREVOR	LAK	175	17.4/23.5	LAK-175 storm repairs	IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.2 MI EAST OF GROUSE SPRINGS RD-145 TO 0.1 MI EAST OF SOCRATES MINE-RD 111	STORM REPAIRS	\$4,650,000	\$0	\$0	\$5,938,851	CLOSEOUT	10/10/2016	11/01/2016	11/25/2016	12/01/2016	01/10/2017	02/02/2018
01	011700088	01-0H040	SHOPP	GOFF, TREVOR	LAK	020	5/21	REPAIR & STABILIZE LANDSLIDE	IN LAKE COUNTY FROM 0.2 MI EAST OF SARATOSA SPR RD TO JUST WEST OF BRUNER RD.	REPAIR & STABILIZE LANDSLIDE	\$500,000	\$0	\$0	\$525,902	CLOSEOUT	12/13/2016	12/18/2016	01/01/2017	01/03/2017	01/11/2017	04/24/2017
01	011700090	01-0H060	SHOPP	GOFF, TREVOR	LAK	029	12/15	Repair Culvert / Stabilize Slope	IN LAKE COUNTY FROM 0.1 MILE NORTH OF SPRUCE GROVE ROAD TO 0.1 MILE NORTH OF HOFACKER LANE.	REPAIR CULVERT & STABILIZE SLOPE	\$2,700,000	\$0	\$1,166	\$1,807,969	CLOSEOUT	01/05/2017	01/15/2017	02/01/2017	02/05/2017	03/06/2017	01/24/2018
01	0117000138	01-0H220	MINOR A	FLOYD, KIMBERLY R	LAK	029	10.08/10.88	Hidden Valley Pull-Outs	IN LAKE COUNTY FROM 0.3 MILE TO 1.2 MILES NORTH OF PUTAH CREEK BRIDGE	CONSTRUCT MAINTENANCE TURN-OUTS	\$616,000	\$1,000	\$419,774	\$1,444,382	PostRTL/Const	04/01/2020	09/08/2021	09/09/2022	10/14/2022	01/19/2023	12/01/2023
01	0117000226	01-0H460	SHOPP	BUCK, JENNIFER L	LAK	175	.2/42	LAK-175 Curve Improvement	IN LAKE COUNTY NEAR HOPLAND FROM 0.2 TO 0.4 MILE EAST OF THE MENDOCINO COUNTY LINE	CURVE REALIGNMENT & SHOULDER WIDENING	\$1,048,000	\$22,000	\$327,272	\$2,634,751	CLOSEOUT	10/30/2018	02/20/2020	01/14/2021	02/01/2021	06/03/2021	09/24/2021
01	0117000227	01-0H470	MINOR B	GHIDINELLI, CHRISTOPHER M	LAK	020	10.9/11.4	Pomo Way Intersection Lighting	IN LAKE COUNTY NEAR NICE FROM 0.3 MILE WEST TO 0.3 MILE EAST OF POMO WAY	INSTALL INTERSECTION LIGHTING	\$168,000	\$12,000	\$0	\$413,810	PostRTL/Const		02/26/2019	12/17/2021	02/08/2022	07/13/2022	12/29/2023
01	0118000078	01-29841	STIP	PIMENTEL, JEFFREY L	LAK	029	23.6/26.9	LAK 29-KONOCTI CORRIDOR 2A	IN LAKE COUNTY NEAR LOWER LAKE ON ROUTE 29 FROM 3.5 MILES NORTH OF JUNCTION 29/53 TO 1.0 MILE SOUTH OF JUNCTION 29/281	CONSTRUCTION 4-LANE EXPRESSWAY	\$54,500,000	\$19,505,000	\$13,623,759	\$15,773,121	PSE	07/01/1998	11/30/2016	12/01/2026	12/15/2026	07/01/2027	12/01/2030
