



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

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

AGENDA

Thursday, August 24, 2023 at 9:00 a.m.

Primary Location:

City of Lakeport
Large Conference Room, 225 Park Street, Lakeport

Teleconference Locations:

525 South Main Street Suite B, Ukiah
Caltrans District 1, 1656 Union St., Eureka
14050 Olympic Drive, Clearlake

General Public Teleconference:

Zoom videoconference link is provided by request. Please send comments to our Senior Transportation Planner, John Speka, at jspekaj@dow-associates.com and note the agenda item number being addressed. Oral comments will also be accepted by telephone or video during the meeting when public comment is invited.

Dial-in number: 1 (669) 900-6833 / Meeting ID: 845 1805 3615 # Password: 009186

****Zoom link provided to members in distribution email and to public by request***

1. Call to order
2. Approval of May 25, 2023 Minutes
3. Draft Lake-Mendo Travel Demand Model Presentation (*Cambridge Systematics*)
4. 2024 Regional Transportation Improvement Program/State Transportation Improvement Program (RTIP/STIP) Discussion (*Villa*)
5. Overall Work Program- Discussion on First Amendment (*Pedrotti*)
6. Regional Surface Transportation Program (RSTP) Fund Discussion (*Davey-Bates/Pedrotti*)
7. Announcements and Reports
 - a. Lake APC
 - i. Update on Grants and Grant Opportunities (*Speka*)
 - ii. Highway Infrastructure Program (HIP) (*Villa*)
 - iii. Carbon Reduction Program (CRP) (*Villa*)
 - iii. Miscellaneous
 - b. Lake Transit Authority
 - i. Transit Hub Update (*Sookne/Davey-Bates verbal report*)
 - ii. Current Transit Projects (*Sookne/Davey-Bates verbal report*)
 - iii. Miscellaneous
 - c. Caltrans

- i. Lake County Projects Update
 - ii. Miscellaneous
 - d. Regional Housing Update (*Speka*)
 - e. Local Agency Updates
8. Information Packet
 8. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
 9. Next Proposed Meeting – **September 21, 2023**
 10. Adjourn meeting

Public Expression - The TAC welcomes participation in TAC meetings. Comments will be limited for items not on the agenda to three minutes per person, and not more than 10 minutes per subject, so that everyone may be heard. This time is limited to matters under TAC jurisdiction which have not already been considered by the TAC.

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 APC office at 707-263-7799 at least 72 hours prior to the meeting.

Posted: August 18, 2023

List of Attachments:

- Agenda Item #2 – 5/25/23 Draft Lake TAC Minutes*
- Agenda Item #3 – Draft Lake-Mendo Travel Demand Model Presentation*
- Agenda Item #4 – 2024 Regional Transportation Improvement Program RTIP/STIP & Attachments*
- Agenda Item #5 – FY 2023/24 OWP discussion on 1st Amendment*
- Agenda item #7ai– Updates on Grants and Grant Opportunities*
- Agenda Item #7aii –HIP Staff Report & Attachment*
- Agenda Item #7aiii – CRP Staff Report & Attachment*
- Agenda Item #7cii –Lake County Milestone Handout*
- Agenda Item #7d – Pro-Housing Designation Program and Pro-Housing- Application*



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TECHNICAL ADVISORY COMMITTEE MEETING Draft Meeting Minutes

Thursday, May 25, 2023
9 a.m.

Primary Location:

City of Lakeport Large Conference Room, 225 Park Street, Lakeport

Teleconference Locations:

525 South Main Street Suite B, Ukiah
Caltrans District 1, 1656 Union St., Eureka
City Council Chamber, 14050 Olympic Drive, Clearlake

Present

James Sookne, Lake Transit Authority
Scott DeLeon, County of Lake, Public Works Director
Ron Ladd, City of Lakeport
Blake Batten, Caltrans District 1
Adeline Leyba, City of Clearlake, Public Works Director
Dave Swartz, City of Clearlake (Engineering Consultant)
Max Stockton, County of Lake (Planning Assistant)
Efrain Cortez, California Highway Patrol
Dan Fansler, California Highway Patrol

Absent

Alan Flora, City of Clearlake
Mireya Turner, County of Lake (Community Development Director)
Victor Fernandez, City of Lakeport (Community Development Director)

Also Present

Lisa Davey-Bates, Lake Area Planning Council
Nephele Barrett, Lake Area Planning Council
Michael Villa, Lake Area Planning Council
Alexis Pedrotti, Lake Area Planning Council
John Speka, Lake Area Planning Council
Jody Lowblad, Lake Area Planning Council
Kyle Finger, Caltrans District 1
Brandon Larsen, Caltrans District 1
Julia Peterson, Caltrans Clean California Coordinator
Laurie Fisher, Lake Links

1. Call to order

The meeting was called to order at 9:02 a.m.

2. Approval of February 16, 2023 Minutes

Motion by James, seconded by Blake, and carried unanimously to approve the February 16, 2023, minutes

3. Vehicle Miles Traveled Screening Tool Discussion and Possible Options Moving Foward

John went over the “VMT Screening Tool” and the contract which is set to expire at the end of June. Fehr & Peers recently contacted APC staff to discuss a new type of VMT tool known as “VMT+”. There are several potential benefits to be had in using “VMT+” as opposed to the currently housed screening tool, not least of all the fact that it is a free service. The “standard version” of VMT+ uses 2019 Streetlight data as opposed to the relatively obsolete modeling data which the existing screening tool is based on. A fee-based version of their tool is also available offering the most current Streetlight data (if warranted for a specific project) on a case-by-case basis. The question before the TAC was whether or not to continue funding the hosting with Fehr & Peers or to instead use the VMT+ tool offered by Fehr & Peers.

Motion by Scott, seconded by Ron, and carried unanimously to use the new VMT+ tool offered by Fehr & Peers.

4. 2023/24 Final Overall Work Program (OWP)

Alexis reported that the Lake APC staff received Caltrans’ comments on the Draft OWP, and that the revisions were incorporated into the Final OWP. The main changes made since the TAC reviewed the Draft OWP are summarized as follows:

- Work Element 601 (TDA Activities & Coordination) – An increase of \$10,493 of LTF was added to this element to program the additional CPI increase for the Dow APC Planning Contract. An initial 4% CPI increase was estimated in the draft document; however, the actual CPI increase was 7.3% (plus an increase in insurance costs) for the one-year contract extension for APC planning staff (approved by APC on 4/5/23).
- Work Element 603 (Lake Co. Principal Arterial Corridor VMT Study) – \$30,000 of estimated LTF carryover has been added to this element. Actual carryover amounts will be reflected in the first amendment to the OWP.
- Work Element 605 (Federal & State Grant Prep, Monitoring & Assistance) - \$5,000 of estimated RPA carryover has been added to this work element for APC Planning Staff. Actual carryover amounts will be reflected in the first amendment to the OWP.
- Work Element 616 (Training) - \$6,500 of LTF Funds have been added to the Training Work Element to support training for APC Planning Staff in the upcoming year.

It should be noted that the approved Dow & Associates one-year contract extension for FY 2023/24 totals \$341,182. Actual carryover amounts will not be available until the First Amendment. As proposed, the Final FY 2023/24 Overall Work Program totals \$600,682.

Staff is requesting that the Lake TAC review and make a recommendation to the Lake APC Board on the proposed Final FY 2023/24 OWP, for their consideration at their June 7, 2023, meeting.

Motion by Ron, seconded by James, and carried unanimously to recommend to APC Board on proposed Final FY 2023/24 OWP, for APC's consideration at their June 7, 2023, meeting.

5. Announcements and Reports

a. Lake APC

i. Update on Planning Grant

John provided updates on several Projects/Grants that he is currently working on: **The Konocti Corridor Vehicle Miles Traveled (VMT)** The project has been on hold while traffic modeling data from an in-progress study led by Caltrans District 1 was being prepared. The modeling project is expected to be complete by July, at which point the VMT analysis can then resume.

Konocti Corridor Equity Analysis Study- Similar to the Konocti Corridor VMT Study, this project will assist in answering potential grant application questions related to issues of “equity.” Traffic modeling data from the above noted Caltrans District 1 project will also be used to help complete this study.

Lake 29 Improvement Project- An application was made last fall through the Trade Corridor Enhancement Program (TCEP) to fund right-of-way for the “2B” portion of the project (\$43.571 million). The TCEP is a State funded source that was initiated as part of SB1 in 2017 focusing on improving trade routes; in this case, for freight movement through the Lake region. Award announcements for the TCEP program are expected in June.

Reconnecting Communities Program- Lake APC, City of Clearlake, and Caltrans District 1 have been looking for funding sources to improve intersection and general crossing safety across SR 53 in Clearlake. One pilot program through the State, known as “Reconnecting Communities: Highways to Boulevards,” is expected to open soon providing \$149 million between three qualifying projects; one urban, one “corridor,” and one rural. The program is intended to assist underserved communities that have been separated by a State Highway to restore connectivity by enhancing mobility, access, or economic development. A “Call for Communities” with program related needs to apply is expected to open in late spring or early summer.

Sustainable Transportation Planning Grant Program- In March, Lake APC staff submitted three applications for grants under the Sustainable Transportation Planning Program. The first was for a Zero Emission Vehicle (ZEV) Infrastructure Plan to study appropriate locations and corridors to accommodate future charging/alternative fueling stations; a second application was submitted to fund a Ferry Service Feasibility Study for Clear Lake; and a third application was made for a Wildfire Evacuation Plan. Award announcements are expected towards the end of the summer.

