



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

Wednesday, November 8, 2023

9:00

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

Alternate Conference Location:

Caltrans-District 1
1656 Union Street
Eureka, California

Zoom Login:

Dial-in number: 1 (669) 900-6833 / Meeting ID: 872 7595 4902 # Passcode: 234363

(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 October 11, 2023 Minutes

REGULAR CALENDAR

5. Report from the Executive Committee Meeting:
 - a) Discussion and Proposed Approval of the Amendment to APC's Local Transportation Fund Policy to increase the LTF Reserve Threshold, and,
 - b) Proposed Approval of the Second Amendment of the 2023/24 Lake APC Budget to allocate an additional \$500,000 of Local Transportation Fund (LTF) Funds to the LTF Reserve
6. Discussion and Proposed Approval on Lake APC Overall Work Program Guidelines (*Pedrotti*)
7. Discussion and Recommend Approval of Project Requests for Highway Improvement Program (HIP) Funds (*Villa*)
8. Discussion and Direction for Preparation of the 2024 Regional Transportation Improvement Program (RTIP) (*Villa*)
9. Discussion and Direction of the Draft Allocation Plan for Senate Bill 125 – Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) (*Davey-Bates*)

RATIFY ACTION

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

REPORTS

- 12. Reports & Information:
 - a. Lake APC Planning Staff
 - i. Planning Projects (*Speka*)
 - ii. Miscellaneous
 - b. Lake APC Administration Staff
 - i. Next Meeting Date – **December 13, 2023** (*Lakeport*)
 - ii. Rural REN Update
 - iii. Miscellaneous
 - c. Lake APC Directors
 - d. Caltrans
 - i. SR 29 Project Update (*Pimentel*)
 - ii. Lake County Project Status Update (*Ahlstrand*)
 - iii. Miscellaneous
 - e. Rural Counties Task Force
 - i. Next Meeting Date – **November 17, 2023** (*Teleconference*)
 - f. California Transportation Commission
 - i. Next Meeting Date – **December 6 – 7** (*Riverside*)
 - g. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – **December 14** (*Virtual*)
 - ii. CalCOG Board of Directors Meeting – **February 7** (*Monterey*)
 - ii. Regional Leadership Forum – **February 7 – 9** (*Monterey*)
 - h. Miscellaneous

INFORMATION PACKET

- 13. a) 8/24/23 Lake TAC 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 agendized, 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.

Attachments:

Agenda Item #4 – 10/11/23 Lake APC Draft Minutes

Agenda Item #5 – Executive Committee Staff Report, Minutes, Policy & Budget Summary

Agenda Item #6 – OWP Staff Report & Guidelines

Agenda Item #7 – HIP Staff Report

Agenda Item #8 – Staff Report & Draft RTIP

Agenda Item #9 – SB 125 Staff Report

Agenda Item #12dii – LC Project Status Update

Information Packet – 13 a) 8/24/23 Lake TAC Minutes



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

Wednesday, October 11, 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

Absent

Kenneth Parlet, Council Member, City of Lakeport

Also Present

Lisa Davey-Bates, Executive Director – Lake APC
Charlene Parker, Admin Staff – Lake APC
Jesus Rodriguez-Garcia, Admin Staff – Lake APC
John Speka, Senior Transportation Planner – Lake APC
Johnnie Lindsey, Project Manager – Paratransit Services
Adeline Leyba, Director of Public Works – Clearlake
David Bingham, Construction Project Manager
Scott De Leon, Public Works Director – County of Lake

Attending via Zoom

Tatiana Ahlstrand - Caltrans District 1 (Policy Advisory Committee)
Russell Perdock, Council Member, City of Clearlake
Michael Villa, Planning Staff – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
Nephele Barrett, Planning Staff – Lake APC
Laurie Fisher, Mobility Programs Manager – Lake Links
Diane Eiden - Association of Monterey Bay Area Governments

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:05 a.m. Secretary Charlene Parker called roll. Members present: Sabatier, Simon, Cremer, Mattina, Perdock

AB-2449 was invoked for Russ Perdock, which allows members of the legislative body the flexibility to participate in meetings via teleconference in the event of a personal emergency. This rule was also extended to Tatiana, who was not feeling well and participating from home.

Director Sabatier made a motion to approve the requested emergency circumstances under AB-2449 for the meeting. The motion was seconded by Director Cremer and carried unanimously.

Roll Call Vote: Ayes (6)-Directors Sabatier, Simon, Cremer, Mattina, Perdock, Tatiana Ablstrand (PAC), Noes (0); Abstain (0); Absent (1) Director Parlet

2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned the Policy Advisory Committee (PAC) at 9:07 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

PUBLIC EXPRESSION

3. Chair Mattina asked for any public input on any item under the jurisdiction of this agency, which is not otherwise on the agenda, but there was none.

CONSENT CALENDAR

4. Approval of September 13, 2023, Draft Minutes

5. Second Amendment to the FY 2023/24 Lake APC Overall Work Program

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

Roll Call Vote: Ayes (6)-Directors Sabatier, Simon, Cremer, Mattina, Perdock, Tatiana Ablstrand (PAC), Noes (0); Abstain (0); Absent (1) Director Parlet

REGULAR CALENDAR

6. Discussion and Possible Approval of Consultant Procurement for Professional Services for Administrative and Planning Services

Lisa Davey-Bates provided a staff report indicating that Davey-Bates Consulting and Dow & Associates had been under contract for nine years. The last one-year extension of this contract was slated to terminate on September 30, 2024. She suggested two possible approaches to the procurement process: either following the previous approach led by the County of Lake or hiring an external consultant.

Diane Eiden introduced herself as an employee of Association of Monterey Bay Area Governments (AMBAG), which also has a nonprofit arm of the agency called Regional Analysis and Planning Services (RAPS). Diane informed the group that a quote, detailing a scope of services that would cover all aspects of the Request for Proposal (RFP) and Procurement process had been submitted. Diane proposed a timeline for the procurement, culminating in the ratification of a new contract by June, allowing for a transition period before the existing contracts ended in September, if that was necessary. The total cost for these services was quoted at \$3,800 for both administration and planning, which was considered very reasonable by the board.

Director Cremer made a motion to authorize the chair to finalize and execute a contract with Regional Analysis and Planning Services (RAPS) and empower the executive committee to collaborate with RAPS throughout the RFP and procurement processes. The motion was seconded by Director Simon and carried unanimously.

Roll Call Vote: Ayes (6)-Directors Sabatier, Simon, Cremer, Mattina, Perdock, Tatiana Ablstrand (PAC), Noes (0); Abstain (0); Absent (1) Director Parlet

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 9:17 a.m. and reconvened as the APC.

8. 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 Cremer and carried unanimously.

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

At 9:18 a.m., Russ Perdock left the meeting.

REPORTS

9. Reports & Information

a. Lake APC Planning Staff

i. Lake County State Highway Safety Concerns

John revisited the subject of a letter drafted to keep Caltrans informed about priority safety concerns. These concerns included four major projects: the Bell Park Avenue left turn lane, the entry into Lower Lake on State Route 29, the intersection of State Route 53 and Dam Road, and the Complete Streets projects through Lucerne. The letter will serve as a "living document" intended to be updated periodically, based on emerging safety concerns and project priorities.

Director Sabatier asked which of these projects were already on Caltrans' list for future action. It was clarified that the Bell Park Avenue left turn lane project was indeed on Caltrans' list, although not explicitly mentioned by that name. Director Sabatier deliberated on whether projects already on Caltrans' list should be included in the APC's letter.

Tatiana clarified the meaning and implications of capital maintenance. Overlay projects for capital maintenance include extending the life of already-existing roads rather than building new infrastructure. In the case of the Bell Park Avenue left turn lane, it was confirmed that this project was included in a capital maintenance project labeled Twin Lakes. The aim was to integrate the left-turn channelization into the existing capital maintenance project. Tatiana indicated that staff was targeting funds from the new federal bill, IIJA, to supplement the existing capital maintenance budget for this inclusion.

The Board agreed that the letter could serve as a living document to be reviewed semi-annually, ensuring that priority projects remain on Caltrans' radar.

Tatiana asked how the APC would like to receive responses to the concerns listed in the letter. The board agreed that a written response would be most appropriate. That collaboration could benefit the broader community, as well as the tribal governments.

ii. Miscellaneous

John announced a successful procurement of a planning grant for a Wildfire Evacuation and Preparedness Plan and informed the council that planning staff was encouraged to resubmit applications that were unsuccessful during this cycle: the Zero Emission Vehicle Infrastructure Plan and the Ferry Feasibility Plan. These projects scored well but were not selected due to the competitive nature of the current grant cycle. The planning staff is considering resubmitting these applications along with a new one for tribal land access needs.

iii. Miscellaneous

None.

b. **Lake APC Administration Staff**

i. *Rural REN Update*

Lisa provided an update on the Rural REN (Regional Energy Network). It was shared that progress had slowed due to differences of opinion over the language of the Memorandum of Understanding (MOU), specifically with regard to program administration. The plan was supposed to be fully operational as a Rural REN by January 1st, but delays had occurred. Further updates were expected in the coming month.

ii. *Senate Bill 125 – Transit & Intercity Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP)*

Lisa reported that Senate Bill 125 was a forthcoming legislative program that aims to inject \$5.1 billion into transit. The funds were primarily divided into two categories: \$4 billion allocated to the existing Transit and Intercity Rail Capital Program (TIRCP), and an additional \$1.1 billion directed to a new initiative, the Zero Emission Transit Capital Program. A notable point was that the APC is expected to receive \$8.4 million from this bill in total.

The funds are to be disseminated through the Regional Transportation Planning Agency (RTPA). Up to 1% of the received funds could be used for administrative purposes to manage the program. Several obligations were outlined for the APC, including the submission of compiled transit operator data to the California State Transportation Agency, by December 31st. Additionally, a regional short-term financial plan must also be submitted. The funds must be applied to projects that either increase ridership or reduce greenhouse gas emissions and can also be used for operating expenses that prevent service cuts.

The next meeting was confirmed for November 8th, to be held in Lower Lake. During this future meeting, draft language related to Senate Bill 125 is expected to be presented for consideration.

iii. *Next Meeting Date Meeting – November 8, 2023 (Lower Lake)*

iv. Miscellaneous

None.

d. **Caltrans**

i. **SR 29 Project Update:**

There was a brief discussion of the Lake 29 project under Agenda Item #9aiii Konocti Corridor improvement flyer.

ii. **Lake County Project Status Update:**

Tatiana reminded everyone about the upcoming Lake County Large Item Dump Day scheduled for this weekend. Both Lakeport and Clearlake transfer stations would be open for free drop-offs from 9:00 a.m. to 1:00 p.m. on Saturday. Additionally, she mentioned an active survey on Caltrans' social media pages seeking community feedback on complete streets and walkability in Glenn Haven.

Tatiana announced the workshop for the Fiscal Year 2024/25 Sustainable Transportation Planning Grant Program, to be held on October 26 at 1:30 pm. She informed the Council that

\$53.4 million was available statewide for these grants, with \$32 million specifically allocated for climate change-related projects. Applications for the grants are due in mid-January.

iii. **Lake 29 – Konocti Corridor Improvement Project Flyer:**

Lisa presented the Konocti Corridor Improvement Project flyer, describing it as an effective and succinct means of conveying the importance of the Lake 29 Expressway and the Konocti Corridor project.

iv. **Miscellaneous:**

Lisa mentioned the impending release of the State Transportation Improvement Program draft, expected to be available on October 15th. Jeff Pimentel expressed hope that the draft would include immediate funding for Lake County, specifically for Right-of-Way on segment 2B.