01	0118000079	01-29831	STIP	PIMENTEL, JEFFREY L	LAK	029	26.1/29.1	LAK-29 KONOCTI CORRIDOR 2B	IN LAKE COUNTY NEAR KELSEYVILLE ON ROUTE 29 FROM 1.8 MILES SOUTH TO 1.2 MI NORTH OF JUNCTION 29/281 & ON ROUTE 281 FROM JUNCTION 29/281 TO 0.3 MI WEST OF JUNCTION 29/281	CONSTRUCT 4-LANE EXPRESSWAY	\$51,900,000	\$40,571,000	\$13,781,923	\$17,191,258	PSE	07/01/1998	11/30/2016	12/01/2026	12/15/2026	07/01/2027	12/01/2030
01	0118000117	01-0H840	SHOPP	KHAMMASH, MANHAL	LAK	020	2/2.8	BLUE LAKES SAFETY	IN LAKE COUNTY ABOUT 6 MILES WEST OF UPPER LAKE FROM 0.6 MILE WEST OF IRVINE AVENUE TO 0.1 MILE EAST OF MID LAKE ROAD	IMPROVE CURVE; WIDEN SHOULDER	\$16,468,000	\$779,000	\$4,714,345	\$10,030,940	PostRTL/Const	12/05/2018	09/22/2020	11/07/2022	12/16/2022	05/13/2023	12/01/2025
01	0118000122	01-0H880	SHOPP	KHAMMASH, MANHAL	LAK	029	R34.9/R35.23	Kelsey Creek L Turn Channelization	IN LAKE COUNTY NEAR KELSEYVILLE FROM KELSEY CREEK BRIDGE TO 0.1 MILE NORTH OF KELSEY CREEK ROAD	LEFT TURN CHANNELIZATION	\$2,005,000	\$11,000	\$743,584	\$5,443,529	CLOSEOUT	01/07/2019	05/19/2021	03/04/2022	05/06/2022	08/23/2022	01/06/2023
01	0118000125	01-2982U	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 COMBINED	IN LAKE COUNTY NEAR KELSEYVILLE ON RTE 29 FROM 0.6 MI TO 3.7 MILES NORTH OF RTE 281 AND ON RTE 175 FROM SO JCT RTE 29 TO 0.3 MI EAST OF SO JCT RTE 29	CONSTRUCT EXPRESSWAY	\$66,208,000	\$0	\$1,436,159	\$64,488,133	PostRTL/Const	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	06/30/2023
01	0118000154	01-0A041	SHOPP	MATTEOLI, JAIME C	LAK	175	25/27.5	MIDDLETOWN MITIGATION	IN LAKE COUNTY NEAR MIDDLETOWN FROM PUTAH CREEK BRIDGE TO DRY CREEK BRIDGE	MIDDLETOWN MITIGATION	\$600,000	\$0	\$207,759	\$580,842	CLOSEOUT		05/22/2017	06/28/2018	06/28/2018	08/29/2019	10/12/2021
01	0118000172	01-0E081	SHOPP	KHAMMASH, MANHAL	LAK	VAR	0/0	Morrison, Robinson & Kelsey Creek	IN LAKE COUNTY AT VARIOUS LOCATIONS	BRIDGE RAIL & UPGRADE	\$9,447,000	\$358,000	\$1,393,905	\$14,200,443	PostRTL/Const	07/02/2018	06/29/2020	05/19/2021	06/18/2021	10/19/2021	12/01/2023
01	0119000007	01-0J310	MINOR B	GHIDINELLI, CHRISTOPHER M	LAK	029	44.6/44.6	LAKEPORT MS OVERLAY	IN LAKE COUNTY NEAR LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	MAINTENANCE STATION OVERLAY	\$265,000	\$0	\$107,472	\$259,303	PostRTL/Const		06/07/2018	12/20/2021	02/11/2022	07/29/2022	12/29/2023
01	0119000031	01-0J420	SHOPP	GOFF, TREVOR	LAK	020	28.4/28.4	Fence and Security Improvements	IN LAKE COUNTY NEAR CLEARLAKE OAKS AT HIGH VALLEY RD-RD 220	FENCE & SECURITY IMPROVEMENTS	\$285,000	\$0	\$0	\$283,263	CLOSEOUT	12/25/2018	01/05/2019	01/20/2019	01/25/2019	02/15/2019	09/09/2019