Safe Streets and Roads for All (SS4A) – This is a federal Infrastructure Investment and Jobs Act (IIJA) program which offers potential funding for “planning, infrastructure, behavioral, and operation initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians;

bicyclists; public transportation; personal conveyance, and micro-mobility users; motorists; and commercial vehicle operators.” The program provides up to a billion dollars a year (this being the second of five years altogether) and will be open until July 10 this year. A few noteworthy items include “expected” (but not required) minimum request amounts of \$100,000 for Planning and Demonstration Grants, and \$2.5 million for Implementation Grants, with a 20% match. There is a requirement for jurisdictions to have a safety “action plan” in order to apply for implementation type projects, although recently adopted Local Road Safety Plans (LRSPs) would appear to qualify. Eligible activities are projects or a systemic series of projects (e.g., corridors, area wide strategies, etc.) that increase safety and are found within the Action Plans.

ii. Pavement Management Plan (PMP) Update

Michael reported that the Pavement Management Program (PMP) Update, conducted by Nichols Consulting Engineers (NCE), has concluded with finalized reports for each agency. Debaroti Ghosh, representing NCE, presented the findings to the Lake APC Board. Subsequently, she delivered presentations to the Clearlake and Lakeport City Councils, as well as the Lake County Board of Supervisors. Scott expressed to the Lake TAC how helpful it was to have all the data that NCE presented to the Board of Supervisors, and even though it wasn’t pleasant hearing how horrible the road conditions are it was helpful information that would be used to educate the elected officials and public.

iii. Miscellaneous

John went over a few emails that were sent out to TAC members regarding upcoming events such as the Traffic Control Safety class, an email from Caltrans regarding how to implement complete streets, and lastly a webinar regarding the Local Transportation Climate Adaptation Program.

b. Lake Transit Authority

i. Transit Hub Update

James reported that they are working with Caltrans and the California Transportation Commission to deallocate remaining funds from the environmental phase of the project into the design phase. James also noted that he had received a call from Code Enforcement requesting that LTA clear the vacant property of weeds.

ii. Current Transit Projects

James reported that LTA had the soft launch on the contactless payment system. Aside from a few glitches, the system seems to be working properly. LTA is making a few changes regarding timing in Route 12 as recommended in the Transportation Development Plan (TDP). Also, Dial a Ride is making a few changes in the City of Clearlake to attract more riders. LTA is going to be purchasing battery powered vans as well as five fossil fueled buses, which cost less and are considered more efficient for the LTA system at this time.

iii. Miscellaneous - None

c. Caltrans

i. Caltrans Clean California Presentation

Julia Peterson gave a thorough presentation on the Clean California Program. This is a transformative initiative to remove litter, create jobs and beautify California. Governor Newsom granted \$1.2 billion to help with this project. This money is helping to clean California by offering community clean-up days, tire clean-up, large item clean-up, and painting pillars under bridges as part of the beautification. Hoopa, Orleans, Berry Summit Vista Point and Covelo all have projects in the works. Local Grant Cycle 2 still has \$100 million available with applications due by May 31 for those interested.

ii. Lake County Projects Update

Blake reported and highlighted the grant opportunities that John went over in the grant planning reports. Caltrans was available to help with the application process for those interested. Also, \$31 million is still available in the Climate Adaptation Grant Program and Caltrans headquarters will be hosting another set of workshops in June.

iii. Miscellaneous

Lisa noted that Caltrans will be having a Ribbon Cutting Ceremony on June 7th for Section 2C of the Lake 29 Improvement Project, and that she would be participating in the ceremony.

d. Regional Housing Update

John reported on the Regional Early Action Planning (REAP) program, noting that Lakeport and Clearlake have used all their sub-allocated funds, and that the County of Lake still had approximately \$150,000 for projects that will need to be spent within the next year. He would be contacting Mireya/Max to see how they want to spend this money. John also discussed a process through Housing and Community Development (HCD) for a “Pro-Housing” designation, which would give priority to jurisdictions applying for grant funding in the future. He offered to help look further into it for those that might be interested.

e. Local Agency Updates -

County of Lake: Scott DeLeon reported that the Lake County Board of Supervisors is directing him to hire a grant writer in order to take advantage of the many programs currently available. He noted he would also like to use APC staff to help him where they are able. Corona Response and Relief Support Appropriates Act (CRRSAA) funds helped the County purchase a chip seal machine, along with helping to purchase parts for their excavator, which is saving the County in man hours normally used for road clean-up.

City of Lakeport: Ron Ladd reported the City of Lakeport will be using their 2% Bike & Ped funds on a project from the 11th Street Corridor Study to connect 10th Street to Pool Street with a “bike boulevard.” This will be completed by July 1st. Also, the Highway Safety Improvement Program (HSIP) sign replacement project was moving forward with the contract having been awarded on May 16. The final draft of the Lakeport Blvd Project Study Report (PSR) will be completed within the next few weeks. Ron also mentioned that Olivia had accepted a position with the City of Willits as the Public Works Director and that she would be missed. Finally, Ron noted that the City was ready to start work on its CRRSAA funded projects and asked if APC would need

anything from the City before they could access those funds.

City of Clearlake: ATP project at Dam Rd. Extension and South Center Drive starts on the 1st of June. The Dam Road roundabout project was still going through environmental and design phases. The 18th Avenue project was awarded at the CTC last week and they will start that project by the end of June. Finally, Arrowhead Rd and Burns Valley chip sealing project will also begin soon.

6. **Information Packet**
 - i. **Lake County Milestone (handout)**
 - ii. **TS-10 Flagger Training Class (handout)**
7. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda – None**
8. **Next Proposed Meeting – June 15, 2023**
9. **Adjourn Meeting – Meeting adjourned at 10:35 a.m.**

Respectfully Submitted,

Jody Lowblad
Lake Area Planning Council



Lake-Mendocino Travel Model

presented to
Lake Area Planning Council TAC

presented by
Cambridge Systematics, Inc.
Sean McAtee (smcatee@camsys.com)
Lisa Hockaday (lisa.hockaday@dot.ca.gov)

August 24, 2023

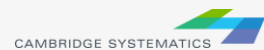
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Agenda

- About the travel model
- What's new in this model
- Uses of the travel model

2



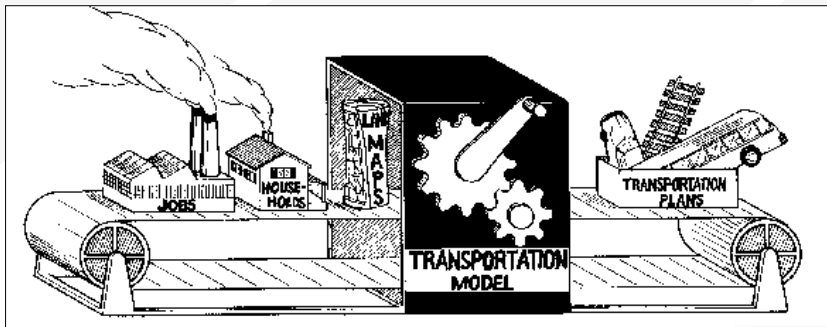
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About the travel model



3

What is a Travel Demand Model?



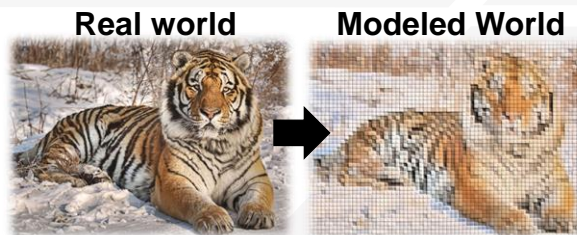
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What is a Travel Demand Model?

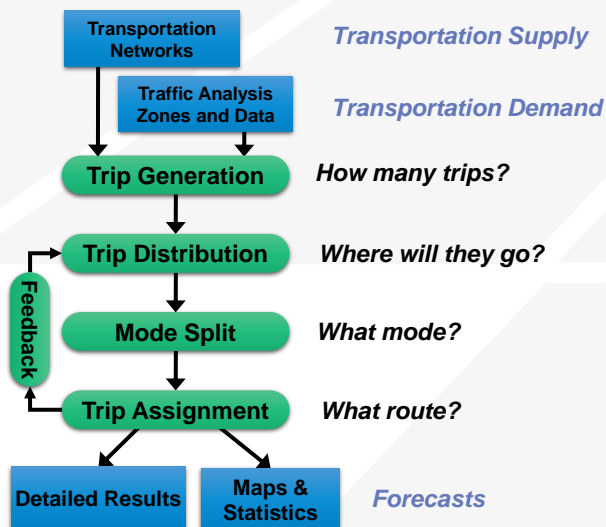
- A **tool** to provide travel information that can aid in planning for transportation improvements
- A way of **organizing your assumptions**
- A program that can "predict" existing travel demand and forecast travel demand for future scenarios