LAKE APC PROJECT TOUR (*Timed Item 9:35*)

- County of Lake – Middletown Multi-Use Trail Project (*De Leon*)
Scott De Leon presented an update on the Middletown Multi-Use Trail Project, situated near the Twin Pine casino in Middletown. De Leon discussed the challenges the project has been facing, particularly highlighting delays, which resulted in shortfalls in funding. These issues have caused the trail to be reduced by around 1000ft.
- City of Clearlake – Dam Road Extension/South Center Drive Sidewalk Project (*Leyba*)
Adeline Leyba provided an overview of the sidewalk project, outlining its current status, scope, and objectives. David Bingham, Construction Project Manager outlined the planned extension for the sidewalk to end at a specific location in the future. He provided context for the project's current configuration and reassured that there were long-term plans in place to extend the sidewalk, making it a part of a larger, more comprehensive infrastructure improvement initiative for the City of Clearlake.

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 11:18 a.m.

Respectfully Submitted,

DRAFT

Jesus Rodriguez
Administrative Assistant



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: LTF Reserve Policy Amendment

DATE PREPARED: 09/07/23

MEETING DATE: 09/13/23

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND: The Transportation Development Act (TDA), established in 1971, provides funding for transit and non-transit purposes that comply with Regional Transportation Plans. The TDA provides two funding sources: 1) Local Transportation Funds (LTF), which is derived from a ¼ cent of the general sales tax collected statewide; and 2) State Transit Assistance (STA) fund, which is derived from the statewide tax on diesel fuel. LTF funds are allocated in a specific priority: Administration, planning and programming, pedestrian and bicycle projects, Consolidated Transportation Service Agency activities, and public transportation (Article 4).

LTF revenues fluctuate from year to year, depending on the economy and taxes on diesel fuel. According to TDA Regulations, the Lake County Auditor-Controller is supposed to provide the Lake APC with an estimate of LTF apportionments by February 1st each year. Since this does not occur, Lake APC staff implemented an internal methodology to establish the LTF estimate for the purpose of developing preliminary budgets and advising eligible claimants of the anticipated funding for the following year. For several years LTF revenues have exceeded estimates set through the established method, resulting in a substantial amount of LTF funding in the Executive Director's Reserve account.

In June 2019, the Lake APC Board of Directors adopted an LTF Policy which established an official LTF Reserve Fund, with an initial balance of \$300,000 and an allowable additional 5% of the County Auditor's official LTF estimate for the next fiscal year if revenues exceeded the estimate. A cap of \$750,000 was also set, stating that surplus funds would be available for apportionment and allocation in the following fiscal year.

There are many reasons to sustain an LTF reserve such as spikes in fuel costs, unanticipated recessions, cash flow issues on reimbursable grant programs and contractor invoices, unmet transit needs, and transit capital needs. The existing LTF Reserve account carries a balance of \$640,240, which is getting close to the established \$750,000 threshold. Meanwhile, revenues have consistently come in much higher than the LTF fund estimate each year, resulting in a balance in the Executive Director's Account of nearly \$1.25 million. As such, it is my suggestion that the Executive Committee discuss and consider two things: 1) increasing the LTF Reserve balance threshold from \$750,000 to \$1.5 million, and 2) recommending a one-time transfer of \$500,000 from the Executive Director's Account, above and beyond the allowable annual amount, because of circumstances that have been occurring with regard to cost increases, inflation and supply chain issues. In the near term, those issues are expected to affect the costs that were assumed for the construction of the transit hub, and new buses that are much needed to replace the aging fleet.

ACTION REQUIRED: None.

ALTERNATIVES: None.

RECOMMENDATION: 1) Review, discuss, and recommend increasing the LTF Reserve threshold from \$750,000 to \$1.5m, and 2) allow for a one-time additional transfer of \$500,000 to the LTF Reserve from the Executive Director's account to prepare for the "extreme and unusual circumstances" that may warrant the utilization of such reserves in the future.



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EXECUTIVE COMMITTEE (DRAFT) MEETING MINUTES

Wednesday, September 13, 2023

Location: Clearlake Senior Center – (Auxiliary Room)
3245 Bowers Road
Clearlake, California

Present

Stacey Mattina, City Council Member, City of Lakeport
Russell Perdock, City Council Member, City of Clearlake
Moke Simon, Supervisor, County of Lake

Absent

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
Nephele Barrett, Planning Staff – Lake APC
Alexis Pedrotti, Admin. Staff - Lake APC
Charlene Parker, Admin. Staff - Lake APC
Jesus Rodriguez-Garcia, Admin. Staff - Lake APC

1. Call to Order/Roll Call

The meeting was called to order at 11:00 am. Members present: Mattina, Perdock, Simon –
Absent: None.

2. Approval of March 27, 2023 Minutes

Director Mattina made a motion to approve the March 27, 2023 Draft Meeting Minutes, as presented. The motion was seconded by Director Perdock. Ayes (2) - Directors Mattina, Perdock; Noes (0); Abstain (1) - Director Simon; Absent (0).

3. Discussion of Upcoming Request for Proposals (RFP) process of Professional Services for Administrative and Planning Services beyond September 30, 2024

Lisa Davey-Bates outlined the imminent need for drafting RFPs to secure continued services for the Lake Area Planning Council, Lake Transit Authority, Lake SAFE program, and the newly added Rural Regional Energy Network (REN). She noted that APC staff, who plan to submit proposals, cannot be involved in the RFP process to avoid conflicts of interest.

Potential individuals and public entities that could shoulder this responsibility were discussed. A public agency could lead the effort, and a potential contact would be Lars Ewing who assisted in preparing and distributing the RFP during the previous RFP process. Another option might be the non-profit arm of the Association of Monterey Bay Area of Governments (AMBAG). Regional Analysis and Planning Services (RAPS). Lisa explained that staff of RAPS, Maura Twomey & Diane Eidem, had expressed interest to oversee both the creation of RFPs and the procurement process. Their combined experience includes working at agencies such as the

Regional Transportation Planning Agency, AMBAG, and also Caltrans Division of Audits and the California Transportation Commission. In an effort to find the most efficient and feasible pathway forward, the Executive Committee evaluated the proposal by RAPS to conduct the RFP and procurement process for a fee of \$6,600 (for both Lake and Mendocino counties), and considered it a reasonable expense given the scope of work involved. After further discussion the Executive Committee determined RAPS would be the preferred option and they would seek approval to move forward by the Lake APC in October.

Lisa outlined a timeline, highlighting the urgency to initiate the RFP process by January, thereby planning for an Executive Committee meeting with RAPS on October 11 to streamline the upcoming tasks.

Director Perdock made a motion to move forward with RAPS as the preferred choice for overseeing the RFP and procurement process. The motion was seconded by Director Simon. Ayes (3)-Directors Mattina, Perdock, Simon; Noes (0); Abstain (0); Absent (0).

4. Discussion and Possible Recommendation to amend the Local Transportation Fund (LTF) Fund Reserve

Lisa Davey-Bates revisited the development of the Local Transportation Fund (LTF) Reserve fund in 2019, highlighting that the Board had approved a Local Transportation Reserve policy that started with a base of \$300,000 and had a maximum threshold of \$750,000. It was noted that 5% of any excess funds beyond the Local Transportation Fund estimate would be transferred into this reserve annually. She noted that currently the reserve holds \$640,240, rapidly approaching the maximum limit set. She suggested increasing the maximum threshold to \$1.5 million to allow for further allocations into the reserve account to prepare for such things as potential cost overruns for the construction of the transit hub, and the need for new buses to meet State of California mandates and the aging fleet.

Alexis Pedrotti added to the conversation by explaining the Lake APC could not allocate the funds directly to Lake Transit, because they would need to submit a claim outlining how the funds will be utilized. And, if the LTA were to request a significant sum, such as \$500,000, and then fail to expend it in a designated timeframe or adequately report its usage to the Board, they would be required to return the money.

Lisa reiterated the necessity of maintaining a healthy balance in the Executive Director's account to facilitate cash flow for grants and other reimbursable funding sources, which allow the agency to pay consultants/contractors in a timely manner. A consensus emerged that having around \$500,000 in the Executive Director's account would be sufficient to manage the cash flow efficiently.

Lisa raised a concern regarding the best method of utilizing the excess Local Transportation Funds, considering the stipulations of the Transit Development Act, and whether other agencies might lay claim to the funds for street and road purposes if not used on transit and unmet needs. She further voiced a concern over the sustainability of initiating services identified in the unmet transit needs process, as there was a risk of those services ceasing once the reserve funds were depleted.

Director Mattina raised a question about why the staff report was brought upon the Executive Committee first rather than the APC Board. Lisa responded that she preferred to let the Executive Committee know about the situation first, then bring it to the attention of the APC Board for further deliberation.

Director Simon acknowledged the necessity to plan proactively, given the lack of opportunities to request additional funds in case of budget overruns for specific purposes, such as the Transit Center and future bus expenses.

Director Simon made a motion to recommend an increase to the LTF Reserve threshold from \$750,000 to \$1.5m, and allow for a one-time additional transfer of \$500,000 to the LTF Reserve from the Executive Director's account to prepare for the "extreme and unusual circumstances" that may warrant the utilization of such reserves in the future. The motion was seconded by Director Perdock and carried unanimously. Ayes (3)-Directors Mattina, Perdock, Simon; Noes (0); Abstain (0); Absent (0).

5. Discussion of RuralREN (Regional Energy Network)

Lisa Davey-Bates provided an update on the Rural Regional Energy Network (REN) and the variety of programs encompassed within the RuralREN including, but not limited to, the Public Equity program, a rebate program targeting both commercial and residential sectors, a codes and standards program, workforce training, and finance program. The RuralREN will be overseen by a program manager, technical specialist and clerical staff. The budget for the RuralREN was slated to be allocated starting January 2024, however, the program may be granted the liberty to incur expenses preceding this date, but could not exceed the overall 2024 budget allocation. Lisa clarified that the RuralREN would be a new program under the Lake APC, and not a new entity. A discussion ensued with regard to the potential need for an amendment to the Dow and DBC contracts to incorporate the administration of the new program.

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

None

7. Reports/Information

None

8. ADJOURNMENT

The meeting was adjourned at 11:38 a.m.

Respectfully Submitted,

DRAFT

Jesus Rodriguez-Garcia
Administrative Assistant

POLICY STATEMENT
Lake Area Planning Council
Local Transportation Fund (LTF) Reserve
(Proposed) Amendment: 11/8/23

A Local Transportation Fund (LTF) reserve account is allowed under the Transportation Development Act (TDA) as long as the correct procedures are followed in administering the fund, as set forth in Sections 6655.1 and 6655.5 of the Act.

Lake Area Planning Council (APC) has determined that a Local Transportation Fund (LTF) reserve shall be established and maintained. The fund shall be named “LTF Reserve.”

The reserve shall be administered as follows:

TDA Compliance. APC shall administer the LTF Reserve according to all applicable sections of the Transportation Development Act, including Sections 6655.1 and 6655.5 (attached).

Reserve Balance. The initial balance shall be established at \$300,000 (+/-). In subsequent years, five percent of the County Auditor's official LTF estimate for the next fiscal year, rounded to the nearest thousand will be allocated to the LTF Reserve. In the event that five percent of the Auditor's estimate is lower than the current year's budgeted reserve and no expenditures from the reserve were required, the minimum LTF Reserve balance shall remain at the current year's amount. The balance shall be evaluated annually when the prior year's fiscal audits are completed, the Auditor's estimate is known, and before the new budget is adopted.