01	011900062	01-2983U	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 combined mitigation	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	ENVIRONMENTAL MITIGATION	\$0	\$0	\$424,006	\$447,076	PostRTL/Const	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/30/2019	12/30/2027
01	0119000123	01-0J930	SHOPP	KHAMMASH, MANHAL	LAK	029	11.9/23.6	Twin Lakes CAPM	IN LAKE COUNTY NEAR CLEAR LAKE FROM SPRUCE GROVE ROAD TO DIENER DRIVE/ROAD 943	Pavement Class 2 / CAPM	\$25,365,000	\$505,000	\$5,249,091	\$5,454,993	PAED	06/30/2022	07/01/2024	11/03/2025	11/15/2025	02/01/2026	12/01/2027
01	012000002	01-0G33U	SHOPP	KHAMMASH, MANHAL	LAK	020	5.1/6	Witter Springs Safety Combined	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST OF WITTER SPRINGS ROAD TO 0.4 MILE EAST OF BACHELOR CREEK BRIDGE	COMBINED SAFETY AND BRIDGE REHAB	\$8,910,000	\$0	\$126,286	\$11,242,813	CLOSEOUT		04/03/2019	04/07/2020	06/23/2020	12/09/2020	09/26/2022
01	012000008	01-0K090	SHOPP	GOFF, TREVOR	LAK	VAR	0/0	Hazardous Tree Removal and Disposal	IN LAKE COUNTY ON ROUTES 20, 29 & 175 AT VARIOUS LOCATIONS	HAZARDOUS TREE REMOVAL & DISPOSAL	\$1,600,000	\$0	\$2,223	\$1,641,071	CLOSEOUT	05/15/2019	05/25/2019	06/10/2019	06/15/2019	08/14/2019	12/30/2019
01	012000066	01-0K340	SHOPP	GOFF, TREVOR	LAK	VAR	0/0	LAKE COUNTY TREE REMOVAL	IN LAKE COUNTY AT VARIOUS LOCATIONS	HAZARDOUS TREE REMOVAL & DISPOSAL	\$2,500,000	\$0	\$0	\$2,732,521	CLOSEOUT	11/10/2019	11/20/2019	12/17/2019	12/20/2019	01/13/2020	07/27/2020
01	012000076	01-0G331	SHOPP	FALK-CARLSEN, KARL	LAK	020	5.1/5.8	LAKE 20 Shoulders Env Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST TO 0.3 MILES EAST OF WITTER SPRINGS ROAD	Mitigation	\$100,000	\$0	\$326,196	\$326,196	PostRTL/Const		04/03/2019	04/07/2020	03/27/2023	07/01/2023	06/02/2029
01	012000077	01-0F491	SHOPP	FALK-CARLSEN, KARL	LAK	020	5.8/5.8	Bachelor Creek Bridge Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.1 MILE WEST TO 0.5 MILE EAST OF BACHELOR CREEK BRIDGE #14-0001	ENVIRONMENTAL MITIGATION	\$0	\$0	\$195,246	\$206,755	PostRTL/Const		12/17/2018	04/07/2020	07/01/2022	12/07/2022	12/31/2027
01	0120000130	01-0K660	SHOPP	KHAMMASH, MANHAL	LAK	020	16.74/18.02	Lucerne Complete Streets	IN LAKE COUNTY IN LUCERNE FROM 0.1 MILE WEST OF MORRISON CREEK BRIDGE TO 0.1 MILE EAST OF COUNTRY CLUB DRIVE	Lucerne Complete Streets Improvements	\$15,756,000	\$794,000	\$9,889,338	\$10,052,738	PAED	05/20/2024	02/22/2027	08/07/2028	08/22/2028	12/11/2028	12/04/2030
01	0121000085	01-0L220	SHOPP	KHAMMASH, MANHAL	LAK	029	17.6/18	Lak-29/C St Left Turn Channelization	IN LAKE COUNTY FROM 0.2 MILE SOUTH OF NORTH C STREET-ROAD 141S TO 0.1 MILE NORTH OF C STREET-ROAD 141S	LEFT TURN CHANNELIZATION	\$1,676,000	\$30,000	\$2,677,960	\$2,929,507	PAED	05/19/2022	11/07/2024	07/07/2025	07/22/2025	01/27/2026	12/01/2027