5

5

The Four Steps



6 6

6



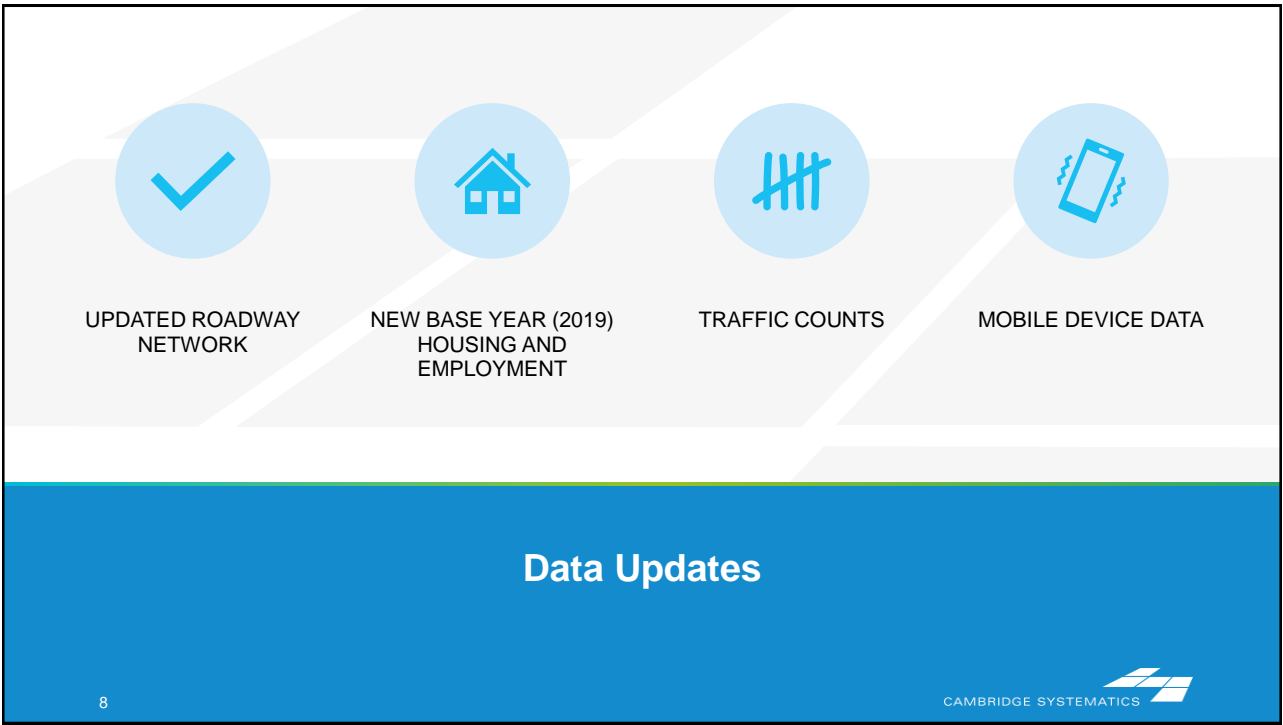
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What's New in this Model

CAMBRIDGE SYSTEMATICS

This slide features a blue header with the title "What's New in this Model". The main content area is white with a light gray geometric pattern. On the left side, there are four colored rectangular blocks: purple, cyan, green, and lime green. The Cambridge Systematics logo is in the bottom right corner.

7



8

Data Updates

- UPDATED ROADWAY NETWORK
- NEW BASE YEAR (2019) HOUSING AND EMPLOYMENT
- TRAFFIC COUNTS
- MOBILE DEVICE DATA

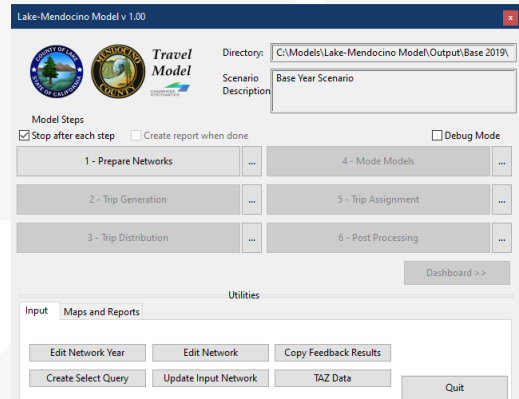
CAMBRIDGE SYSTEMATICS

This slide features a blue header with the title "Data Updates". Below the header, four circular icons are arranged horizontally, each with a corresponding text label below it: a checkmark for "UPDATED ROADWAY NETWORK", a house for "NEW BASE YEAR (2019) HOUSING AND EMPLOYMENT", a road with a slash for "TRAFFIC COUNTS", and a smartphone for "MOBILE DEVICE DATA". The Cambridge Systematics logo is in the bottom right corner.

8

User Updates

- Current TransCAD software
- Consistency with other District 1 models
- Interactive dashboard



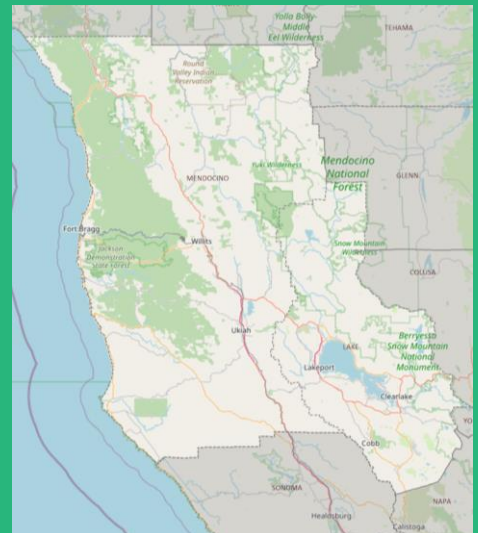
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CAMBRIDGE SYSTEMATICS

9

Technical Updates

- Updated calibration
- Model Lake and Mendocino counties only
 - » No longer intertwined with Napa and Sonoma counties
 - » Still captures travel to/from other counties
- Accounts for non-motorized and transit trips



10

CAMBRIDGE SYSTEMATICS

10

SB-743 Tools

- Previously, Level of Service (LOS) was largely used as the only metric for measuring transportation impacts
- Under SB 743, CEQA requires analysis of Vehicle Miles Travelled (VMT) instead of (or in addition to) LOS analysis

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11

SB-743 Tools

- Track SB-743 VMT by zone
 - » “Generated” VMT
- Includes all VMT generated by a zone – entire length of each trip
- Summaries generated with each model run

The diagram illustrates the components of VMT. On the left, a box labeled 'Residential VMT' contains a house icon. On the right, a box labeled 'Non-Residential VMT' contains several categories: 'Commute VMT' (indicated by an orange arrow), 'HBW: Home-Based Work', 'HBS: Home-Based School', 'HBU: Home-Based University', 'HBS: Home-Based Shop', and 'HBO: Home-Based Other'. Blue arrows point from the house icon to each of these categories. A bracket on the right side of the Non-Residential VMT box groups the HBW, HBS, HBU, and HBO categories together.

12

12

Uses of the Travel Model

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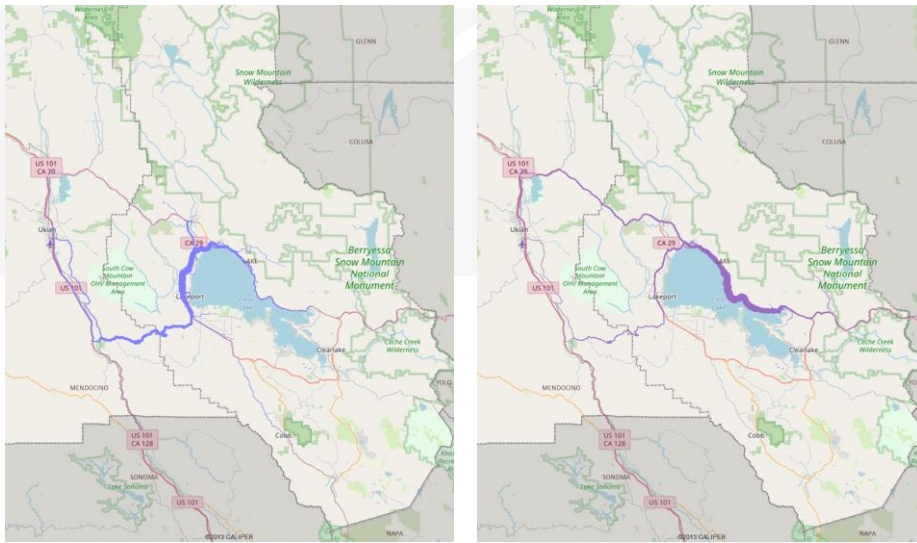
How can the model help?

- Corridor studies and plans
- General and specific plans
- Traffic Studies (esp. VMT analysis)
- Provide input to detailed analysis (e.g., simulation)
- Account for travel and changing patterns

14

Example Application: Select Link

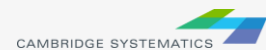
➔ Traffic sources on SR-29 vs. SR-20



15

Thank You!

Questions and Discussion?



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LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: 2024 Regional Transportation Improvement Program
STIP Fund Estimate

DATE PREPARED: 8/18/2023
MEETING DATE: 8/24/2023

SUBMITTED BY: Michael Villa, Project Coordinator

BACKGROUND:

The California Transportation Commission (CTC) adopted the Fund Estimate (FE) for the 2024 State Transportation Improvement Program (STIP) at the August 16, 2023 meeting. The FE identified an available STIP programming target through FY 2028/29 in the amount of \$3,756,000 for the Lake County region. Of the \$3,756,000, \$188,000 will be programmed for Planning, Programming and Monitoring leaving \$3,568,000 to be available for projects. In the previous STIP cycle we had an unprogrammed balance of \$1,919,000 and lapsed funds of \$71,000 from Fiscal Year 19/20 which have been added to the FE increasing the total for projects to \$5,558,000 through 2028/29.

On August 18, 2023 a call for projects was announced that included the RTIP Funding Application as well as the scoring criteria with a deadline of 5:00p.m., Friday, October 6, 2023.

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: None

Lake APC REGIONAL IMPROVEMENT PROGRAM (RIP) - APPLICATION FORM

Applicant Agency: _____ Date: _____

Project Contact: _____ Telephone: _____

PROJECT INFORMATION (USE ADDITIONAL SHEETS AS NECESSARY)

Project Type: *(Check One)*

Highways/Streets/Roads _____ Transit _____ Bike & Pedestrian _____

Project Title: _____

Project Purpose: What transportation deficiency will this project address (safety, congestion, operations, plan implementation, etc.)?

Project Location & Limits:

Project Description:

Has this project been identified by the APC as a regional priority?

Proposed Funding:

RIP Request	\$ _____
Local	\$ _____
State	\$ _____
Federal	\$ _____
Other	\$ _____
Total	\$ _____

Leverage: Requested RIP Funds/Total Funding Needs \$ _____ / \$ _____

What alternative sources of funding have already been sought for this project and what is the status of those funds?