When the fund balance exceeds ~~\$750,000~~ **\$1,500,000** (the amount established under this policy), the surplus amount “shall be carried over and be available for apportionment and allocation in the following fiscal year,” according to TDA Section 6655.5. Funds carried over shall be added to the County Auditor’s estimate for allocation according to APC’s established priorities for LTF allocations. All eligible claimants shall be notified of the area apportionments according to TDA Section 6655.1.

Deposits. The audited balance of any revenues to the Local Transportation Fund for the fiscal year in excess of all monies allocated shall be deposited to the LTF Reserve annually.

Eligible Withdrawals and Uses. LTF Reserve funds shall be used for transit services provided by Lake Transit Authority (LTA) that have been funded by APC through the annual transit claim process, when 1) actual LTF revenues fall short of LTF budget allocations, or 2) extreme or unusual circumstances warrant an additional allocation.

Procedure for Claims. LTF Reserve funds may be expended by one of three methods:

- 1) *Revenues Short of Allocation:* After a report by the County Auditor to the Lake Board annually in June, and upon the Board's review and concurrence, the Executive Director may instruct the County Auditor to make a funds transfer to LTA if actual revenues fall short of APC's budget allocation for transit operations at fiscal year end.
- 2) *Additional Allocation:* LTA may submit a written request to APC, justifying and documenting the need for additional funds to ensure continuance of existing funded transit services, for the Board's consideration at a regular APC meeting.
- 3) *Additional Capital Allocation:* LTA may submit a written request to APC, justifying and documenting the need for additional capital funds to maintain or improve transit services, for the Board’s consideration at a regular APC meeting.

Local Transportation Fund (LTF) Reserve
Attachment to Policy Statement

The following sections of the Transportation Development Act (TDA) apply to this policy:

6655.1. UNALLOCATED APPORTIONMENTS RETAINED IN FUND.

The transportation planning agency may allocate to claimants in an area an amount less than the apportionment of the area. However, the amount of the apportionment which is not allocated shall be retained in the local transportation fund for later allocation only to claimants in the same area on such terms and conditions as the transportation planning agency may determine.

6655.5. REVISED DETERMINATION OF APPORTIONMENTS.

The transportation planning agency may, at any time before the close of the fiscal year, issue a revised determination of apportionments based on a revised or updated estimate furnished by the county auditor pursuant to Section 6620. The transportation planning agency may, at any time, request a revised or updated estimate from the county auditor.

Any revenues to the fund for the fiscal year in excess of all moneys allocated, reserved, or retained in the fund as unallocated apportionments pursuant to Section 6655.1 shall be carried over and be available for apportionment and allocation in the following fiscal year.

The transportation planning agency may, at any time before the conveyance of initial allocation instructions pursuant to Section 6659, issue a revised determination of apportionments based on a revised determination of populations.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

FY 2023/24

AMENDMENT #2 - BUDGET SUMMARY - 11/8/23

Lake APC Meeting: 11/8/23

Agenda Item: #5b

REVENUES COMMENTS:

| | Budget | | | | | COMMENTS: |
|--|-------------------------------|-------------------|---------------------|-------------|---------------------|---|
| | (Proposed) Adopted: 6/7/23 | Amend: #1 8/9/23 | Amend: #2 11/8/23 | | 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 | \$ - | \$ 41,341 | \$ - | \$ - | \$ 41,341 | Actual Admin Carryover funding available. |
| - LTF Reserve Fund Balance | \$ 556,928 | \$ 3,312 | \$ 500,000 | \$ - | \$ 1,060,240 | Approved in June 2019 by APC Board. Amended 11/8/23. |
| - Planning and Programming OWP | \$ 30,000 | \$ 87,533 | \$ - | \$ - | \$ 117,533 | Actual LTF OWP Planning Carryover. |
| - 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 | \$ - | \$ - | \$ 755,371 | \$ - | \$ 755,371 | Balance = \$1,255,371 (Amended Balance reflects the \$500,000 LTF Reserve Allocation) |
| Total LTF Carryover: | \$ 1,208,538 | \$ 132,186 | \$ 1,255,371 | \$ - | \$ 2,596,095 | |
| Total LOCAL Revenues: | \$ 2,808,538 | \$ 132,186 | \$ 1,255,371 | \$ - | \$ 4,196,095 | |
| 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 | \$ - | \$ 26,010 | \$ - | \$ - | \$ 26,010 | 2022/23 Actual Carryover PPM Funding (\$10,957 21/22 + \$15,053 22/23) |
| Total PPM Funds: | \$ 75,000 | \$ 26,010 | \$ - | \$ - | \$ 101,010 | |
| Rural Planning Assistance (RPA) Funds | | | | | | |
| - 2023/24 NEW OWP Allocation | \$ 294,000 | \$ - | \$ - | \$ - | \$ 294,000 | |
| - 2022/23 Carryover OWP Allocation | \$ - | \$ 9,368 | \$ - | \$ - | \$ 9,368 | Actual RPA Funds carried over into the OWP. |
| Total RPA Funds: | \$ 294,000 | \$ 9,368 | \$ - | \$ - | \$ 303,368 | |
| Sustainable Planning Grant Funding | | | | | | |
| - 2023/24 NEW Climate Adaptation Funding | \$ - | \$ - | \$ 178,564 | \$ - | \$ 178,564 | Funding for the LC Wildfire Evacuation & Preparedness Plan (WE 615) |
| Total Sustainable Planning Grant Funds: | \$ - | \$ - | \$ 178,564 | \$ - | \$ 178,564 | |
| Transportation Development Act (TDA) | | | | | | |
| State Transit Assistance (STA) Funds | | | | | | |
| - 2023/24 NEW Allocation (PUC) section 99313 & 99314 | \$ 881,256 | \$ (12,710) | \$ - | \$ - | \$ 868,546 | 2023/24 STA Alloc. - based on revised estimate. 8/2023 |
| - 2022/23 Carry-Over Funding | \$ - | \$ 77,258 | \$ - | \$ - | \$ 77,258 | 2022/23 actual carryover amount. |
| Total STA Funds: | \$ 881,256 | \$ 64,548 | \$ - | \$ - | \$ 945,804 | |
| State of Good Repair (SGR) Program Funds | | | | | | |
| - 2023/24 NEW Allocation (PUC) section 99313 & 99314 | \$ 113,545 | \$ (298) | \$ - | \$ - | \$ 113,247 | 2023/24 SGR Alloc. - Allocation based on revised estimate - 8/2023 |
| - 2022/23 Carry-Over Funding | \$ - | \$ 209,407 | \$ - | \$ - | \$ 209,407 | 2022/23 actual carryover amount. |
| Total SGR Funds: | \$ 113,545 | \$ 209,109 | \$ - | \$ - | \$ 322,654 | |
| Total STATE Revenues: | \$ 1,363,801 | \$ 309,035 | \$ 178,564 | \$ - | \$ 1,851,400 | |
| FEDERAL: | | | | | | |
| Regional Surface Transportation Program (RSTP) | | | | | | |
| - 2023/24 RSTP Local Agency Distribution: | \$ 843,388 | \$ - | \$ - | \$ - | \$ 843,388 | Passes through to cities/County |
| - RSTP Carryover Funds: | \$ - | \$ 151,962 | \$ - | \$ - | \$ 151,962 | Apportionment for FY 2022/23. Allocation will be received in 2023/24 |
| Total RSTP Funds: | \$ 843,388 | \$ 151,962 | \$ - | \$ - | \$ 995,350 | 2022/23 Carryover Amount. |
| 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 | \$ 151,962 | \$ - | \$ - | \$ 3,520,908 | |
| GRAND TOTAL REVENUES | \$ 7,541,284 | \$ 593,183 | \$ 1,433,935 | \$ - | \$ 9,568,402 | |

EXPENDITURES

COMMENTS:

| | Budget | | | | | Estimated Actual | |
|---|--------------|------------------|-------------------|------|------|------------------|--|
| | Adopted: | Amend: #1 8/9/23 | Amend: #2 11/8/23 | | | | |
| 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 | \$ 196,682 | \$ - | \$ - | \$ - | \$ - | 196,682 | 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 Artic | \$ 46,967 | \$ - | \$ - | \$ - | \$ - | 46,967 | These funds will be allocated to Lake Links, CTSA for Lake County. |
| - Public Transportation Allocation - Lake Transit Authorit | \$ 977,181 | \$ - | \$ - | \$ - | \$ - | 977,181 | 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) | \$ - | \$ 41,341 | \$ - | \$ - | \$ - | 41,341 | |
| - LTF Reserve Fund Balance (Act. 534) | \$ 556,928 | \$ 3,312 | \$ 500,000 | \$ - | \$ - | 1,060,240 | Additional Allocation proposed to the LTF Reserve. |
| - Planning and Programming OWP (Act. 532) | \$ 30,000 | \$ 87,533 | \$ - | \$ - | \$ - | 117,533 | 2022/23 Actual Carryover |
| - 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) | \$ - | \$ - | \$ 755,371 | \$ - | \$ - | 755,371 | Balance = \$1,255,371 (Amended Balance reflects the \$500,000 LTF Reserve Allocation). |
| Total LTF Carryover : | \$ 828,254 | \$ 132,186 | \$ 1,255,371 | \$ - | \$ - | 2,215,811 | |
| Total LOCAL Allocations: | \$ 2,808,538 | \$ 132,186 | \$ 1,255,371 | \$ - | \$ - | 4,196,095 | |
| STATE: | | | | | | | |
| Planning Programming & Monitoring (PPM) Funds | | | | | | | |
| - 2023/24 NEW OWP Allocation | \$ 75,000 | \$ - | \$ - | \$ - | \$ - | 75,000 | 2023/24 PPM Allocation Amount |
| - 2022/23 <i>Carryover</i> OWP Allocation | \$ - | \$ 26,010 | \$ - | \$ - | \$ - | 26,010 | 2022/23 Actual Carryover PPM Funding (\$10,957 21/22 + \$15,053 22/23) |
| Total PPM Allocations: | \$ 75,000 | \$ 26,010 | \$ - | \$ - | \$ - | 101,010 | |
| Rural Planning Assistance Funds (RPA) | | | | | | | |
| - 2023/24 NEW OWP Allocation | \$ 294,000 | \$ - | \$ - | \$ - | \$ - | 294,000 | |
| - 2022/23 <i>Carryover</i> OWP Allocation | \$ - | \$ 9,368 | \$ - | \$ - | \$ - | 9,368 | Actual RPA Funds carried over into the OWP. |
| Total RPA Funds: | \$ 294,000 | \$ 9,368 | \$ - | \$ - | \$ - | 303,368 | |
| Sustainable Planning Grant Funding | | | | | | | |
| - 2023/24 NEW Climate Adaptation Funding | \$ - | \$ - | \$ 178,564 | \$ - | \$ - | 178,564 | Funding for the LC Wildfire Evacuation & Preparedness Plan (WE 615) |
| Total Sustainable Planning Grant Funds: | \$ - | \$ - | \$ 178,564 | \$ - | \$ - | 178,564 | |
| Transportation Development Act (TDA) | | | | | | | |
| State Transit Assistance (STA) Funds | | | | | | | |
| - 2023/24 NEW Allocation (PUC) section 99313 & 99314 | \$ 881,256 | \$ (12,710) | \$ - | \$ - | \$ - | 868,546 | 2023/24 STA Alloc. - based on revised estimate. 8/2023 |
| - 2022/23 <i>Carry-Over</i> Funding | \$ - | \$ 77,258 | \$ - | \$ - | \$ - | 77,258 | 2022/23 actual carryover amount. |
| Total STA Funds: | \$ 881,256 | \$ 64,548 | \$ - | \$ - | \$ - | 945,804 | |
| State of Good Repair (SGR) Program Funds | | | | | | | |
| - 2023/24 NEW Allocation (PUC) section 99313 & 99314 | \$ 113,545 | \$ (298) | \$ - | \$ - | \$ - | 113,247 | 2023/24 SGR Alloc. - Allocation based on revised estimate - 8/2023 |
| - 2022/23 <i>Carry-Over</i> Funding | \$ - | \$ 209,407 | \$ - | \$ - | \$ - | 209,407 | 2022/23 actual carryover amount. |
| Total SGR Funds: | \$ 113,545 | \$ 209,109 | \$ - | \$ - | \$ - | 322,654 | |
| Total STATE Allocations: | \$ 1,363,801 | \$ 309,035 | \$ 178,564 | \$ - | \$ - | 1,851,400 | |
| FEDERAL: | | | | | | | |
| Regional Surface Transportation Program (RSTP) | | | | | | | |
| - NEW Local Agency Distribution (2023/24): | \$ 843,388 | \$ - | \$ - | \$ - | \$ - | 843,388 | Passes through to Cities/County |
| Lakeport (8%) | \$ 87,061 | \$ - | \$ - | \$ - | \$ - | 87,061 | Apportionment for FY 2022/23. Allocation will be received in 2023/24 |
| 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 <i>Carry-Over</i> Funding: | \$ - | \$ 151,962 | \$ - | \$ - | \$ - | 151,962 | APC holds local agency funds until required documentation has been submitted. |