01	0121000088	01-0L260	SHOPP	KHAMMASH, MANHAL	LAK	029	31.6/52.5	LAKEPORT CAPM	IN LAKE COUNTY NEAR LAKEPORT FROM 0.5 MILE NORTH OF JUNCTION ROUTE 175 TO JUNCTION ROUTE 20	CAPM	\$38,885,000	\$42,000	\$6,845,129	\$7,002,796	PAED	07/01/2024	02/02/2026	03/01/2027	07/15/2027	02/01/2028	04/15/2030
01	0121000100	01-0L350	SHOPP	GOFF, TREVOR	LAK	020	26.5/28	Rock Wall Repairs	IN LAKE COUNTY NEAR CLEARLAKE OAKS FROM LAKEVIEW DRIVE TO FOOTHILL BLVD-RD 208M	REPAIR ROCK WALL	\$0	\$0	\$183,108	\$403,662	CLOSEOUT	06/10/2021	06/10/2021	06/10/2021	06/10/2021	06/10/2021	11/07/2022
01	0122000027	01-0L590	SHOPP	KHAMMASH, MANHAL	LAK	029	5/5.9	Middletown Safety South	IN LAKE COUNTY AT MIDDLETOWN FROM 0.1 MILE SOUTH OF CENTRAL PARK ROAD TO 0.1 MILE NORTH OF YOUNG STREET	WIDEN AND CHANNELIZE	\$5,425,000	\$305,000	\$7,580,688	\$7,768,657	PID	06/28/2023	07/01/2025	01/01/2027	01/15/2027	06/01/2027	01/01/2028
01	0122000044	01-0L760	SHOPP	GOFF, TREVOR	LAK	020	18.5/18.5	Culvert Repair	IN LAKE COUNTY NEAR LUCERNE AT LUCERNE EAST	REPAIR CULVERT	\$325,000	\$1,000	\$596,783	\$1,050,158	CLOSEOUT	11/19/2021	11/19/2021	11/20/2023	11/19/2021	12/06/2021	05/09/2022
01	0122000051	01-0L820	SHOPP	GOFF, TREVOR	LAK	020	24/28	Lucerne Rock Wall Repair	IN LAKE COUNTY NEAR LUCERNE FROM LINDEN STREET-ROAD 222C TO OAK GROVE AVENUE-ROAD 208C	REPAIR/RESTORE ARCHED STONE BARRICADE WALL	\$0	\$0	\$73,685	\$374,708	CLOSEOUT	12/01/2021	12/01/2021	12/01/2021	12/01/2021	12/06/2021	11/07/2022
01	0122000056	01-0L870	OTHER STATE FUNDS	KING, ROBERT W	LAK	029	0/20.307	LAK-29 MMBN	MIDDLE MILE BROADBAND 20.53 MILES IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.2 MILE SOUTH OF ST HELENA CREEK BRIDGE TO JUNCTION 53 NORTH, LOWER LAKE	MIDDLE MILE BROADBAND	\$7,186,000	\$0	\$2,848,357	\$3,012,181	PAED	08/29/2022	06/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026
01	0122000057	01-0L880	OTHER STATE FUNDS	KING, ROBERT W	LAK	053	0/7.42	LAK-53 MMBN	MIDDLE MILE BROADBAND 7.42 MILES IN LAKE COUNTY NEAR CLEARLAKE FROM THE ROUTE 29-53 JUNCTION TO 0.1 MILE SOUTH OF THE ROUTE 20-53 JUNCTION	MIDDLE MILE BROADBAND	\$2,597,000	\$0	\$1,799,391	\$1,850,466	PAED	08/30/2022	06/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026
01	0122000059	01-0L900	OTHER STATE FUNDS	KING, ROBERT W	LAK	020	0/31.6	LAK 3 locations MMBN	MIDDLE MILE BROADBAND 85.34 MILES IN LAKE COUNTY ON VARIOUS ROUTES AT VARIOUS LOCATIONS	MIDDLE MILE BROADBAND	\$31,790,000	\$0	\$10,288,634	\$11,565,087	PAED	06/08/2022	08/01/2023	08/01/2024	08/01/2024	12/03/2024	11/01/2026