Project Component	Cost Estimate
Environmental Studies & Permits	\$
Plans, Specifications & Estimates	\$
Right of Way	\$
Construction	\$
Total	\$

Does project have a completed Project Study Report (PSR) or equivalent? Yes _____ No _____

If yes, indicate date and who completed PSR _____

If no, who will complete PSR? _____

Estimated PSR completion date _____ (PSRs due prior to STIP programming)

Is project consistent with current Regional Transportation Plan? Yes _____ No _____

Is project identified in other plans? Yes _____ No _____ If yes, which one(s)? _____

Will project implement a specific plan that has been developed for the area? Yes _____ No _____ If yes, which one? _____

Environmental Clearance Status

NEPA/CEQA (circle one or both) Status _____

Anticipated/Actual Document Type? _____

Permits Required _____ Status _____

If the project is on or adjacent to a highway, street, or road, what is the Average Daily Traffic (ADT) of the facility? _____

Is this project considered urgent? Yes _____ No _____ If yes, explain why.

Describe the Regional Significance or Regional Benefit of this project:

Describe the level of readiness of this project:

Will RIP funds help to leverage other funds or is there a one-time funding opportunity associated with this application?

Are there safety concerns at this project site? If so, how will the project address them?

Describe the project's cost "reasonableness" or cost/benefit. Numerical cost/benefit data is not required.

Does this project address the Complete Streets Act or provide a multi-modal benefit? If so, how? If not, why?

Please describe any other relevant information about this project you may feel will be useful in the scoring process. Additional attachments (i.e. maps, photos) may also be included with the application.

INSTRUCTIONS:

For the 2024 Regional Transportation Improvement Program funding cycle, applications are due October 6, 2023. Please submit 3 hard copies and one electronic copy (including any attachments) to the Lake APC office by 5:00 p.m., October 6, 2023.

Please use the RTIP Project Selection Criteria for reference when completing your application. All projects to be considered for funding must submit a completed application, even if already identified as a priority project by the APC. A Project Study Report must also be submitted at the time of the application due date for projects that do not have an existing PSR.

Use as much space on this form to answer each question as needed. There is not a limit to the number of pages for the application. You are encouraged to include additional attachments with the application, such as project maps, photos, or other items that may enhance your application. If you have any questions, APC staff will be available to help.

**Lake APC
RTIP Project Selection Criteria**

The following criteria have been established consistent with Resolution 12-13-11 which established Regional Transportation Improvement Program (RTIP) policies and selection criteria. Evaluations and scoring will be conducted by the Technical Advisory Committee. In formulating funding recommendations to the APC, the TAC may consider other relevant factors and through the exercise of professional judgment, may vary from that priority order which may have been established through the numerical ranking process. Final project selection shall be made by the APC.

Project: _____
 Applicant: _____
 Date Reviewed: _____

Criteria & Maximum Points	Score	Comments
Regional Benefit 20 Points		
Safety 15 Points		
Reasonableness/Cost Benefit 15 points		
Urgency 10 Points		
One-Time Funding Opportunity/ Leveraging Other Funds 10 Points		
Traffic Volume 10 Points		
Readiness 10 Points		
Complete Streets/Multi-Modal 10 Points		
TOTAL		



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: 2023/24 First Amendment to the Overall Work Program

DATE PREPARED: 8/17/23

MEETING DATE: 8/24/23

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

The Final FY 2023/24 Overall Work Program (totaling \$600,682) was adopted by the Lake APC Board on June 7, 2023, the First Amendment to the Overall Work Program (totaling \$718,593) was also recently presented and adopted by the Board on August 9, 2023. The First Amendment is being presented to the Lake TAC for informational purposes, due to the simplicity of the amendment there was no need for recommendation prior to Board approval.

Therefore, now that the FY 2022/23 books have closed, staff incorporated unexpended planning funds into the current fiscal year. Included in this amendment are Rural Planning Assistance (RPA) Funds, Planning, Programming and Monitoring (PPM) Funds, and Local Transportation Funds (LTF). The amendment simply allocated carryover funding to the same work element and agency as it was previously allocated to.

The Final OWP included carryover estimates for RPA and LTF, and this amendment adjusted those totals to reflect the actual carryover amounts. The total amount being carried over into the FY 2023/24 OWP is \$152,911 (\$9,368 - RPA; \$26,010 – PPM; \$117,533 – LTF).

Carryover amounts are broken down by agency below:

APC Staff Consultant: \$49,717

City of Clearlake: \$5,392

City of Lakeport: \$5,368

County of Lake DPW: \$20,004

Consultant: \$60,575

Other Direct Costs/Reserve: \$11,855

Much of the carryover that came from the FY 2022/23 OWP was added to the respective elements in the FY 2023/24 OWP. Unexpended RPA funds have been included in this proposed amendment but will not become official until RPA fund balances are certified by Caltrans.

Included with the staff report is the First Amendment (Financial Spreadsheets) to the Overall Work Program totaling \$718,593. For clarification purposes, the changes have been shown in bold and strikeout. A digital copy of the First Amendment will be provided under a separate cover. Hard copies will be provided upon request.

ACTION REQUIRED: No action is required, informational only.

ALTERNATIVES: No action is required, informational only.

RECOMMENDATION: No action is required, informational only.

/ajp

encls: FY 2023/24 OWP Financial Sheets

**LAKE COUNTY WORK PROGRAM
SUMMARY OF 2022/23 CARRYOVER
BY FUNDING SOURCE**

WE	Title	RPA	PPM	LTF	Total	Notes
600	Regional Planning & Intergovernmental Coord.	\$ 5,391	\$ -	\$ -	\$ 5,391	Actual C/O Funds from FY 2022/23.
601	TDA Activities & Coordination	\$ -	\$ -	\$ 26,602	\$ 26,602	Actual C/O Funds from FY 2022/23.
603	Lake Co. Priority Interregional Facilities Study	\$ -	\$ -	\$ 30,000	\$ 30,000	Est. Carryover Funds from FY 2022/23.
		\$ -	\$ -	\$ 60,575	\$ 60,575	Actual C/O Funds for consultant to finalize.
605	Federal & State Grant Prep., Monitoring & Assistance	\$ 5,000	\$ -	\$ -	\$ 5,000	Est. Carryover Funds from FY 2022/23.
		\$ 2,365	\$ 2,172	\$ -	\$ 4,537	Actual C/O Funds from FY 2022/23.
607	Special Studies	\$ 1,612	\$ 8,785	\$ 10,172	\$ 20,569	Actual C/O Funds from FY 2022/23.
608	Planning, Programming & Monitoring	\$ -	\$ 15,053	\$ 5,246	\$ 20,299	Actual C/O Funds from FY 2022/23.
612	Technology Support Services	\$ -	\$ -	\$ 6,900	\$ 6,900	Actual C/O Funds from FY 2022/23.
613	Transportation Information Outreach	\$ -	\$ -	\$ 2,837	\$ 2,837	Actual C/O Funds from FY 2022/23.
616	Training	\$ -	\$ -	\$ 5,201	\$ 5,201	Actual C/O Funds from FY 2022/23.
	Totals	\$ 5,000	\$ -	\$ 30,000	\$ 35,000	
		\$ 9,368	\$ 26,010	\$ 117,533	\$ 152,911	

**LAKE COUNTY WORK PROGRAM
SUMMARY OF FUNDING SOURCES BY WORK ELEMENT
FY 2023/24 (FINAL AMENDED)**

WE	Title	State RPA	State RPA C/O	State PPM	Local LTF	Other	Total Costs
600	Regional Planning & Intergovernmental Coordination	\$ 156,689	\$ -	\$ -	\$ -	\$ -	\$ 156,689
		\$ -	\$ 5,391	\$ -	\$ -	\$ -	\$ 162,080
601	TDA Activities & Coordination	\$ -	\$ -	\$ -	\$ 45,993	\$ -	\$ 45,993
		\$ -	\$ -	\$ -	\$ 72,595	\$ -	\$ 72,595
602	Transit Planning & Performance Monitoring	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ 20,000
603	Lake Co. Priority Interregional Facilities Study <i>(Carryover)</i>	\$ -	\$ -	\$ -	\$ 30,000	\$ -	\$ 30,000
		\$ -	\$ -	\$ -	\$ 60,575	\$ -	\$ 60,575
604	Lake County Project Reserve Funds	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000
605	Federal & State Grant Prep., Monitoring & Assistance	\$ 25,411	\$ 5,000	\$ -	\$ 26,289	\$ -	\$ 56,700
		\$ -	\$ 2,365	\$ 2,172	\$ -	\$ -	\$ 56,237
606	Speed Zone Studies	\$ 12,500	\$ -	\$ -	\$ -	\$ -	\$ 12,500
607	Special Studies	\$ 35,000	\$ -	\$ -	\$ 35,000	\$ -	\$ 70,000
		\$ -	\$ 1,612	\$ 8,785	\$ 45,172	\$ -	\$ 90,569
608	Planning, Programming, & Monitoring	\$ 18,400	\$ -	\$ 75,000	\$ -	\$ -	\$ 93,400
		\$ -	\$ -	\$ 90,053	\$ 5,246	\$ -	\$ 113,699
609	Sustainable Transportation Planning	\$ 8,500	\$ -	\$ -	\$ -	\$ -	\$ 8,500
610	Active Transportation	\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ 10,000
611	Pavement Management Program Update <i>(Carryover)</i>	\$ 7,500	\$ -	\$ -	\$ -	\$ -	\$ 7,500
612	Technology Support Services	\$ -	\$ -	\$ -	\$ 8,400	\$ -	\$ 8,400
		\$ -	\$ -	\$ -	\$ 15,300	\$ -	\$ 15,300
613	Transportation Information Outreach	\$ -	\$ -	\$ -	\$ 4,500	\$ -	\$ 4,500
		\$ -	\$ -	\$ -	\$ 7,337	\$ -	\$ 7,337
614	Infra Cost & Bus Perfor. Analysis of Electric & Hydro Buses	\$ -	\$ -	\$ -	\$ 50,000	\$ -	\$ 50,000
615	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
616	Training	\$ -	\$ -	\$ -	\$ 6,500	\$ -	\$ 6,500
		\$ -	\$ -	\$ -	\$ 11,701	\$ -	\$ 11,701
	Totals	\$ 294,000	\$ 5,000	\$ 75,000	\$ 226,682	\$ -	\$ 600,682
		\$ 9,368	\$ 101,010	\$ 314,215	\$ 718,593		