| | | | | | | | | | | | |
|---|----|------------------|----|----------------|----|------------------|----|----------|----|------------------|---|
| Total RSTP Funds for Distribution: | \$ | 843,388 | \$ | 151,962 | \$ | - | \$ | - | \$ | 995,350 | |
| Transit Pass-Through Funding | | | | | | | | | | | |
| <u>5311 Federal Funds - FFY 2023</u> | \$ | 538,964 | \$ | - | \$ | - | \$ | - | \$ | 538,964 | FFY 2023-Regional Apportionment to LTA |
| <u>5311 (F) CARES Phase II Carryover - FY 2022/23</u> | \$ | 63,338 | \$ | - | \$ | - | \$ | - | \$ | 63,338 | (Phase 2) -Coronavirus Aid Relief and Economic Security Funding - Approved March 2020 |
| <u>5311 CRRSAA Carryover - FY 2022/23</u> | \$ | 1,074,575 | \$ | - | \$ | - | \$ | - | \$ | 1,074,575 | Coronavirus Response and Relief Supplemental Appropriations Act |
| <u>5311 ARPA Funding - FY 2022/23</u> | \$ | 640,000 | \$ | - | \$ | - | \$ | - | \$ | 640,000 | American Rescue Plan Act of 2021 - Pass through funding for transit agency. |
| <u>5311 (F) ARPA Funding - FY 2022/23</u> | \$ | 208,681 | \$ | - | \$ | - | \$ | - | \$ | 208,681 | American Rescue Plan Act of 2021 - Pass through funding for transit agency. |
| Total FEDERAL Allocations: | \$ | 3,368,946 | \$ | 151,962 | \$ | - | \$ | - | \$ | 3,520,908 | |
| GRAND TOTAL ALLOCATIONS | \$ | 7,541,284 | \$ | 593,183 | \$ | 1,433,935 | \$ | - | \$ | 9,568,402 | |

Updated: 10/31/23 AJP



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: Overall Work Program Policy, Application, and Scoring Criteria

DATE PREPARED: 10/31/23

MEETING DATE: 11/8/23

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

In past years, the annual Overall Work Program (OWP) Application process would begin in early December and conclude in June. Staff would distribute the OWP application and cover letter detailing the funding availability for the upcoming fiscal year. Eligible applicants could submit applications for consideration by the Technical Advisory Committee (TAC) at their January Meeting. Staff would then take recommendations from the TAC and develop the draft and final Overall Work Programs bringing them back for review at the February and May Meetings. Although this process has worked, staff feels it is time to adopt a policy to formalize this process.

The Overall Work Program Policy and Application Instructions have been developed to outline and guide a process that is consistent with the State's transportation planning goals when considering new projects. Furthermore, it is important to note that project applications submitted for any Overall Work Program should be able to directly correlate a connection to the 2022 Regional Transportation Plan's Goals and Objectives.

Staff also provided additional documentation including the OWP Application Form, OWP Project Selection Criteria Form, and OWP Quarterly Report Form. These forms are designed as tools to collect necessary project details, appropriately rank projects, and gather necessary information for quarterly reporting requirements to Caltrans.

The Technical Advisory Committee (TAC) at their meeting on October 26, 2023, reviewed and recommended the draft OWP Policy and corresponding forms for approval by the Lake APC Board. Staff is requesting the Lake APC Board to consider taking action on the draft documents in order for the new policy to be used in the next Overall Work Program Application Cycle, starting in December.

ACTION REQUIRED:

Consider approval of the Overall Work Program Policy, Application, Scoring Criteria and Quarterly Report Form, as proposed.

ALTERNATIVES:

Do not approve the Overall Work Program Policy, Application, Scoring Criteria and Quarterly Report Form and provide alternative suggestions.

RECOMMENDATION:

Accept staff's recommendation to approve the Overall Work Program Policy, Application, Scoring Criteria and Quarterly Report Form, as proposed.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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Planning: Suite B ~ 707-263-7799

OVERALL WORK PROGRAM (OWP) POLICY AND APPLICATION INSTRUCTIONS

GENERAL INFORMATION

The Area Planning Council's Transportation Planning Work Program is prepared annually to identify and focus the following year's transportation planning tasks. These tasks are envisioned and are to be fulfilled in accordance with the goals and policies of the Lake County Regional Transportation Plan (RTP) and other planning documents prepared by the Lake APC. The primary goal is to develop a safe, balanced, practical and efficient regional transportation system.

Funding Availability

Local Transportation Funds (LTF): According to the Transportation Development Act (TDA), the Regional Transportation Planning Agency (RTPA) shall be allocated up three (3) percent of the annual revenues, for the conduct of transportation planning and programming processes, unless a greater amount is approved by the director.

Planning Programming and Monitoring (PPM): The amount of PPM Funds dedicated to the Overall Work Program (OWP) each year can be found in the State Transportation Improvement Program (STIP) Fund estimate provided by the State. For planning purposes, the Overall Work Program is allocated five (5) percent of the county share.

Rural Planning Assistance: Annual Allocations are provided from the State to the RTPA.

State/Federal Grant Funds: Additionally, the RTPA may apply for grant funding to complete a project through the OWP, but these funds are specific to that grant application, and may not be reallocated for other uses. A local match is most often required.

Eligible Applicants/Projects

Eligible applicants: include the parties to Lake APC's Joint Powers Agreement (JPA), which are the Cities of Clearlake and Lakeport; and the County of Lake. Lake Transit Authority is also an eligible applicant. Other potential applicants must have an eligible JPA member sponsor agency.

Projects: funded under the annual work program are of a planning nature, including studies related to transportation needs, technical assistance, transportation-related training for Technical Advisory Committee (TAC) members, local agency staff, and Lake APC staff; administration of the work program, and direct costs.

Application Cycle/Schedule

The cycle for the OWP process shall begin annually in December, at which time Lake APC staff will forward the OWP application package consisting of these Policies and Application Instructions, an Application/Proposed Scope of Work Form (attached), and a Quarterly Report Form (attached) to TAC members. There shall be a six-week application period with all applications due to the Lake APC office no later than 5:00 p.m. on January 15th of each year (if this date falls on a weekend, the following Monday shall apply).

Applicants must submit electronic copies of the completed application/scope of work form. Incomplete applications or applications with insufficient copies will be returned to the applicant for completion.

A preliminary draft OWP is prepared by Lake APC staff for review at the TAC level and submitted to Caltrans by March 1. After incorporation of Caltrans' comments, a Final OWP is prepared for Lake APC approval. The Final OWP is adopted along with the Lake APC's annual budget in May of each year.

Quarterly Reporting/Payments

All agencies that are funded under the work program are required to submit quarterly progress reports to the Lake APC office within 15 days following the end of each quarter. The progress of each work element is then compiled into a quarterly OWP report, which is submitted to the State and due 30 days following the end of each quarter.

Payments are tied to timely submittal of quarterly reports and satisfactory performance as determined by Lake APC. Payments are made to work program participants upon invoicing with documentation of work performed, and subject to approval by Lake APC's Executive Director.

Amendments

Any formal amendment to the approved work program requires approval by both Lake APC and Caltrans, therefore any delays or problems should be promptly communicated with Lake APC staff. Amendments to the approved work program are not allowed by Caltrans after May 1 of any year. Administrative amendments which involve insignificant changes (with no changes to state or federal funding) require approval only by Lake APC.

Carryover Requests

The program period for each work program is July 1 through June 30 of each year. Every attempt must be made to complete programmed activities within the programmed fiscal year; however, if there is a need to carry over a project to the next fiscal year for completion, the requesting agency must submit justification for the carry over to Lake APC. Carryover requests are subject to the following restrictions:

- Projects funded with State Rural Planning Assistance (RPA) funds are expected to be completed in the initial year of programming; however, limited extensions are possible and will be considered on a case-by-case basis (subject to approval by the Lake APC Executive Director). Caltrans allows up to 25% of an agency's annual RPA allocation to be carried over for a maximum of one year, after the initial year of programming.
- Projects funded with Local Transportation Funds (LTF) funds may be carried over (subject to approval by the Lake APC Executive Director) for a maximum of two years, after the initial year of programming.
- Projects funded with Planning, Programming & Monitoring (PPM) funds may be carried over (subject to approval by the Lake APC Executive Director) for a maximum of two years, after the initial year of programming.

Grant funded projects are subject to the carryover provisions of the pertinent State or Federal funds.

Attachments: OWP Application – Scope of Work Form
OWP Project Selection Criteria
OWP Quarterly Report Form



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2024/25

LAKE COUNTY OVERALL WORK PROGRAM APPLICATION PROPOSED SCOPE OF WORK

| | |
|--|------------------------|
| <u>APPLICANT (AGENCY):</u> | <u>DATE SUBMITTED:</u> |
| <u>CONTACT PERSON(S):</u> | |
| <u>PROJECT TITLE:</u> | |
| <u>GOAL/PURPOSE:</u> <i>(How will this project be used to improve the State, regional, or local transportation system? Refer to OWP project selection criteria. Use additional sheets as necessary to prepare outline)</i> | |
| <u>Tasks:</u> <i>(Indicate RFP advertisement, procurement & contract award, project specific tasks, draft review, and final product adoption dates.)</i> | |
| <u>PREVIOUS RELATED WORK:</u> | |
| <u>PRODUCTS:</u> <i>Identify products of the planning effort.</i> | |

ESTIMATED TIME SCHEDULE: (Indicate "I" for anticipated task Initiation and "C" for anticipated Completion)

| TASK | ANTICIPATED COMPLETION DATE (BY QUARTER) | | | |
|------|---|-------------------|----------------|-------------|
| | July -September | October -December | January -March | April -June |
| 1 | | | | |
| 2 | | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | | |
| 6 | | | | |
| 7 | | | | |

ESTIMATED PERSON DAYS/ COST BREAKDOWN:

| RESPONSIBLE AGENCY | APPROXIMATE PERSON DAYS | BUDGET | FUNDING SOURCE |
|--------------------|----------------------------|--------|----------------|
| | | | |
| | | | |
| | | | |
| TOTAL: | | | |

Notes:

1. Receipts and documentation are required for all direct costs, including copies of consultant invoices and receipts. Mark-up of direct costs is not allowed.
2. Travel costs are limited to Caltrans approved travel rates, available at the following link: <http://www.dot.ca.gov/hq/asc/travel/ch12/1consultant.htm#rr>.
3. It is applicant's responsibility to comply with all fiscal and procurement requirements of federal, state, regional, or local funding agencies.
4. The Transportation Development Act (TDA) requires recipients of Local Transportation Funds to submit annual fiscal audits to Lake APC.