01	0122000062	01-0L930	SHOPP	GOFF, TREVOR	LAK	175	0/1.5	LAK-175 culvert/slipout repair	IN LAKE COUNTY NEAR HOPLAND FROM THE ROUTE 175-101 JUNCTION TO 0.3 MILE EAST OF HARRISON STREET ROAD 115A	CULVERT AND SLIPOUT REPAIR	\$3,000,000	\$0	\$475,411	\$1,093,339	CLOSEOUT	12/27/2021	12/27/2021	12/27/2021	12/27/2021	12/27/2021	06/02/2022
01	0122000126	01-0M230	OTHER STATE FUNDS	KING, ROBERT W	LAK	281	14/17	LAK-281 MMBN	MIDDLE MILE BROADBAND 2.95 MILES IN LAKE COUNTY NEAR LAKEPORT FROM BEGINNING ADOPTED ROUTE SODA BAY TO THE JUNCTION OF ROUTES 281 AND 20	MIDDLE MILE BROADBAND	\$1,033,000	\$0	\$1,513,278	\$1,519,957	PAED	08/29/2022	06/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026
01	0122000135	01-0M310	SHOPP	BRADY, MARIE A	LAK	020	R43.9/R44.2	Abbot Mine Curve Improvement	IN LAKE COUNTY ABOUT 19 MILES EAST OF CLEARLAKE OAKS FROM 0.2 MILE EAST OF ABBOT MINE ROAD TO 0.4 MILE EAST OF ABBOT MINE ROAD	CURVE IMPROVEMENT	\$5,659,000	\$46,000	\$4,555,852	\$4,688,298	PID	07/01/2023	09/03/2025	12/03/2026	06/01/2026	12/01/2026	12/01/2027
01	0123000017	01-0M470	SHOPP	KING, ROBERT W	LAK	029	7.4/8.9	Middletown North Safety	IN LAKE COUNTY NEAR MIDDLETOWN FROM 1.1 MILES NORTH OF BUTTES CANYON ROAD TO 0.3 MILE SOUTH OF GRANGE ROAD	WIDEN SHOULDERS AND INSTALL RUMBLE STRIPS	\$9,800,000	\$0	\$2,796,826	\$2,831,567	PID	10/10/2023	04/11/2025	06/15/2027	04/30/2026	02/03/2028	12/01/2028
01	0123000032	01-0M570	SHOPP	KING, ROBERT W	LAK	029	31.4/33.7	Bottle Rock Safety	IN LAKE COUNTY NEAR KELSEYVILLE FROM 1.0 MILES SOUTH OF BOTTLE ROCK ROAD 515 LEFT AND 0.7 MILE NORTH OF COLE CREEK ROAD 515E LEFT	SHOULDER WIDENING AND LEFT TURN CHANNELIZATION	\$9,450,000	\$0	\$4,937,841	\$4,987,882	PID	10/19/2023	06/23/2025	11/16/2026	05/11/2026	12/01/2026	12/01/2028
01	0123000051	01-0M640	MAINT	GHIDINELLI, CHRISTOPHER M	LAK	029	R45.1/52.54	LAKEPORT OVERLAY	IN LAKE COUNTY NEAR LAKEPORT FROM PARK WAY OC TO ROUTE 20	OVERLAY	\$4,648,000	\$0	\$602,616	\$615,963	PAED		08/01/2023	08/15/2023	12/29/2023	05/01/2024	11/01/2024
01	0123000064	01-0M740	MINOR B	GHIDINELLI, CHRISTOPHER M	LAK	029	30.73/30.73	(0M740) Lak-29 Wall Treatment	In Lake County near Kelseyville at 0.3 mile south of Route 175	Cover middle section of the retaining wall with either shotcrete or metal panels.	\$0	\$0	\$41,574	\$44,374	PAED		05/01/2023	07/15/2023	08/01/2023	01/01/2024	12/01/2025
01	0123000070	01-0M790	SHOPP	GOFF, TREVOR	LAK	029	12.5/14.5	LAK 29 Emergency Slide Repair	IN LAKE COUNTY ABOUT 7 MILES NORTH OF MIDDLETOWN FROM 0.6 MILE NORTH OF SPRUCE GROVE ROAD TO 0.4 MILE SOUTH OF HOFACKER LANE	Slide Repair	\$1,000,000	\$0	\$649,565	\$1,331,199	PostRTL/Const	01/09/2023	01/09/2023	01/09/2023	01/09/2023	01/09/2023	11/01/2024
01	0123000093	01-0M920	MAINT	GHIDINELLI, CHRISTOPHER M	LAK	020	8.87/28.54	Pedestrian Safety Enhancement	IN LAKE COUNTY NEAR UPPER LAKE AND CLEAR LAKE OAKS AT VARIOUS LOCATIONS FROM MAIN STREET TO BUTLER STREET	Pedestrian Safety Enhancement	\$2,500,000	\$0	\$614,603	\$614,870	PAED		08/01/2023	08/15/2023	12/29/2023	05/01/2024	11/01/2024