**LAKE COUNTY WORK PROGRAM
SUMMARY OF EXPENDITURES BY WORK ELEMENT**

WE	Title	Lake DPW	Lakeport	Clearlake	APC Staff Consultant	Other	Total Costs
600	Regional Planning & Intergovernmental Coordination	\$ 10,000	\$ -	\$ 7,000	\$ 137,689	\$ 2,000	\$ 156,689
		\$ 15,174	\$ 217	\$ -	\$ -	\$ -	\$ 162,080
601	TDA Activities & Coordination	\$ -	\$ -	\$ 3,000	\$ 40,493	\$ 2,500	\$ 45,993
		\$ 744	\$ 151	\$ -	\$ 57,688	\$ 11,012	\$ 72,595
602	Transit Planning & Performance Monitoring	\$ -	\$ -	\$ -	\$ 20,000	\$ -	\$ 20,000
603	Lake Co. Priority Interregional Facilities Study - <i>Carryover</i>	\$ -	\$ -	\$ -	\$ -	\$ 30,000	\$ 30,000
		\$ -	\$ -	\$ -	\$ -	\$ 60,575	\$ 60,575
604	Lake County Project Reserve Funds	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ 20,000
605	Federal & State Grant Prep., Monitoring & Assistance	\$ 6,700	\$ -	\$ 5,000	\$ 45,000	\$ -	\$ 56,700
		\$ -	\$ -	\$ 5,392	\$ 44,145	\$ -	\$ 56,237
606	Speed Zone Studies	\$ -	\$ -	\$ -	\$ 12,500	\$ -	\$ 12,500
607	Special Studies	\$ 30,000	\$ -	\$ 5,000	\$ 35,000	\$ -	\$ 70,000
		\$ 30,172	\$ 5,000	\$ 10,000	\$ 45,397	\$ -	\$ 90,569
608	Planning, Programming, & Monitoring	\$ 3,400	\$ 40,000	\$ 5,000	\$ 45,000	\$ -	\$ 93,400
		\$ 10,414	\$ -	\$ -	\$ 58,285	\$ -	\$ 113,699
609	Sustainable Transportation Planning	\$ -	\$ -	\$ -	\$ 8,500	\$ -	\$ 8,500
610	Active Transportation	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ 10,000
611	Pavement Management Program Update - Software	\$ -	\$ -	\$ -	\$ -	\$ 7,500	\$ 7,500
612	Technology Support Services	\$ 3,400	\$ -	\$ -	\$ -	\$ 5,000	\$ 8,400
		\$ 10,300	\$ -	\$ -	\$ -	\$ -	\$ 15,300
613	Transportation Information Outreach	\$ -	\$ -	\$ -	\$ 4,500	\$ -	\$ 4,500
		\$ -	\$ -	\$ -	\$ 7,337	\$ -	\$ 7,337
614	Infra Cost & Bus Perfor. Analysis of Electric & Hydro Buses	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
615	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
616	Training	\$ -	\$ -	\$ -	\$ -	\$ 6,500	\$ 6,500
		\$ -	\$ -	\$ -	\$ 1,858	\$ 9,843	\$ 11,701
	Totals	\$ 53,500	\$ 40,000	\$ 25,000	\$ 358,682	\$ 123,500	\$ 600,682
		\$ 73,504	\$ 45,368	\$ 30,392	\$ 403,399	\$ 165,930	\$ 718,593



LAKE COUNTY/CITY AREA PLANNING COUNCIL TECHNICAL ADVISORY COMMITTEE STAFF REPORT

TITLE: Update on Grants and Grant Opportunities

DATE PREPARED: August 16, 2023

MEETING DATE: August 24, 2023

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: Below is a summary of current or potential projects and grant opportunities staff has been monitoring:

Lake 29 Improvement Project- Since the last (May) TAC meeting, we learned that the application made last fall for a Trade Corridor Enhancement Program (TCEP) to fund right-of-way for the “2B” portion of the project (\$43.571 million) was unsuccessful. Staff continues to work with District 1 to find potential sources for funding the remaining portions of the project, including federal programs like the Rural Surface Transportation Grant Program (Rural), through the Infrastructure Investment and Jobs Act (IIJA).

Reconnecting Communities Program- Lake APC, City of Clearlake, and Caltrans District 1 have been looking into possible funding sources to improve intersection and general crossing safety across SR 53 in Clearlake.

One pilot program through the State, known as “Reconnecting Communities: Highways to Boulevards,” will divide \$149 million between three qualifying projects; one urban, one corridor, and one rural. The program is intended to assist underserved communities that have been separated by a State Highway to restore connectivity by enhancing mobility, access, or economic development. A “Call for Communities” with program related needs has recently been opened with a deadline set for September 20. The program requires that any of the potential projects be determined through an extensive community outreach process, and do not need to be set at the time of application. Staff is currently researching options for an outreach strategy that may be able to meet such requirements, and will consider applying after additional meetings with the City and D1 staff.

Rural and Tribal Assistance Pilot Program- Another federal program was recently opened which provides funding for rural and tribal assistance for “financial, technical, and legal assistance” or “assistance with development phase activities.” Jurisdictions would need to apply for assistance with a specific project in mind that could “reasonably” be expected to be eligible for certain federal grant programs, such as TIFIA, INFRA, Mega, or RAISE. However, there are no requirements to apply to any of those programs to fund the project, just that the project could qualify. Funding up to around \$320,000 would be available to assist development phase activities even if details regarding costs, funding, delivery, or even the project description weren’t yet fully formed.

APC staff applied for funds to prepare an outreach study within the City of Clearlake, which could potentially be used for the Reconnecting Communities Program application discussed above. The study would also be useful for other future funding program applications that may have similar outreach requirements.

Safe Streets and Roads for All (SS4A) – In July, staff submitted an application for potential funding under the federal Safe Streets and Roads for All (SS4A) program to supplement recently adopted Local Road Safety Plans (LRSPs). Certain criteria must be included within existing LRSPs in order to qualify jurisdictions for capital safety projects under the program, and there are currently a few areas that would

need to be updated in order to meet requirements of the project guidelines.

Eligible implementation activities are projects or a systemic series of projects (e.g. corridors, area wide strategies, etc.) that increase safety and are found within the Action Plans, or LRSPs. For instance, the County of Lake prepared an application that involves widening portions of Point Lakeview Road between Anderson Road and Konocti Vista Road. Potential future projects can also be found in the LRSPs of Lakeport and Clearlake such as the following:

Lakeport: Eleventh Street corridor improvement projects including those listed for intersections at Forbes Street (mini roundabout), Central Park Street (flashing beacons, signage), and/or Brush Street (flashing beacons, crosswalk improvements, signage), or other pedestrian safety projects such as systemic sidewalk construction on 11th Street, 6th Street, and/or Lakeshore Boulevard.

Clearlake: Improvements along intersections of Highway 53 with the highest crash rates (e.g. Lakeshore Dr/40th Ave, 18th Ave, Old Hwy 53) including signage, flashing beacons, striping, etc. Other projects could include signage or flashing beacons at unsignalized intersections such as Old Hwy 53/Austin Rd, Austin Rd/Cypress Dr, Phillips Ave/18 Ave, or else installation or upgrades of pedestrian crossings near schools (e.g. Arrowhead Rd/Ciwa St, Arrowhead Rd/Halika St, Old Hwy 53/Airport Rd, etc.), all listed within the Clearlake LRSP.

Federal Transit Agency 5310 Program- Finally, staff will be assisting Lake Transit in preparing an application for the current cycle of Federal Transit Agency 5310 grants. The program is intended for “enhanced mobility of seniors and individuals with disabilities,” and the new submittal will allow for continued Non-Emergency Medical Transportation (NEMT) services to be provided by Lake Transit Authority (LTA). NEMT trips are made available with either standard transit service vehicles, or else through a Volunteer Driver Program (VDP), both administered through LTA. Staff will also be looking into using additional 5310 funds to begin implementing certain recommendations of the recently adopted Transit Development Plan, such as micro-transit service in the Lakeport and southlake regions of the County. The deadline for applications is set for the end of this month.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: 20/21 Highway Infrastructure Program (HIP) Funding

DATE PREPARED: 8/16/2023

MEETING DATE: 8/24/2023

SUBMITTED BY: Michael Villa, Project Coordinator

BACKGROUND: The Highway Infrastructure Program (HIP) is a federal funding source provided by the Federal Highway Administration (FHWA) available for award by the RTPA for road/street/highway construction projects. The Lake County region has approximately \$55,924 available for the 20/21 apportionment. These funds must be obligated before September 30, 2024.

Previous apportionments have been obligated towards the County of Lake's South Main Street and Soda Bay Road project due to the limitations on the use of funds and timeline for obligation. Compared to past apportionments, the eligibility for these funds has expanded. Typically, projects may not be undertaken on roads functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991. However, the current apportionment allows for a significantly expanded list of eligible projects, including those proposed for roads classified as local or rural minor collectors. Included in the packet is a list of eligible projects defined in Title 23 U.S.C Section 133 (b). Section 133(c)(2) indicates which projects are eligible for projects on classified local or rural minor collector roads.

At this time, it is recommended that the TAC look over any projects that could potentially utilize these funds to discuss at a future meeting.