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LAKE APC OWP PROJECT SELECTION CRITERIA

Project: _____
 Applicant: _____
 Date Reviewed: _____

| Criteria & Maximum Points | Score | Comments |
|--|-------|----------|
| Support economic vitality, travel and/or tourism of region 5 Points | | |
| Increase safety and/or security of transportation system 15 Points | | |
| Increase accessibility and mobility 15 points | | |
| Promote consistency between transportation improvements and State and Local planned growth and economic development patterns 10 Points | | |
| Enhance integration and connectivity of transportation system 10 Points | | |
| Promote efficient system management and operation 5 Points | | |
| Preservation of the existing transportation system 15 Points | | |
| Improve the resiliency and reliability of the transportation system 10 Points | | |
| TOTAL | | |



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OVERALL WORK PROGRAM QUARTERLY REPORT _____ Quarter, FY _____

AGENCY:

DATE:

WORK ELEMENT NO. & TITLE:
PROGRESS:

PRODUCT EXPECTED:

PROBLEMS:

FUNDS:

| | |
|---------------------------|----------|
| OWP Approved Funding: | \$ _____ |
| Agency Claimed to-date | \$ _____ |
| Current CLAIMED: | \$ _____ |
| Agency Balance Remaining: | \$ _____ |

Supporting Invoice Documentation:

| Agency Staff Name: | Billable Rate: | Total Hours Worked: | Total Billed to WE: |
|--------------------|----------------|---------------------|---------------------|
| | | | |
| | | | |

Agency Representative Name (Print)

Agency Representative Title

Agency Representative Signature



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Highway Infrastructure Improvement Program (HIP)

DATE PREPARED: 11/1/2023

MEETING DATE: 11/08/2023

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, with a federal share of 88.53% leaving a 11.47% local match. These funds must be obligated before September 30, 2024.

At the August TAC Meeting, members were informed on the available HIP funds. On September 12, 2023 a call for projects was sent out to TAC members for available funds through the Highway Infrastructure Program (HIP) in the amount of \$55,924. The application deadline for the 20/21 apportionment closed on October 13, 2023 where one application was submitted.

Below is a brief summary of the project application:

Project Name: Kelseyville Sidewalks Project

Description: The project will provide for the construction of curb, gutter, sidewalk, curb ramps and crosswalks on the south side of the Konocti Road from Cole Creek to Oak Hills Lane in Kelseyville.

Location: Along the south side of Konocti Road from Cole Creek Bridge to Oak Hills Lane

Project Cost: \$688,515

Federal Funds: \$450,000(earmark)

Bike & Ped: \$51,181

Requesting: \$55,924

Funding Needed: \$131,410

At the October 26, 2023 TAC Meeting, members discussed the project and voted on recommending the 20/21 apportionment of HIP funds to be committed to the County's Kelseyville Sidewalks Project.

At this time, it is recommended that the APC Board approve programming of the available FY 20/21 HIP funds for the County's Kelseyville Sidewalks Project. Following approval by the Board, staff will submit a request to Caltrans to have the funding programmed in the Federal State Transportation Improvement Program (FSTIP). Once the FSTIP programming is complete, the County will be able to request authorization of the funding as soon as they are ready.

ACTION REQUIRED: Approve programming of the available HIP funding for the County of Lake's Kelseyville Sidewalks Project.

ALTERNATIVES: Continue this item at a later meeting.

RECOMMENDATION: The TAC has recommended the following:

Award the FY 20/21 Highway Infrastructure Program (HIP) funding totaling \$55,924 to the County of Lake for their Kelseyville Sidewalks Project.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Draft of the 2024 Regional Transportation Improvement Program

DATE PREPARED: 11/01/2023
MEETING DATE: 11/08/2023

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.

The 2024 FE also identified a Maximum Net Share through FY 31/32 of \$17,030,000. However, pulling funds from the advance share will reduce funding for future STIP cycles.

On August 18, 2023 a call for projects was announced that included the RIP Funding Application as well as the scoring criteria with a deadline of 5:00p.m., Friday, October 6, 2023. A total of two applications were received, one from the City of Clearlake and one from the County of Lake. Below is a brief summary of each project.

Dam Road/Dam Road Extension Roundabout (City of Clearlake) – Received 10/6/2023, 1:06pm

Funding Need: \$8,374,000 (CON)

Funding Requested: \$5,500,000

Unsecured Funding: 2,874,000

Note: The \$5,500,000 will be reserved for future funding when the \$2,874,000 has been secured.

Soda Bay Road Rehabilitation and Bike Lanes, Phase 2 (County of Lake) – Received 10/6/2023, 3:14pm

Funding Need: \$6,775,800 (CON)

Funding Requested: \$5,558,000

Secured Funding: \$555,800 (Local) & \$662,000 (State)

At the October TAC meeting, members scored the projects using the previously adopted scoring criteria in favor of the Dam Road/Dam Road Extension Roundabout. After further discussing the funding and readiness for each project, the TAC decided to recommend reserving the \$5,558,000 target share through FY 28/29 funds as well as reserving \$5,500,000 of the 11,472,000 advanced shares through FY31/32 to program or allocate funds for both projects as soon as each are ready. This decision came about with the uncertainty of when each project will be ready for Construction. These are projects that have both been identified as regional priority projects per Resolution 17-18-10.

Additionally, existing funding for the Lakeport Boulevard and South Main Street Intersection Project will be deprogrammed and reprogrammed for the Lakeport Boulevard Improvement Project. This project will be split into two phases. The \$894,000 of RIP funds programmed for the original project will be reprogrammed into Phase 1 of the new project. These funds were previously programmed for Lakeport using the old formula funding distribution method, so they are not subject to the competitive process.

At this time, it is recommended that the APC Board discuss and provide feedback to staff on how to reserve the target share and advance share of RIP funds for the Dam Road/Dam Road Extension Roundabout and the County's Soda Bay Road Rehabilitation and Bike Lanes Phase 2 Project, which will later be presented to the Board for Public Hearing and adoption at the December APC Board Meeting. The RTIP Draft will be sent under a separate cover in a future email.

ACTION REQUIRED:

Discuss and provide a recommendation to staff regarding project funds to be included in Final RTIP that will be presented to the Board for Public Hearing and adopted at the December APC Board Meeting

ALTERNATIVES: Change recommendations at the direction of the APC Board and present it at the December Board Meeting for Public Hearing and adoption.

RECOMMENDATION: The TAC recommends the following:

The APC Board approve reserving \$11,058,000 of RIP funding for the City of Clearlake's project in the amount of \$5,500,000 as well as the County of Lake's project in the amount of \$5,558,000 in the Final RTIP that will be presented to the Board in December for Public Hearing and adoption.

Lake County/City Area Planning Council

2024 Regional Transportation Improvement Program

Adopted: December X, 2023

INSERT COVER LETTER

2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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B. 2024 STIP Regional Funding Request

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| Section 6. 2024 STIP Regional Share and Request for Programming | X |
| Section 7. Overview of Other Funding Included in Delivery of RTIP Projects | X |
| Section 8. Interregional Transportation Improvement Program (ITIP) Funding/Needs. | X |
| Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor | X |
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C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

| | |
|---|---|
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| | |
|--|---|
| Section 14. Evaluation of the Cost Effectiveness of RTIP | X |
| Section 15. Project Specific Evaluation | X |

E. Detailed Project Information

| | |
|--|---|
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|--|---|

F. Appendices

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|---|---|
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| Section 19. Fact Sheet | X |
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| Section 22. Alternative Delivery Methods (Optional) | X |
| Section 23. Additional Appendices (Optional) | X |

Regional agency will complete the Table of Contents above.

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A. Overview and Schedule

Section 1. Executive Summary

The Lake County/City Area Planning Council (APC) is the Regional Transportation Planning Agency (RTPA) for Lake County. The APC is required by California State Law to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15 of each odd numbered year. This RTIP has been developed in conformance with State law and the adopted 2022 Lake County Regional Transportation Plan.

At the August 16-17, 2023 CTC meeting, the California Transportation Commission adopted the 2024 State Transportation Improvement Program Fund Estimate. The Fund Estimate identified a STIP programming target through FY 2028/29 of \$3,756,000 for the Lake County region. The available funding includes \$188,000 available for Planning, Programming & Monitoring, leaving \$3,568,000 available for projects. There is also \$1,919,000 available that was not programmed in the 2022 RTIP as well as \$71,000 in lapsed funds from 19/20. This leaves a total of \$5,558,000 available for projects.

The \$5,558,000 available has not been programmed for new or existing projects; it will be reserved for cost increases at allocation for the Soda Bay Road Rehabilitation Project.

Future Funding Commitments

An additional \$5,500,000 will be reserved for future funding using the advance STIP Maximum Net Shares for the City of Clearlake's Dam Road/Dam Road Extension Roundabout.

Programming Changes

The Lakeport Boulevard and South Main Street Intersection Improvement project will be deprogrammed and reprogrammed as the Lakeport Boulevard Improvement Project. This project will be separated into two phases. Funds programmed for the former project will be reprogrammed for Phase 1 of the project and Phase 2 will be programmed when funds become available.

Section 2. General Information

- **Regional Agency Name**
Lake County/City Area Planning Council

- Regional Agency Website Link:** <http://www.lakeapc.org>
- RTIP document link:** <https://www.lakeapc.org/library/plans/>
- RTP link:** <https://www.lakeapc.org/library/plans/>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**
Name Lisa Davey-Bates

Title Executive Director
Email ldaveybates@dbcteam.net
Telephone 707-234-3314

- **RTIP Manager Staff Contact Information**

Name Michael Villa Title Project Coordinator
Address 525 South Main Street, Suite B
City/State Ukiah, CA
Zip Code 95482
Email villam@dow-associates.com
Telephone 707-263-7799

- **California Department of Transportation Headquarter Staff Contact Information**

Name Sudha Kodali Title Chief, Division of Financial Programming
Address Department of Transportation. Mail Station 82. P.O. Box 942874
City/State Sacramento, CA
Zip Code 94274
Email sudha.kodali@dot.ca.gov
Telephone 916-216-2630

- **California Transportation Commission (CTC) Staff Contact Information**

Name Kacey Ruggiero Title Assistant Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email Kacey.Ruggiero@catc.ca.gov
Telephone 916-707-1388

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The APC has identified priority, regionally significant projects to be considered for RTIP funding. In STIP cycles when those projects do not need funding, or there are remaining funds available after providing for those projects, local agencies may apply for funding. Funds are then awarded based on adopted criteria. The project recommendations are made by the Technical Advisory Committee then presented to the APC Board, typically in November. The final RTIP and project selection is then adopted by the APC Board at a public hearing in November or December.