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING Meeting Minutes

Monday, January 23, 2023
1:30 p.m.

Zoom video/audio conference

Present: Paul Branson – Chair, Laurie Fisher; Karen Dakari, Melinda Lahr (1:59PM), Holly Goetz (2:06PM)

Absent: None

Non-SSTAC Attendees: Genevieve Evans (LSC), Claire Hutchinson (LSC), Blake Batten (Caltrans), Annie Barnes (Sunrise Special Services Foundation, 1:35PM)

Staff Present: Lisa Davey-Bates, James Sookne, Michael Villa, John Speka

1. Call to Order and Introductions

The meeting was called to order at 1:31 p.m. Introductions were made.

2. Public Input

Lisa mentioned that LTA staff had been contacted by Henry Bornstein from the Anderson Marsh Interpretive Association regarding possible transportation for seniors to and from Anderson Marsh State Park. Lisa stated that folks could use the fixed route service that goes by the park as a way to get there but dedicated service to and from the park would be considered charter service, which LTA doesn't provide. She was hoping that maybe folks could use Lake Links' volunteer driver program once it was up and running as another way to get there.

Annie Barnes wanted to let the SSTAC know that the Sunrise Special Services Foundation (SSSF) is going to be running the warming center at the old juvenile hall and was hoping to discuss potential transportation options to and from the center. James stated that he would work with her offline.

3. Approval of Draft November 17, 2022 SSTAC Meeting Minutes

Karen motioned, Laurie seconded, to approve the November 17, 2022, minutes as presented. Approved unanimously.

4. Lake County Transit Development Plan – 2022 Update

John introduced Gordon, Genevieve, and Claire from LSC, the consultants working on the 2022 Update to the Lake County Transit Development Plan (TDP).

Genevieve gave a quick on the project status. The TDP is essentially a 5-year business plan. LSC completed a memo analyzing potential changes and adjustments to LTA service to improve mobility for residents, adjust to a post-COVID world, and increase efficiency of the transit system. This memo has already been reviewed by LTA and APC staff and the recommendations that LSC feels should be included in the draft TDP update have been included in this presentation.

The recommendations are as follows:

- Adjust the Route 12 (Clearlake) schedule by 30 minutes – this change won't cost anything and may increase annual trips by over 1,000
- Reduce Route 2 (Cobb) service to 3 days per week – this change would improve cost efficiency, with annual savings of approximately \$28,500, and reduce annual ridership by approximately 600 trips
- Replace Route 8 (Lakeport) with Microtransit between 7:30AM – 6:30PM – this would replace the fixed-route service with an Uber-like service with an annual operating cost of approximately \$16,000, while slightly increasing ridership
 - Paul asked if this service could be done using the existing fleet. She stated that LTA would probably want to initiate a pilot project to start to see if it would work before purchasing new vehicles. Paul also asked if Uber or Lyft could provide this service. Genevieve stated that using these companies in rural areas doesn't work too well because it isn't very reliable. The area to be served by microtransit would be from Sutter Hospital to then north to Konocti Vista Casino to the south.
- Another microtransit recommendation is what is being called South Clear Lake Microtransit which incorporates most of the Kelseyville Rivas area, currently partially served by Route 4A. The goal is to get folks to Kit's Corner to transfer to Route 4. This service would only be 3 days a week between 8AM to 5PM. This would have a slight annual increase of approximately \$4,600 and provide an increase in ridership of about 1,110.
- Other alternatives that were analyzed but didn't quite meet performance standards include:
 - Increase service on Route 1
 - Add Konocti Vista Casino and Riviera Shopping Center to Route 4
 - Route 7 to Ukiah – replace last run with an earlier run
 - Lifeline service to Spring Valley
 - Sunday Service – fixed Routes 1, 4, 8, 10, & 11
 - Sunday Service in Clearlake – microtransit
 - Intercity service to Santa Rosa with either Route 7 or Route 3
 - Eliminate Route 2
 - Reduce Route 4A to 3 days per week

In summary, if all of the changes that are recommended in the TDP are incorporated, LTA could save approximately \$53,000 per year, increase annual ridership by approximately 1,880, bring new forms of public transit to Lake County, and increase efficiency.