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: None

Title 23, United States Code

(current as of October 19, 2012, including public laws
through P.L. 112-196)

Disclaimer

This document draws upon information made available by the Office of the Law Revision Counsel (OLRC) of the U.S. House of Representatives via that office's *U.S. Code beta* website (<http://uscodebeta.house.gov/browse.xhtml>) as of October 19, 2012.

Every effort has been made to ensure that the text contained in this document is accurate. **However, anyone using it for legal research should verify their results against the printed version of the Code available through GPO.** In addition, anyone using this document should verify the text against the printed slip laws available from GPO, the laws as shown on Thomas (a legislative service of the Library of Congress), and the final version of the Code when it becomes available.

Other notes

1. **Content.** This document is limited to statutory text, and (apart from occasional footnotes) includes no record of prior versions of title 23 or the public laws that amended it. All footnotes shown in this document reflect notes made by OLRC on *U.S. Code beta*.
2. **Formatting.** The majority of this document is formatted via Word's multilevel list feature, rather than as standard text. The intent behind this was to help in drafting amendatory language or redlining existing text to reflect subsequently enacted provisions. For example, the "increase indent" and "decrease indent" buttons allow a drafter to shift from subsection to subitem (and vice versa), and the auto-numbering should assist in redesignation of statutory subdivisions.

sign, display, or device which is not in conformance with subsection (c) of this section. Control of any sign, display, or device on such a highway shall be in accordance with this section. In designating a scenic byway for purposes of this section and section 1047 of the Intermodal Surface Transportation Efficiency Act of 1991, a State may exclude from such designation any segment of a highway that is inconsistent with the State's criteria for designating State scenic byways. Nothing in the preceding sentence shall preclude a State from signing any such excluded segment, including such segment on a map, or carrying out similar activities, solely for purposes of system continuity.

(t) Primary System Defined. - For purposes of this section, the terms "primary system" and "Federal-aid primary system" mean the Federal-aid primary system in existence on June 1, 1991, and any highway which is not on such system but which is on the National Highway System.

Sec. 132. Payments on Federal-aid projects undertaken by a Federal agency

(a) In General. - In a case in which a proposed Federal-aid project is to be undertaken by a Federal agency in accordance with an agreement between a State and the Federal agency, the State may -

(1) direct the Secretary to transfer the funds for the Federal share of the project directly to the Federal agency; or

(2) make such deposit with, or payment to, the Federal agency as is required to meet the obligation of the State under the agreement for the work undertaken or to be undertaken by the Federal agency.

(b) Reimbursement. - On execution with a State of a project agreement described in subsection (a), the Secretary may reimburse the State, using any available funds, for the estimated Federal share under this title of the obligation of the State deposited or paid under subsection (a)(2).

(c) Recovery and Crediting of Funds. - Any sums reimbursed to the State under this section which may be in excess of the Federal pro rata share under the provisions of this title of the State's share of the cost as set forth in the approved final voucher submitted by the State shall be recovered and credited to the same class of funds from which the Federal payment under this section was made.

Sec. 133. Surface transportation program

(a) Establishment. - The Secretary shall establish a surface transportation program in accordance with this section.

(b) Eligible Projects. - A State may obligate funds apportioned to it under section 104(b)(2) for the surface transportation program only for the following:

(1) Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.

(2) Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.

-
- (3) Construction of a new bridge or tunnel at a new location on a Federal-aid highway.
 - (4) Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).
 - (5) Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
 - (6) Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section 137, bicycle transportation and pedestrian walkways in accordance with section 217, and the modifications of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
 - (7) Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
 - (8) Highway and transit research and development and technology transfer programs.
 - (9) Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.
 - (10) Surface transportation planning programs.
 - (11) Transportation alternatives.
 - (12) Transportation control measures listed in section 108(f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
 - (13) Development and establishment of management systems¹²
 - (14) Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section 119(g).
 - (15) Projects relating to intersections that -
 - (A) have disproportionately high accident rates;
 - (B) have high levels of congestion, as evidenced by -
 - (i) interrupted traffic flow at the intersection; and
 - (ii) a level of service rating that is not better than "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and
 - (C) are located on a Federal-aid highway.
 - (16) Infrastructure-based intelligent transportation systems capital improvements.
 - (17) Environmental restoration and pollution abatement in accordance with section 328.
 - (18) Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section 329.
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¹² So in original. Probably should be followed by a period.

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- (19) Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies and programs.
- (20) Recreational trails projects eligible for funding under section 206.
- (21) Construction of ferry boats and ferry terminal facilities eligible for funding under section 129(c).
- (22) Border infrastructure projects eligible for funding under section 1303 of the SAFETEA-LU (23 U.S.C. 101 note; Public Law 109-59).
- (23) Truck parking facilities eligible for funding under section 1401 of the MAP-21.
- (24) Development and implementation of a State asset management plan for the National Highway System in accordance with section 119, including data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads.
- (25) A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- (26) Construction and operational improvements for any minor collector if -
- (A) the minor collector, and the project to be carried out with respect to the minor collector, are in the same corridor as, and in proximity to, a Federal-aid highway designated as part of the National Highway System;
- (B) the construction or improvements will enhance the level of service on the Federal-aid highway described in subparagraph (A) and improve regional traffic flow; and
- (C) the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).
- (c) Location of Projects. - Surface transportation program projects may not be undertaken on roads functionally classified as local or rural minor collectors unless the roads were on a Federal-aid highway system on January 1, 1991, except -
- (1) as provided in subsection (g);
- (2) for projects described in paragraphs (2), (4), (6), (7), (11), (20), (25), and (26) of subsection (b); and
- (3) as approved by the Secretary.
- (d) Allocations of Apportioned Funds to Areas Based on Population. -
- (1) Calculation. - Of the funds apportioned to a State under section 104(b)(2) -
- (A) 50 percent for a fiscal year shall be obligated under this section, in proportion to their relative shares of the population of the State -
- (i) in urbanized areas of the State with an urbanized area population of over 200,000;
- (ii) in areas of the State other than urban areas with a population greater than 5,000; and
- (iii) in other areas of the State; and
- (B) 50 percent may be obligated in any area of the State.



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Carbon Reduction Program (CRP) Funding

DATE PREPARED: 8/16/2023

MEETING DATE: 8/24/2023

SUBMITTED BY: Michael Villa, Project Coordinator

BACKGROUND: The Carbon Reduction Program (CRP) is a federal funding source provided by the Federal Highway Administration (FHWA) available for award by the RTPA. The purpose of the CRP is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions.

The Lake County region has \$118,677 for Cycle 1 of the FFY 2022 apportionment and \$121,050 for Cycle 2 of the FFY 2023 apportionment which comes to a total of \$239,727. Funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. CRP funds can be combined with other eligible USDOT funds that support the reduction of transportation emissions.

Eligible projects include but are not limited to:

- Transportation Alternatives to the construction, planning and design of on-road and off-road trail facilities for pedestrians and bicyclist, and other nonmotorized forms of transportation.
- Certain types of projects to improve traffic flow that are eligible under CMAQ programs, and that do not involve construction of new capacity
- Mode Shift Projects that maximize the existing right-of-way for accommodation of non-motorized modes transit options that increase safety, equity, accessibility, and connectivity may be eligible.

Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan. The TAC has until September 30, 2025 to obligate the 2022 cycle.

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: None

CRP Eligibility

CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]

- A project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems; **(Priority – II)**
- A public transportation project eligible under 23 U.S.C. 142; (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3)); **(Priority – I)**
- A transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation; **(Priority – I)**
- A project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies; **(Priority – II)**
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment; **(Priority – II)**
- A project to replace street lighting and traffic control devices with energy-efficient alternatives; **(Priority – II)**
- Development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d); **(Priority – I)**
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs; **(Priority – I)**
- Efforts to reduce the environmental and community impacts of freight movement; **(Priority – I)**
- A project that supports deployment of alternative fuel vehicles, including—
 - Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, vehicle fueling infrastructure; and **(Priority – II)**
 - Purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities; **(Priority – II)**
- A project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit; **(Priority – II)**
- Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)] **(Priority – II)**
- A project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and **(Priority – II)**
- Sustainable pavements and construction materials. Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO2 compared to the implementing Agency's typical pavement-related practices. **(Priority – I)**

- Climate Uses of Highway Right-of-Way Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example,
 - renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. **(Priority – I)**
 - And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance provides information on these practices. **(Priority – II)**
- Mode Shift Projects that maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. **(Priority – I)**
- Projects that
 - separate motor vehicles from pedestrians and bicyclists, **(Priority – I)**
 - match vehicle speeds to the built environment, **(Priority – II)**
 - increase visibility (e.g., lighting), **(Priority – II)**
 - and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. **(Priority – II)**
 - Micromobility and electric bike projects, including charging infrastructure, may also be eligible. **(Priority – II)**