Section 4. Completion of Prior RTIP Projects (Required per Section 78)

| Project Name and Location | Description | Summary of Improvements/Benefits |
|---|---|---|
| Clearlake Guard Rails | Install a 120 foot guardrail at the intersection of Ridgeview and Old Highway 53, and a 95 foot guardrail at Davis and Old Highway 53 | Improved safety with addition of guardrails. |
| Olympic and Old Highway 53 Intersection Signal Controller | Replace failing signal controller at the intersection of Lakeshore Blvd and Old Highway 53 | New Signal controller installed benefitting traffic flow. |
| | | |
| | | |
| | | |
| | | |

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

| Action | Date |
|---|--------------------------|
| CTC adopts Fund Estimate and Guidelines | August 16-17, 2023 |
| Caltrans identifies State Highway Needs | September 15, 2023 |
| Caltrans submits draft ITIP | October 15, 2023 |
| CTC ITIP Hearing, South | November 1, 2023 |
| CTC ITIP Hearing, North | November 8, 2023 |
| Regional Agency adopts 2024 RTIP | RTPA Board Approval Date |
| Regions submit RTIP to CTC | December 15, 2023 |
| Caltrans submits ITIP to CTC | December 15, 2023 |
| CTC STIP Hearing, North | January 25, 2024 |
| CTC STIP Hearing, South | February 1, 2024 |
| CTC publishes staff recommendations | March 1, 2024 |
| CTC Adopts 2024 STIP | March 21-22, 2024 |

B. Community Engagement

Provide how community engagement was performed and the benefits the RTIP will achieve once implemented. The discussion should include any potential negative impacts and how these will be mitigated as well as how the mitigation strategy was developed in coordination with the impacted community (see section 23 and 24H).

RTIP projects are derived from the Regional Transportation Plan, which is developed through extensive public participation. While outreach for RTP updates has traditionally been conducted through workshops at various locations throughout the County, COVID-19 protocols in place for much of 2020 and 2021 have required alternative forms of engagement. An online interactive mapping platform was used instead for this purpose, soliciting input through “virtual” means such as mapped location-based comments, opinion surveys, and budget preference tools. Interagency and Intergovernmental involvement included outreach to all cities and the county and consultation with Tribal governments at initial stages of plan development, and throughout the process. In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers. As described in Section 4, priority regional projects have been established by the APC. When available and if needed, funding is awarded to these projects prior to other projects being considered for funding. If additional funding is available, projects are selected through a competitive process using adopted criteria.

C. Consultation with Caltrans District (Required per Section 20)

Insert the Caltrans District Number in the text field below.

Caltrans District: 1

Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.

The APC works with Caltrans in preparation of the RTIP through the Technical Advisory Committee and through participation on the Policy Advisory Committee. For regionally funded projects on the State system, the APC receives information from project managers at Caltrans regarding needed programming, which is then proposed in the RTIP. No funding of this nature is proposed in this RTIP.

B. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below.

\$5,746,000

B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

| Project Name and Location | Project Description | Requested RIP Amount |
|--|----------------------------|-----------------------------|
| Planning, Programming & Monitoring | | \$188,000 |
| Lakeport Boulevard Improvement Project Phase 1 | | \$894,000 |
| | | |
| | | |
| | | |
| | | |
| | | |

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). Insert information in the table below.

Click here to enter text.

| Proposed 2024 RTIP | Total RTIP | Other Funding | | | | | Total Project Cost |
|--------------------------------------|------------|---------------|-------------|-------|------|-----------------------------|--------------------|
| | | ITIP | Local Funds | SHOPP | DEMO | Utility Underground Funding | |
| Lake 29 Expressway (Segment 2C) | 15630 | 17950 | | 72882 | | | 106463 |
| Lake 29 Expressway (Segment 2A) | 900 | 5100 | | | | | 97000 |
| Lake 29 Expressway (Segment 2B) | 900 | 5100 | | | | | 133000 |
| South Main St. Widening & Bike Lanes | 6725 | | 47 | | 2985 | 1250 | 9959 |
| Soda Bay Rd. Widening & Bike Lanes | 1503 | | 353 | | 1493 | 1250 | 4016 |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| | | | | | | | - |
| Totals | - | - | - | - | - | - | - |

Notes: Click here to enter text.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

No ITIP funding is requested. Lake APC is supportive of the Lucerne Complete Streets Improvement Project proposed in the 2022 Interregional Transportation Improvement Program (ITIP).

Lake County has no rail network, the majority of people travel the region via the interregional highways via private car or bus service from the Lake Transit Authority (LTA). Currently the most traveled highway is the SR 20 Corridor. Because this highway traverses the North Shore of Clear Lake through various small towns, SR 20 is subject to long delays if traffic incidents occur along the corridor. The Area Planning Council's long-term goal is to make the SR 53/SR 29 Corridor the principal arterial corridor through the region. SR 53 and SR 29 are a fair distance from the lake shore therefore less environmentally sensitive. Segment 2C of the Lake 29 Expressway is a 3.1-mile portion of SR 29 has been completed, expanding the highway from two lanes to four lanes. It is Lake APC's priority to continue this expansion in order to accommodate freight traffic and improve safety; relocating truck traffic to SR 29 will also improve bicycle and pedestrian safety along SR 20 which has a narrower roadway and is surrounded by residential development.

Section 9. Projects Planned Within Multi-Modal Corridors

The Lake 29 Improvement Project is the primary component of what is referred to as the region's "Konocti Corridor," the preferred east-west route through Lake County. The project proposes to widen an approximately eight-mile stretch of State Route (SR) 29 from an existing two-lane highway to a four-lane divided highway with controlled access. From west to east on SR 29, the improvements begin just west of its intersection with SR 175 and will end at its intersection with Diener Drive. The overall goals of the project are to improve truck speeds and travel time reliability by providing consistent, free-flow speeds through this segment of SR 29. The project was broken down into three segments to help diffuse the overall burden of funding in its entirety. Segment "2C," roughly consisting of the westernmost three-mile section of the project has been completed. Segment 2B has secured funding for design, however, funding for right-of-way, construction and support costs of the two segments ("2A" and "2B") has yet to be secured. As part of the larger Konocti Corridor, the project will also encourage interregional

traffic to utilize the southshore routes (SR 53 and SR 29) as opposed to SR 20 along the Northshore, where the highway also serves as “Main Street” to the communities of Nice, Lucerne, Glendale and Clearlake Oaks, thereby increasing corridor safety for multimodal users in these areas.

[Click here to enter text.](#)

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 24G).

As referenced in Section 8 and 9, SR 20 along the North Shore of Clear Lake serves as a “Main Street” to the communities of Nice, Lucerne, Glendale and Clearlake Oaks. The RTP identifies the effort to divert the majority of traffic through the county to the SR53/SR29 Corridor via the Lake 29 Improvement Project. SR 20 would be a great candidate for the Highways to Boulevards Conversion Pilot Program.

The Highway 20 Northshore Communities Traffic Calming Plan and Engineered Feasibility Study, completed in 2020, outlines the regional efforts to focus on the local transportation functions served by Highway 20 in these Northshore communities by reducing vehicle speeds and enhancing pedestrian and bicyclist access and safety. The proposed improvements to the Northshore complement the Konocti Corridor projects on Highway 29. The plan is available on the Lake APC website.

SR 281 from post mile 14 to post mile 17 is constructed to state standards. The remainder of the road continues as Soda Bay Road until it reaches SR 29 in Kelseyville. SR 281 does not serve a statewide purpose due to low volumes and a parallel state route, but this area is heavily traveled by pedestrians and bicyclists because of an adjoining residential development. The roadway does not currently have pedestrian or bicycle facilities or an adequate shoulder; currently bicyclists and pedestrians travel directly in the traffic lanes or below the shoulder in a dirt ditch. This route would also be a good candidate for the Highways to Boulevards Conversion Pilot Program.

11. Complete Streets Consideration (per Section 26)

Consistent with Caltrans’ Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

Please describe any complete streets considerations (optional).

The Complete Streets Act of 2008 required the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, to modify the circulation element. The circulation element plans for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways.

There are no new projects programmed at this time.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)

The Lake County region does not have a Sustainable Communities Strategy or Alternative Planning Scenario. The region is not currently monitoring the performance measures listed in the RTIP template other than Pavement Condition Index on local streets and roads. However, as there are no large-scale local road rehabilitation projects included in the STIP programming for the region, this measurement is not relevant to evaluation of this RTIP. As an alternative to the suggested measures, the APC has prepared the following evaluation of the effectiveness of RTIP projects in achieving the goals and objectives of the RTP.

Below are relevant goals, policies, and objectives excerpted from the 2022 Lake County Regional Transportation Plan, adopted by the APC in February of 2022. The following tables from the RTP summarize the projects from the 2022 RTIP, all of which have been carried over from previous STIP cycles. Specific goals, objectives and policies are then listed which support each project, followed by a description of how the projects link to the objectives and policies.

ELEMENT: OVERARCHING POLICIES

Goal: Develop a multi-modal system of seamless transportation facilities designed to serve both regional and interregional needs.

| Objectives | Policies |
|---|---|
| <p>OI-1: Coordinate, support and encourage multi-modal regional planning activities in Lake County across jurisdictional boundaries.</p> | <p>OI-1.1: Participate in the regional planning efforts of other agencies.</p> |
| | <p>OI-1.2: Coordinate with local and State agencies on health, security and emergency response planning efforts. Work cooperatively with local, regional and State agencies to ensure effective emergency response efforts are well coordinated during natural disasters such as wildfire or flood events.</p> |
| | <p>OI-1.3: Support non-motorized, recreational opportunities in and around Clear Lake such as increased public access to the lake, trail development for hiking and equestrian uses, and continued efforts to develop a bike route around the lake.</p> |
| | <p>OI-1.4: Evaluate individual projects with an eye for potential regionwide impacts when formulating, designing and constructing transportation projects of various modes and at all levels.</p> |
| | <p>OI-1.5: Work with local jurisdictions to further housing goals of the region and to update and implement Regional Housing Needs Allocations (RHNA).</p> |
| | <p>OI-1.6: Encourage projects that emphasize infill and transit-oriented development within the region.</p> |
| <p>OI-2: Support Complete Streets planning to improve multi-modal forms of connectivity within the transportation system.</p> | <p>OI-2.1: Pursue funding in partnership with federal, State and local agencies to fund projects consistent with Complete Streets concepts and design strategies.</p> |
| | <p>OI-2.2: Encourage local agencies to adopt Complete Streets policies and implement Complete Street strategies and projects.</p> |
| | <p>OI-2.3: Incorporate Complete Streets concepts and policies into future planning documents.</p> |
| | <p>OI-2.4: Implement existing strategies within planning documents such as Active Transportation Plan and Highway 20 Northshore Communities Traffic Calming Plan.</p> |

| Objectives | Policies |
|--|---|
| | <p>OI-2.5: Encourage and support transit and active transportation planning and facility improvements.</p> |
| | <p>OI-2.6: Support efforts to reduce dependency on automobile use including promotion of bicycle/pedestrian transportation and public transit use.</p> |
| <p>OI-3: Reduce Greenhouse Gas emissions by promoting and facilitating transit use and increasing active transportation alternatives.</p> | <p>OI-3.1: Facilitate implementation of the Active Transportation Plan (ATP) and construction of ATP and older Safe Routes to School (SRTS) projects to encourage students to walk and bike to school rather than traveling by car.</p> |
| | <p>OI-3.2: Update the Active Transportation Plan consistent with the Regional Transportation Plan update schedule, or as needed to keep the plan current and meaningful.</p> |
| | <p>OI-3.3: Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process.</p> |
| | <p>OI-3.4: Support and facilitate the installation of electric vehicle charging stations for public use. Explore options for affordable, clean energy technology and programs.</p> |
| | <p>OI-3.5: Pursue funding to prepare a regional Travel Demand Model to assist in developing projects that will reduce Vehicle Miles Traveled (VMT) in the region.</p> |
| | <p>OI-3.6: Support planning projects that further greenhouse gas reducing efforts at the State level such as SB 32, SB 375, and SB 743.</p> |
| | <p>OI-3.7: Support planning projects which will facilitate a transition to zero emission vehicles consistent with Executive Order EO N-79-20.</p> |
| <p>OI-4: Reduce and mitigate environmental impacts of current and future transportation projects.</p> | <p>OI-4.1: Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities.</p> |
| | <p>OI-4.2: Work with local jurisdictions to develop project specific mitigation measures as a means of reducing Vehicle Miles Traveled (VMT) resulting from land use development.</p> |

| Objectives | Policies |
|---|--|
| <p>OI-5: Increase funding for transportation planning, pre-construction activities and construction.</p> | <p>OI-5.1: Pursue both traditional and non-traditional funding sources for planning, preconstruction and construction of transportation projects.</p> |
| | <p>OI-5.2: Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives and policies identified in the Regional Transportation Plan.</p> |
| <p>OI-6: Support planning projects that will benefit public health in the region.</p> | <p>OI-6.1: Pursue funding sources that encourage active transportation and promote active forms of recreation for residents and visitors of all ages and physical capabilities.</p> |
| | <p>OI-6.2: Encourage non-motorized planning activities that result in lower GHG emissions and other air pollutants as a means of improving air quality in the region.</p> |
| | <p>OI-6.3: Pursue funding sources for mobility-oriented projects that improve access to health care for seniors, disabled or economically disadvantaged residents of the region.</p> |