The next step is to take all of the memorandums that have been written and present them to the public via workshops. Following public comment, the draft plan will be available in March with a presentation of the draft at the April Lake APC Board meeting with the final TDP to be adopted in May.

5. **FY 2023/24 Unmet Transit Needs Process**

James stated that the FY 22/23 list of Unmet Transit Needs was reviewed at the November 2022 SSTAC meeting. At that meeting, Annie Barnes mentioned the need for earlier service to Ukiah. Paul stated that it looks like nothing has changed from last year, which is good and not good at the same time. The SSTAC unanimously passed a motion to take the list as presented to the Lake APC Board at the March public hearing.

6. **Update on Lake Links**

Laurie stated that the Medi-Links and Pay-Your-Pal programs are doing well and are holding steady. She thought that ridership was going to drop a little in December due to driver issues, but it didn't. Lake Links has been approved by the Department of Justice to send people to get Livescans. The final hurdle to getting Ride Links, the volunteer driver program, up and running is finding insurance. Lake Links has been discussing various options that may make them more successful in obtaining

insurance so the program be implemented.

Lake Links sent out end-of-year surveys to all of the Medi-Links and Pay-Your-Pal programs to get feedback on these programs.

Paul stated that when he was working in the industry, he started a few of these types of programs and never had an issue getting insurance. He said that Lake Links has approached various public agencies to see if Lake Links could be brought in under their insurance policies but hasn't heard back from anyone yet.

7. Update on Lake Transit Projects and Grants

James discussed the two different contactless payment projects that LTA has begun to implement. One is run off of tablets and is specific to the demand response services such as Dial-a-Ride. The other is specific to LTA's fixed route services and uses validators that have been installed in all of the buses. The validators need to still be hooked up to power and tested on the back end by the contractor.

Regarding the transit center, Lisa met a consultant when she was at a conference at Sun Line Transit who may be able to help LTA with implementing this project. LTA is trying to determine whether to put out a RFP for only the design phase or go the design-build route. This consultant would help us determine which route would be best for LTA and possibly help us through the construction phase.

James stated that he is trying to get funding for a feasibility study that will help determine the composition of LTA's zero-emission bus fleet; whether it will be all battery electric, fuel-cell battery electric, or a combination of both.

John mentioned that the Lake APC is submitting an planning grant for a feasibility study to see if a ferry system would be a viable transit option for Lake County. Paul asked if the APC would be proposing zero-emission ferries. John stated that those would most likely be looked at since there is a push to go zero-emission for all transit systems. Karen asked if these ferries would transport people and vehicles or just people. John said those options would be looked at, assuming the APC is successful with the grant.

8. Update on Lake Transit Authority (LTA) Meetings

a. February 8, 2023 meeting

James isn't sure what will be on the agenda that hasn't already been discussed.

9. Update on Human Services Transportation Programs

a. People Services

Nothing has changed at this point. People Services is also having some insurance issues. Hiring is still difficult, but they're hopeful it'll improve once the COVID mandates are lifted in February.

b. Other programs and plans

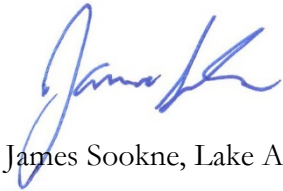
10. Discussion of issues and/or concerns of the members of the SSTAC

Karen mentioned that she had been to a Northshore Business Association meeting last week and they had mentioned that safer crossings were going to be installed in Lucerne. She wanted to know if there was anything to this. Lisa mentioned that there had been a beautification plan done for the Northshore that included Lucerne. John mentioned that Caltrans is hoping to implement a Complete Streets project in Lucerne that will implement safety features. Blake stated that Caltrans is going to be applying for a RAISE grant for this project.

Paul mentioned how often he sees people using the center turn left-turn lane as a passing lane and hopes that this project will help fix that issue through Lucerne. Lisa mentioned that she has heard this feedback before but emergency services has an issue with changing the lane.

11. **Discuss next meeting Date:** James stated that the next meeting will probably be in late March or early April.
12. **Announcements/Good of the Order**
None
13. **Adjourn SSTAC Meeting** - Meeting adjourned at 2:26 p.m.

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "James Sookne".

James Sookne, Lake APC Administration