CT Milestone Report - Lake County - August 10, 2023

Past Due		Due in 3 Months		Complete																	
District	Project ID	Project Number	Program ^a	Project Manager	County	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (RW Cert)	Ready to List (RTL)	Begin Construction	End Construction
01	0114000043	01-29811	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	Lake 29 Expressway - Safety	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	Improve Curve and Upgrade Shoulders	\$42,451,000	\$12,122,000	\$354,839	\$54,927,839	CONST	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	11/06/2024
01	0114000044	01-29821	STIP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 STIP	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	LAK-29 CHILD STIP	\$23,757,000	\$4,866,000	\$113,271	\$28,736,271	CONST	07/01/1998	11/30/2016	03/06/2019	05/06/2019	12/02/2019	02/01/2025
01	0115000033	01-0E820	SHOPP	GOPANA, KIRAN K	LAK	VAR	0/0	EAST LAKE CO TMS	IN LAKE COUNTY AT VARIOUS LOCATIONS	UPGRADE TRANSPORTATION MANAGEMENT SYSTEM	\$2,008,000	\$43,000	\$74,161	\$2,125,161	CONST	10/18/2017	12/31/2019	02/24/2021	04/06/2021	11/02/2021	12/01/2023
01	0116000114	01-0G000	SAFE ROUTES	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	\$351,555	\$351,555	CONST	04/08/2016	07/11/2019	12/28/2021	02/08/2022	06/01/2022	01/03/2024
01	0117000227	01-0H470	SHOPP MINOR B	COONROD, CAREN E	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	\$13,157	\$193,157	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 3.3 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	\$14,985,561	\$88,990,561	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	\$15,127,630	\$107,598,630	PSE	07/01/1998	11/30/2016	12/01/2026	12/15/2026	07/01/2027	12/01/2030
01	0118000117	01-0H840	SHOPP	GOPANA, KIRAN K	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	\$781,000	\$4,934,594	\$22,183,594	CONST	12/05/2018	09/22/2020	11/07/2022	12/16/2022	11/15/2023	12/01/2025
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	\$82,922	\$66,290,922	CONST	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	11/06/2024
01	0118000172	01-0E081	SHOPP	GOPANA, KIRAN K	LAK	VAR	0/0	Morrison, Robinson & Kelsey Creek	IN LAKE COUNTY AT VARIOUS LOCATIONS	BRIDGE RAIL & UPGRADE	\$9,447,000	\$358,000	\$1,146,371	\$10,951,371	CONST	07/02/2018	06/29/2020	05/19/2021	06/18/2021	10/19/2021	12/31/2024
01	0119000007	01-0J310	SHOPP MINOR B	COONROD, CAREN E	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	\$108,182	\$373,182	CONST		06/07/2018	12/20/2021	02/11/2022	07/29/2022	12/29/2023
01	0119000062	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	\$562,662	\$562,662	CONST	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/30/2019	12/30/2027
01	0119000123	01-0J930	SHOPP	GOPANA, KIRAN K	LAK	029	11.9/23.6	Twin Lakes CAPM	IN LAKE COUNTY NEAR CLEAR LAKE FROM SPRUCE GROVE ROAD TO DIENER DRIVE/ROAD 543	Pavement Class 2 / CAPM	\$25,365,000	\$460,000	\$5,425,448	\$31,250,448	PAED	06/30/2022	06/28/2024	11/03/2025	11/15/2025	02/01/2026	12/01/2027
01	0120000076	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	\$382,795	\$482,795	CONST		04/03/2019	04/07/2020	03/27/2023	11/30/2023	06/02/2029
01	0120000077	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	\$208,710	\$208,710	CONST		12/17/2018	04/07/2020	07/01/2022	12/07/2022	12/31/2027
01	0120000130	01-0K660	SHOPP	GOPANA, KIRAN K	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	\$10,848,759	\$27,398,759	PAED	05/20/2024	02/22/2027	08/07/2028	08/22/2028	12/11/2028	12/04/2030
01	0121000085	01-0L220	SHOPP	GOPANA, KIRAN K	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	\$2,694,062	\$4,400,062	PAED	05/19/2022	11/07/2024	07/07/2025	07/22/2025	01/27/2026	12/01/2027
01	0121000088	01-0L260	SHOPP	GOPANA, KIRAN K	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	\$7,489,454	\$46,416,454	PAED	07/01/2024	02/02/2026	03/01/2027	07/15/2027	02/01/2028	04/15/2030
01	0122000027	01-0L590	SHOPP	KING, ROBERT W	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	\$6,319,000	\$305,000	\$8,280,533	\$14,904,533	PAED	06/28/2023	07/01/2025	01/01/2027	02/12/2027	07/01/2027	01/01/2029
01	0122000056	01-0L870	OTHER STATE FUNDS	FINCK, BRIAN T	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	\$2,561,775	\$9,747,775	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	FINCK, BRIAN T	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	\$1,467,400	\$4,064,400	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	FINCK, BRIAN T	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	\$3,000	\$9,912,519	\$41,705,519	PSE	06/08/2022	08/01/2023	08/01/2024	08/01/2024	12/03/2024	11/01/2026

CT Milestone Report - Lake County - August 10, 2023

Past Due		Due in 3 Months		Complete																	
District	Project ID	Project Number	Program ^a	Project Manager	County	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (RW Cert)	Ready to List (RTL)	Begin Construction	End Construction
01	0122000126	01-0M230	OTHER STATE FUNDS	FINCK, BRIAN T	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	\$1,224,645	\$2,257,645	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 15 MILES EAST OF CLEARLAKE OAKS FROM 0.3 MILE EAST OF WALKER RIDGE ROAD TO 0.6 MILE EAST OF WALKER RIDGE ROAD.	CURVE IMPROVEMENT	\$5,942,000	\$46,000	\$5,055,901	\$11,043,901	PAED	09/15/2023	11/17/2025	02/17/2027	04/21/2027	08/24/2027	01/18/2029
01	0123000008	01-0L902	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	175	19.23/19.73	3 LAK County Bridges MMBN	MIDDLE MILE BROADBAND 1.5 MILES IN LAKE COUNTY ON ROUTE 175 AT KELSEY CREEK BRIDGE, ON ROUTE 20 AT MORRISON CREEK BRIDGE AND ON ROUTE 29 AT ROBINSON CREEK BRIDGE	MIDDLE MILE BROADBAND	\$525,000	\$0	\$211,620	\$736,620	PAED	10/10/2023	11/20/2023	04/01/2027	04/15/2027	10/01/2027	12/03/2029
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	\$2,939,705	\$12,739,705	PID	02/01/2024	04/11/2025	06/15/2027	08/01/2027	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 MILE SOUTH OF BOTTLE ROCK ROAD 515 LEFT AND 0.7 MILE NORTH OF COLE CREEK ROAD 515E LEFT	SHOULDER WIDENING AND LEFT TURN CHANNELIZATION	\$12,743,000	\$1,322,000	\$11,783,625	\$25,848,625	PID	10/19/2023	06/23/2025	11/16/2026	05/11/2026	12/01/2026	12/01/2028
01	0123000051	01-0M640	MAINTENANCE	COONROD, CAREN E	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	\$624,990	\$5,272,990	PSE		07/26/2023	10/01/2023	12/29/2023	05/01/2024	11/01/2024
01	0123000064	01-0M740	SHOPP MINOR B	COONROD, CAREN E	LAK	029	30.73/30.73	Konocti Wall Treatment	IN LAKE COUNTY NEAR KELSEYVILLE AT RETAINING WALL 121	Cover middle and bottom section of the retaining wall with shotcrete.	\$0	\$0	\$75,283	\$75,283	PSE		05/05/2023	07/25/2023	09/01/2023	01/01/2024	05/01/2024
01	0123000093	01-0M920	MAINTENANCE	COONROD, CAREN E	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	\$644,298	\$3,144,298	PAED		08/01/2023	10/01/2023	12/29/2023	05/01/2024	11/01/2024
01	0123000121	01-0N050	SHOPP	GOFF, TREVOR	LAK	175	20.5/23	Repair storm Damage	IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.2 MILE EAST OF ARROYO VISTA ROAD TO 0.4 MILE WEST OF SOCRATES MINE ROAD	Storm damage repair	\$1,500,000	\$0	\$472,721	\$1,972,721	CONST	04/26/2023	04/26/2023	04/26/2023	04/26/2023	05/15/2023	11/01/2024
01	0123000159	01-0N190	OTHER-LOCAL	DEMCAK, MEGAN J	LAK	053	1.99/1.99	18th Ave Encroachment Permit	In Lake County within the City of Clearlake at 18th Avenue	Encroachment Permit	\$50,000	\$0	\$39,528	\$89,528	CONST					07/11/2023	12/29/2023
01	0123000167	01-0L904	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	020	0/24.089	Lak-20 Mile Broadband Network	MIDDLE MILE BROADBAND 85.34 MILES IN LAKE COUNTY ON VARIOUS ROUTES AT VARIOUS LOCATIONS		\$0	\$0	\$1,900,925	\$1,900,925	PAED	06/17/2020	11/30/2023	11/30/2023	12/29/2023	04/02/2024	12/30/2025
01	0123000169	01-0L871	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	029	0/5.826	LAK- 29 Broadband Middle Mile	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		\$0	\$0	\$1,875,897	\$1,875,897	PAED	06/17/2020	10/02/2023	10/02/2023	11/01/2023	04/30/2024	12/01/2026
01	0123000207	01-0N340	SHOPP	FINCK, BRIAN T	LAK	020	8.3/29.54	Lake 20 Complete Streets	In Lake County near Nice from Route 29 to Sulphur Bank Drive.		\$67,235,000	\$0	\$2,952,720	\$70,187,720	PID	07/01/2026	09/04/2028	09/04/2030	10/01/2030	03/18/2031	12/01/2032

Field Descriptions for RTPA CT Milestones Reports

Footnote	Column	Description
a)	Program	The funding source for the project.
	LOCAL ASSISTANCE	This funding comes from various Federal and State programs specifically designed to assist the transportation needs of local agencies.
	MAINTENANCE	Highway maintenance is the preservation, upkeep, and restoration of the roadway structures as nearly as possible in the condition to which they were constructed.
	OTHER STATE FUNDS	Miscellaneous State funds.
	OTHER-LOCAL	Miscellaneous Local funds.
	PLANNING	During the PID phase (see below) prior to the project being programmed into either SHOPP or STIP.
	SAFE ROUTES	Safe Routes to Schools- Part of the Active Transportation and Complete Streets Program
	SHOPP	State Highway Operation and Protection Program - The SHOPP consists of safety projects and preservation projects necessary to maintain and preserve the existing State Highway System.
	SHOPP MINOR A	A SHOPP project that has a construction capital limit between \$291,001 and \$1,250,000.
	SHOPP MINOR B	A SHOPP project that has a construction capital limit of \$291,000 or less.
	STIP	State Transportation Improvement Program - The STIP primarily consists of capacity enhancing or increasing projects, but it can also include local road rehabilitation projects.
b)	Current Phase	The stage of progress of the project. Post-construction (close-out) projects are not included in this report.
	PID	Project Initiation Documents - Establishes a well-defined purpose and need statement, proposed project scope tied to a reliable cost estimate and schedule. Prior to the project being programmed.
	PAED	Project Approval and Environmental Document - Complete detailed environmental and engineering studies for project alternatives (as needed); approve the preferred project alternative.
	PSE	Plans, Specifications and Estimate - Conduct detailed project design; prepare and advertise project contract.
	CONST	Period from approval of the construction contract to final acceptance and payment of the work performed by the contractor.