ELEMENT: STATE HIGHWAY SYSTEM

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

| Objectives | Policies |
|---|--|
| <p>SHS-1: Improve mobility on the State highway system throughout Lake County.</p> | <p>SHS-1.1: Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Drive – SR 175) Expressway Project.</p> |
| | <p>SHS-1.2: Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and RAISE funding for the Lake 29 (Diener Drive – SR 175) Expressway Project.</p> |
| | <p>SHS-1.3: Support periodic update of the approved environmental document for the Lake 29 (Diener Drive – SR 175) Expressway Project to ensure its long-term viability in aiding project implementation into the future.</p> |

| Objectives | Policies |
|---|---|
| | <p>SHS-1.4: Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Northshore Communities Traffic Calming Plan and the Active Transportation Plan.</p> |
| | <p>SHS-1.5: Identify for funding consideration projects consistent with the SR 53 Corridor Study.</p> |
| | <p>SHS-1.6: Implement strategies and projects to encourage trucks and interregional traffic to use the Principal Arterial Corridor (includes segments of SR 20 and SR 29, and all of 53) for travel through Lake County.</p> |
| | <p>SHS-1.7: Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP).</p> |
| <p>SHS-2: Improve safety conditions on the State highway system serving Lake County.</p> | <p>SHS-2.1: Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities. Include regional input into the District 1 State Highway Operations and Protection Plan (SHOPP).</p> |
| | <p>SHS-2.2: Coordinate with local and State agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.</p> |
| | <p>SHS-2.3: Implement traffic calming and safety improvements along State highway segments that function as “Main Streets” within communities such as Middletown, Nice, Lucerne, Glendale and Clearlake Oaks.</p> |
| | <p>SHS-2.4: Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR 175 and SR 281) in Lake County.</p> |
| | <p>SHS-2.5: Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Northshore Communities Traffic Calming Plan.</p> |
| | <p>SHS-2.6: Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Traffic Calming and Beautification Plan projects in North Shore communities.</p> |

| Objectives | Policies |
|---|--|
| | SHS-2.7: Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as “Main Streets” within Lake County communities. |
| | SHS-2.8: Consider construction of grade separations (e.g. interchanges, overpasses, underpasses) and roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial Corridor. |
| | SHS-2.9: Facilitate the identification of State highway related safety issues within local communities and throughout the County. |
| | SHS-2.10: Support the continued development of the Upstate CA Regional ITS Master Plan. Upon its completion, ensure that future ITS projects affecting the Lake County region are in conformance with the goals of the Plan. |
| SHS-3: Facilitate efficient and safe transportation of goods within and through Lake County. | SHS-3.1: Identify constraints to highway freight movement on segments of the Principal Arterial Corridor not yet programmed for improvement. |
| | SHS-3.2: Identify for funding consideration mobility improvements along the Principal Arterial Corridor (SR 20, SR 53 and SR 29) consistent with the California Freight Mobility Plan 2020 (CFMP) and Trade Corridor Enhancement Program (TCEP) Guidelines. |
| | SHS-3.3: Identify improvements to Minor Arterial segments of the State highway system that facilitate safe and efficient goods movement. |
| | SHS-3.4: Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement. |
| | SHS-3.5: When planning and designing road projects, consider the needs of vehicles used for goods movement, including Surface Transportation Assistance Act (STAA) trucks and vehicles transporting agricultural commodities and products. |

ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS

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

| Objectives | Policies |
|---|--|
| <p>LSR-1: Maintain, rehabilitate and construct local streets and roads consistent with local and regional needs, city and County area plans, and policies and Complete Streets policies.</p> | <p>LSR-1.1: Identify local streets and roads reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.</p> |
| | <p>LSR-1.2: Prioritize funding resources that may be available through the STIP for capital and safety projects ahead of those for potential rehabilitation projects.</p> |
| | <p>LSR-1.3: Plan and design rehabilitation and reconstruction projects consistent with Complete Streets concepts and design strategies.</p> |
| | <p>LSR-1.4: Use the Pavement Management Program to identify and prioritize rehabilitation and reconstruction needs.</p> |
| <p>LSR-2: Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development.</p> | <p>LSR-2.1: Coordinate with state and local agencies and developers to ensure that multi-modal transportation alternatives, consistent with the Complete Streets Act, are considered in the design and construction of their transportation projects.</p> |
| | <p>LSR-2.2: Support establishment of traffic impact fees to construct new transportation facilities associated with new development.</p> |
| | <p>LSR-2.3: Identify for funding consideration multi-modal mobility improvements on the Eleventh Street corridor in Lakeport consistent with recommendations of the Eleventh Street Corridor Multimodal and Engineered Feasibility Study.</p> |
| <p>LSR-3: Improve traffic flow, capacity, safety and operations on the local transportation network.</p> | <p>LSR-3.1: Identify for funding consideration local streets and roads capacity, safety, and operational projects from funding sources available through STIP and other resources.</p> |
| | <p>LSR-3.2: Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.</p> |

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| | LSR-3.3: Limit the approval of new direct access points to State highways. |
| | LSR-3.4: Plan and design local and State improvements consistent with the SR 53 Corridor Study. |
| | LSR-3.5: Plan and design improvements consistent with the Highway 20 Northshore Communities Traffic Calming Plan. |
| LSR-4: Pursue federal, State, local and private funding sources for transportation system maintenance, restoration and improvement projects consistent with this Plan. | LSR-4.1: Consider development and implementation of a Transportation Impact Fee Program in coordination with Caltrans, the County of Lake, the City of Lakeport and the City of Clearlake. |
| | LSR-4.2: Assist local agencies in identifying and applying for funding resources for improvements to travel all modes. |
| | LSR-4.3: Actively pursue funding sources from local, State, federal and private funding sources, including local-option sales taxes, fees and other programs. |

ELEMENT: BICYCLE AND PEDESTRIAN

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

| Objectives | Policies |
|--|--|
| AT-1: Facilitate and promote walking, bicycling and other active modes of transportation. | AT-1.1: Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities. |
| | AT-1.2: Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities |
| | AT-1.3: Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects. |
| | AT-1.4: Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the Complete Streets Act. |
| AT-2: Reduce Greenhouse Gas Emissions and Vehicle Miles Traveled (VMT). | AT-2.1: Act to reduce greenhouse gas emissions and vehicle miles traveled by increasing pedestrian and bicycle trips |
| | AT-2.2: Promote safe and convenient bicycle and pedestrian access to transit |
| | AT-2.3: Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses |
| | AT-2.4: Encourage VMT reducing mitigation measures for discretionary development projects at the local and state level. |
| AT-3: Enhance public health through the | AT-3.1: Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities |

| | |
|--|---|
| development of active transportation projects | AT-3-2: Identify for funding consideration pedestrian facility improvements consistent with the Lake County Pedestrian Facilities Needs Inventory |
| AT-4: Preserve investments in the multimodal transportation system | AT-4.1: Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation |
| | AT-4.2: Plan and budget for lifecycle costs when constructing new facilities for active transportation |
| AT-5: Increase funding for transportation planning, design and construction of active transportation facilities | AT-5.1: Pursue non-traditional funding sources for planning, design and construction of active transportation facilities. |
| | AT-5.2: Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, policies and objectives of the Active Transportation plan. |
| | AT-5.3: Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects. |
| | AT-5.4: Encourage local agencies to require new development to install, contribute to and/or maintain bicycle and pedestrian facilities, including end-of-trip facilities. |

**Summary and Evaluation of Projects from the Lake County
2022 Regional Transportation Improvement Program**

| Local Agency | Project | PPNO | Goals, Policies, Objectives & Performance Measures | Evaluation/Discussion |
|---------------------|---|-------------|---|--|
| City of Lakeport | Lakeport Blvd & South Main St Intersection Improvements | 3089 | LR Objective 3, Policy 3.1 | This project will construct a roundabout, thereby improving the flow of traffic and increasing safety through this busy intersection. |
| City of Clearlake | Dam Rd/Dam Rd Extension Roundabout | 3125 | LR Objective 3, Policies 3.1, 3.5, SH Objective 1, Policy 1.5 | This project will provide a connection on the local road system that was identified in the SR 53 Corridor Study and will relieve traffic impacts on SR 53. |
| Lake County | Soda Bay Road Widening & Bike lanes | 3033R | O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3 | Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan. |
| Lake County | South Main St. Widening & Bike lanes | 3032R | O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3 | Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan. |
| Caltrans | Lake 29 Expressway Project (Segments 2A, 2B & 2C) | 3100 | O Objective 5, Policy 5.2, SH Objectives 1, 2, & 3, Policies 1.1, 1.7, 3.2 | Highest priority segment of the expressway project. 60% improvement to safety (current fatality rate is 6 times average). Leverages approximately \$50 mill in other funding. Provide four lane facility, reducing collisions, reducing congestion and delay and improve efficiency of goods movement. |

Key: O = Overarching Policies

LR = Backbone Circulation and Local Roads

SH = State Highway System

BP = Bicycle & Pedestrian

Section 13. Regional and Statewide Benefits of RTIP

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

The existing programmed projects provide significant regional and statewide benefit.

The Lake 29 Expressway Project will provide a 60% improvement to safety in an area with a history of numerous fatal accidents. This portion of SR 29 is part of the Route 20 Principal Arterial Corridor, which was identified by Caltrans as a High Emphasis Focus Route in California. This route provides a critical connection between the I-5 corridor in the Sacramento Valley and the US-101 corridor serving the north coast, and provides links between the largest population centers of Lake County. Improving this section of the Route will serve both local residents and the traveling public.

The project will reduce both collisions and congestion and improve efficiency of goods movement. The current 2-lane highway has at-grade intersections, narrow shoulders, limited passing opportunities, congestion and unstable traffic flow. It is not safely nor effectively managing the current traffic flows, nor will it for anticipated traffic growth into the future.

Lake County economic development has been impeded by the difficulty of transporting goods into and out of the county. The north shore communities along SR 20 are prime locations for revitalization of the tourism and hospitality industry that thrived early in Lake County's history. Current traffic conditions on the north shore are impeding this revitalization. Along the north shore, residences, schools, parks and shopping destinations are located adjacent to the highway and the interregional and truck traffic moving through these communities has negatively impacted the quality of life for residents and visitors with air pollution, noise and traffic safety. SR 29 is better suited to manage interregional traffic as it does not serve as a main street for any communities and adjacent land uses are mostly agricultural and industrial.