LAKE COUNTY/CITY AREA PLANNING COUNCIL TECHNICAL ADVISORY COMMITTEE STAFF REPORT

TITLE: Pro-Housing Designation Program

DATE PREPARED: August 16, 2023

MEETING DATE: August 24, 2023

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: The Prohousing Designation Program provides incentives to cities and counties in the form of additional points or other preference in the scoring of competitive housing, community development, and infrastructure programs. These include the Affordable Housing and Sustainable Communities (AHSC), Infill Infrastructure Grant (IIG), and Transformative Climate Communities (TCC) programs, among others. Over the counter applications to apply for the program have been (and continue to be) accepted since 2021, with about 27 jurisdictions having earned the designation to date.

The application involves a scoring criteria in which a minimum of 30 points is required, spread across four categories (see attached application sections). For jurisdictions that are currently looking into funding programs for housing related projects, this designation may be of some value. APC staff is available to assist any that may be interested.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only

Project Proposal
Category 1: Favorable Zoning and Land Use

Category	Prohousing Policy Description	Points
1A	Sufficient sites, including rezoning, to accommodate 150 percent or greater of the current or draft RHNA, whichever is greater, by total or income category.	3
1B	Permitting missing middle housing uses (e.g., duplexes, triplexes, and fourplexes) by right in existing low-density, single-family residential zones.	3
1C	Sufficient sites, including rezoning, to accommodate 125 to 149 percent of the current or draft RHNA, whichever is greater, by total or income category. These points shall not be awarded if the applicant earns three points pursuant to Category (1)(A) above.	2
1D	Density bonus programs which exceed statutory requirements by 10 percent or more.	2
1E	Increasing allowable density in low-density, single-family residential areas beyond the requirements of state Accessory Dwelling Unit law (e.g., permitting more than one ADU or JADU per single-family lot). These policies shall be separate from any qualifying policies under Category (1)(B) above.	2
1F	Reducing or eliminating parking requirements for residential development as authorized by Government Code sections 65852.2; adopting vehicular parking ratios that are less than the relevant ratio thresholds at subparagraphs (A), (B), and (C) of Government Code section 65915, subdivision (p)(1); or adopting maximum parking requirements at or less than ratios pursuant to Government Code section 65915, subdivision (p).	2
1G	Zoning to allow for residential or mixed uses in one or more non-residential zones (e.g., commercial, light industrial). Qualifying non-residential zones do not include open space or substantially similar zones.	1
1H	Modification of development standards and other applicable zoning provisions to promote greater development intensity. Potential areas of focus include floor area ratio; height limits; minimum lot or unit sizes; setbacks; and allowable dwelling units per acre. These policies must be separate from any qualifying policies under Category (1)(B) above.	1
1I	Establishment of a Workforce Housing Opportunity Zone, as defined in Government Code section 65620, or a housing sustainability district, as defined in Government Code section 66200.	1
1J	Demonstrating other zoning and land use actions that measurably support the Acceleration of Housing Production.	1

Project Proposal
Category 2: Acceleration of Housing Production Timeframes

Category	Prohousing Policy Description	Points
2A	Establishment of ministerial approval processes for a variety of housing types, including single-family and multifamily housing.	3
2B	Establishment of streamlined, program-level CEQA analysis and certification of general plans, community plans, specific plans with accompanying Environmental Impact Reports (EIR), and related documents.	2
2C	Documented practice of streamlining housing development at the project level, such as by enabling a by-right approval process or by utilizing statutory and categorical exemptions as authorized by applicable law (Pub. Resources Code, §§ 21155.1, 21155.4, 21159.24, 21159.25; Gov. Code, § 65457; Cal Code Regs., tit. 14, §§ 15303, 15332; Pub. Resources Code, §§ 21094.5, 21099, 21155.2, 21159.28).	2
2D	Establishment of permit processes that take less than four months. Policies under this Category (2)(D) must address all approvals necessary to issue building permits.	2
2E	Absence or elimination of public hearings for projects consistent with zoning and the general plan.	2
2F	Establishment of consolidated or streamlined permit processes that minimize the levels of review and approval required for projects, and that are consistent with zoning regulations and the general plan.	1
2G	Absence, elimination or replacement of subjective development and design standards with objective development and design standards that simplify zoning clearance and improve approval certainty and timing.	1
2H	Establishment of one-stop-shop permitting processes or a single point of contact where entitlements are coordinated across city approval functions (e.g., planning, public works, building) from entitlement application to certificate of occupancy.	1
2I	Priority permit processing or reduced plan check times for ADUs/JADUs, multifamily housing, or homes affordable to lower- or moderate-income households.	1
2J	Establishment of a standardized application form for all entitlement applications.	1
2K	Practice of publicly posting status updates on project permit approvals on the Internet.	1
2L	Limitation on the total number of hearings for any project to three or fewer. Applicants that accrue points pursuant to Category (2)(E) are not eligible for points under this Category (2)(L).	1
2M	Demonstration of other actions, not listed above, that quantifiably decrease production timeframes or promote the streamlining of approval processes.	1

Project Proposal
Category 3: Reduction of Construction and Development Costs

Category	Prohousing Policy Description	Points
3A	Waiver or significant reduction of development impact fees for residential development.	3
3B	Adoption of ordinances or implementation of other mechanisms that result in less restrictive requirements than Government Code sections 65852.2 and 65852.22 to reduce barriers for property owners to create ADUs/JADUs. Examples of qualifying policies include, but are not limited to, development standards improvements, permit processing improvements, dedicated ADU/JADU staff, technical assistance programs, and pre-approved ADU/JADU design packages.	2
3C	Adoption of other fee reduction strategies separate from Category (3)(A) above, including fee deferrals and reduced fees for housing for persons with special needs.	1
3D	Promoting innovative housing types (e.g., manufactured homes, recreational vehicles, park models) that reduce development costs.	1
3E	Measures that reduce costs for transportation-related infrastructure or programs that encourage active modes of transportation or other alternatives to automobiles. Qualifying policies include, but are not limited to, publicly funded programs to expand sidewalks or protect bike/micro-mobility lanes; creation of on-street parking for bikes; transit-related improvements; or establishment of carshare programs.	1
3F	Adoption of universal design ordinances pursuant to Health and Safety Code section 17959.	1
3G	Establishment of pre-approved or prototype plans for missing middle housing types (e.g., duplexes, triplexes, and fourplexes) in low-density, single-family residential areas.	1
3H	Demonstration of other actions, not listed above, that quantifiably reduce construction or development costs.	1

Project Proposal
Category 4: Providing Financial Subsidies

Category	Prohousing Policy Description	Points
4A	Establishment of local housing trust funds or collaboration on a regional housing trust fund.	2
4B	Provide grants or low-interest loans for ADU/JADU construction affordable to lower- and moderate-income households.	2
4C	A comprehensive program that complies with the Surplus Land Act (Gov. Code, § 54220 et seq.) and that makes publicly owned land available for affordable housing, or for multifamily housing projects with the highest feasible percentage of units affordable to lower income households. A qualifying program may utilize mechanisms such as land donations, land sales with significant write-downs, or below-market land leases.	2
4D	Establishment of an Enhanced Infrastructure Financing District or similar local financing tool that, to the extent feasible, directly supports housing developments in an area where at least 20 percent of the residences will be affordable to lower income households.	2
4E	Directed residual redevelopment funds to affordable housing.	1
4F	Development and regular (at least biennial) use of a housing subsidy pool, local or regional trust fund, or other similar funding source.	1
4G	Prioritization of local general funds for affordable housing.	1
4H	Demonstration of other actions, not listed above, that quantifiably promote, develop, or leverage financial resources for housing.	1

Project Proposal Enhancement Factors

The Department shall utilize enhancement factors to increase the point scores of Prohousing Policies. Each Prohousing Policy will receive extra points for enhancement factors in accordance with the chart below.

Category	Prohousing Policy Description	Points
1	Policy that represents one element of a unified, multi-faceted strategy to promote multiple planning objectives, such as efficient land use, access to public transportation, affordable housing, climate change solutions, and/or hazard mitigation.	2
2	Policies that promote development consistent with the state planning priorities pursuant to Government Code section 65041.1.	1
3	Policies that diversify planning and target community and economic development investments (housing and non-housing) to improve lower opportunity areas. Such areas include, but are not limited to, Low Resource and High Segregation & Poverty areas designated in the most recently updated TCAC/HCD Opportunity Maps, and disadvantaged communities pursuant to California Senate Bill 535 (2012).	1
4	Policies that go beyond state law requirements in reducing displacement of lower income households and conserving existing housing stock that is affordable to lower income households.	1
5	Rezoning and other policies that support high-density development in Location Efficient Communities.	1
6	Rezoning and other policies that result in a net gain of housing capacity while concurrently mitigating development impacts on or from Environmentally Sensitive or Hazardous Areas.	1
7	Zoning policies that increase housing choices and affordability in High Resource and Highest Resource areas, as designated in the most recently updated TCAC/HCD Opportunity Maps.	1
8	Other policies that involve meaningful actions towards affirmatively furthering fair housing pursuant to Government Code section 8899.50, including, but not limited to, outreach campaigns, updated zoning codes, and expanded access to financing support.	1