The benefits of a completed project are also in line with the Caltrans 2021 Interregional Transportation Strategic Plan (ITSP), which identifies the SR 20/29/53 Principal Arterial Corridor as a "Strategic Interregional Corridor". According to the ITSP, the interregional facility "provides the corridor with vital connections to the interstate system and the rest of the State, providing access to basic goods and services along with routine and emergency medical services. Nearly all segments of the SHS are identified as high wildfire exposure by 2055 in the 2019 Caltrans Climate Change Vulnerability Assessment. This corridor would be the major transportation corridor for response and recovery efforts in the event of emergencies such as forest fires. The region and Lake County have experienced increased and high levels of wildland fire damage with significant wildfires in Lake County in 2015, 2016, 2017 and 2018 burning over 600,000 acres. This project will help move people efficiently out of evacuation areas and provide efficient mobility for emergency response.

Additionally, the Corridor Management Plan (CMP) is a long-range conceptual document detailing how a corridor is performing, why it is performing that way, and how it may perform in the future. The CMP recommends projects and strategies to achieve corridor goals and objectives. The goals of the Lake 20/29/53 CMP are to improve traveler safety, improve mobility through efficiency and reliability, increase multimodal access, economic opportunity and to reduce greenhouse gas emissions along the corridor. The plan lays out the district's vision for medium and long-term concept development, while conveying key aspects of the existing and planned multimodal transportation corridor.

The proposed project is expected to improve overall safety for bicyclists by providing widened shoulders that bicyclists can use, thus reducing modal conflicts. In addition to the direct benefit of SR 29 users, there will be significant benefit to non-motorized users of SR 20 within the “Main Street” communities listed prior by encouraging interregional and truck traffic to utilize the Principal Arterial Corridor of SR 20/29/53.

Projects on the local street and road systems will provide both safety and circulation benefits throughout the region. Complete streets and active transportation benefits will be provided through inclusion of bike lanes, sidewalks and a third center lane which will improve safety operations and provide multi-modal benefits in the two largest local road projects, the South Main Street and Soda Bay Road Corridor improvement projects.

The Lakeport Boulevard Improvement Project will provide significant improvement to traffic flow and reduction of congestion in a busy commercial area in the City of Lakeport. This project will include improvements to important roadway segments for vehicles, pedestrians, bicyclists, local residents, and business owners. Goals for this project will be to enhance traffic circulation, relieve congestion, better accommodate forecasted traffic demands, create continuity for pedestrians along both sides of Lakeport Boulevard and to create bike lanes. This project is aligned with Caltrans’ Complete Streets Action Plan (CSAP) as well as compliments the new Courthouse Project currently under design by the Judicial Counsel.

The Dam Road/Dam Road Extension Roundabout project will mainly address safety and congestion relief for the City of Clearlake. The existing conditions at the proposed site are unsafe at the intersection by causing traffic to back up onto SR53. The current unsignalized, four-way stop, intersection continues to cause safety issues due to the increased congestion from the opening of the nearby school and expansion of a nearby college. Congestion at the intersection has created problems on both the local and state highway levels. The purpose of this project is to improve traffic operations and flow, while enhancing accessibility, improving safety as well as accommodating bicyclist and pedestrians.

The array of projects programmed in the RTIP serves a range of modes and provide a clear benefit to both the region and the state.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

The region is not currently collecting quantitative data related to the cost effectiveness indicators listed in the RTIP template other than Pavement Condition Index on local streets and roads. We have, therefore, developed the following qualitative evaluation of the RTIP using the Rural Specific Cost Effectiveness Indicators.

Congestion Reduction: Two of the projects included in this RTIP are intersection improvements that will provide roundabouts at congested intersections. These intersections are all at high volume locations which experience severe congestion at peak times. They are all currently controlled by signage only. These improvements will significantly reduce vehicle idling and congestion at peak times without adding increased capacity. Two of the projects will result in reduced congestion by providing enhanced bicycle and pedestrian access through busy areas, encouraging greater use of these alternative forms of transportation and less vehicular travel in congested areas. The Konocti Corridor will provide passing opportunities to relieve congestion. The upgrade of this section of the Principal Arterial Corridor will help to redirect truck traffic from the narrow and winding SR 20 that runs along the north side of Clearlake.

Infrastructure Condition: The South Main & Soda Bay Road Corridor project will completely reconstruct a length of a busy commercial corridor with a PCI of 37 (as of 2018). Although this roughly 4-mile stretch of road will not make a significant change in the County's overall PCI, it is a significant regional route.

Safety: The two roundabout projects in the RTIP will result in fewer vehicle conflicts. Safety will also be significantly improved for pedestrians in several of the projects that provide new or improved sidewalks and safer crossings. The most significant safety improvement in the RTIP will be provided by the Lake 29 Improvement project. The overall goal of the project is to improve safety by conversion to freeway, which reduces conflicts and improves travel time reliability by providing consistent, free-flow speeds through this segment of SR 29. This project will provide a 60% improvement in safety along a stretch of highway which currently has accident rates that are nearly six times the statewide average.

Environmental Sustainability: Nearly all of the projects in the RTIP will enhance environmental sustainability in the region's transportation system. New or enhanced pedestrian facilities will increase mode share for walking and biking. Improved intersections will decrease idling, and thereby, decrease greenhouse gas emissions. Encouraging the redirection of truck traffic from SR 20, where the highway is "Main Street" for many communities will improve the environment within those communities.

Section 15. Project Specific Evaluation (Required per Section 22D)

The APC is not proposing any new projects that require project specific evaluations

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

For project locations, see maps in the Section 19 Appendix.

| AGENCY | PROJECT | COMPONENT | Prior | FY 24/25 | FY 25/26 | FY 26/27 | FY 27/28 | FY 28/29 |
|---------------|---|------------------|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Clearlake | Dam Rd/Dam Rd Extension Roundabout | E&P | 211 | | | | | |
| | | PS&E | 563 | | | | | |
| | | ROW | 570 | | | | | |
| | Clearlake Guard Rails* (DELETE) | CON | 55 | | | | | |
| | Olympic and Old Highway 53 Intersection Signal Controller* (DELETE) | CON | 131 | | | | | |
| Lakeport | Lakeport Blvd & S. Main Intersection (DELETE) | E&P | 71 | | | | | |
| | | PS&E | | | | 88 | | |
| | | ROW | | | | | 406 | |
| | | CON | | | | | | 700 |
| Lakeport | Lakeport Blvd Improvement Project Phase 1 | E&P | 71 | | | | | |
| | | PS&E | | 88 | | | | |
| | | ROW | | | 106 | | | |
| | | CON | | | | 700 | | |
| | Green Street Reconstruction* | CON | 133 | | | | | |
| Caltrans | Lake 29 Expressway 2A | PS&E | 6000 | | | | | |
| | Lake 29 Expressway 2B | PS&E** | 6000 | | | | | |
| Lake County | South Main Street Corridor Improvements | CON | 4416 | | | | | |
| | Soda Bay Road Corridor Improvements | CON | 662 | | | | | |
| | Nice Lucerne Cutoff Asphalt Rehabilitation* | CON | 205 | | | | | |
| APC | PPM | CON | 299 | 50 | 48 | 48 | 94 | 94 |
| | TOTAL PROPOSED PROGRAMMING | | 19316 | 138 | 154 | 748 | 94 | 94 |

*Indicates COVID Relief Share Funding

F. Appendices

Section 17. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

Section 18. Board Resolution or Documentation of 2024 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 19. Fact Sheet (1-2 pages). (See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

Section 20. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet)

Section 21. Detailed Project Programming Summary Table (Optional)

Section 22. Alternative Delivery Methods (Optional)

Section 23. Additional Appendices (Optional)



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: SB 125 - Transit & Intercity Rail Capital Program (TIRCP)
and Zero Emission Transit Capital Program (ZETCP)

DATE PREPARED: 11/2/23
MEETING DATE: 11/8/2023

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

Senate Bill 125 is a formula-based program that adds \$5.1 billion for public transit purposes. Just under \$4 billion will be added to the existing Transit and Intercity Rail Capital Program, or TIRCP, over the next two fiscal years, and \$1.1 billion to the new Zero Emission Transit Capital Program, or ZETCP, over the next four fiscal years. The funds will be distributed by a population-based formula to regional transportation planning agencies for high priority transit capital projects that must both increase ridership and reduce greenhouse gas emissions. The funding may also be used for operating expenses that prevent service cuts and increase ridership for operators.. Lake APC expects to receive \$8,416 million over four years. A maximum of 1%, or \$84,160 for Lake County, of total multi-year SB 125 funding may be programmed by the RTPA for administration of the funding for both the TIRCP and ZETCP.

Prior to December 31, 2023, the RTPA must submit a regional short-term financial allocation plan that demonstrates how the region will address any operational deficit using all available funds through FY 2025-26.

The initial allocation plan must address the use of all available transit funding, not only SB 125. The plan must include the following:

1. Explanation of what funding and service actions are being taken within the region that utilize resources other than SB 125 to address operational deficit, approaches the region is taking and plans to take before use of SB 125 funds to mitigate deficits,
2. Description and justification of strategy to use SB 125 funding to construct capital projects and fund operating expenses that lead to improved outcomes, mitigate service cuts, fare increases or layoffs relative to a 2022 service baseline to achieve short term financial sustainability.
3. Explanation of how funding is distributed among operators and projects. Required details are dependent on the types of projects being proposed.

These requirements have come with a short timeframe, and Lake APC staff will provide all the documentation for approval at the December 13, 2023 meeting. It is the opinion of staff that the most beneficial and effective use of funding would be to supplement TIRCP grant funding for the construction of the LTA Transit Hub or hydrogen fueling infrastructure. There is concern that inflation and supply chain issues will likely impact the overall cost of the project and additional TIRCP funds would NOT be available if that were the case. If the Board feels there would be a better use of SB 125 funds, that should be discussed during the November meeting, so that staff could develop the financial allocation plan based on the Board's preference. The Fiscal Year 2023/24 allocation includes \$3,706,510 in TIRCP and \$370,593 ZETCP.

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: In order to receive an allocation in FY 23/24, provide input to staff on the best path forward in developing the Lake APC's SB 125 Financial Allocation Plan, which will be presented for approval in December 2023 in order to meet the guidelines prepared by CalSTA.

| Past Due | | Due in 3 Months | | Complete | | CT Milestone Report - Lake County - October 10, 2023 | | | | | | | | | | | | | | | |
|----------|------------|-----------------|----------------------|---------------------|--------|--|---------------------|--------------------------------------|---|--|-------------------------------|-------------------------------|-----------------------|------------------------|----------------------------|-----------------|---|--------------------------------------|---------------------|--------------------|------------------|
| 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 | \$343,983 | \$343,983 | 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 | \$14,984,274 | \$88,989,274 | 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 | \$4,650,462 | \$21,899,462 | CONST | 12/05/2018 | 09/22/2020 | 11/07/2022 | 12/16/2022 | 08/23/2023 | 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 | \$37,980 | \$66,245,980 | 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 | \$914,644 | \$10,719,644 | 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 | \$100,350 | \$365,350 | 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 | \$558,041 | \$558,041 | 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 | \$25,500,000 | \$460,000 | \$5,118,596 | \$31,078,596 | 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 | \$382,547 | \$482,547 | 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 | \$219,347 | \$219,347 | 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 | \$2,572,197 | \$4,278,197 | 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 | \$8,075,834 | \$14,699,834 | 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 | \$2,543,247 | \$9,729,247 | 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 | \$1,465,679 | \$4,062,679 | 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 | \$9,641,885 | \$41,434,885 | PSE | 06/08/2022 | 09/01/2024 | 08/01/2024 | 08/01/2024 | 12/03/2024 | 11/01/2026 |

CT Milestone Report - Lake County - October 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 | \$1,223,121 | \$2,256,121 | 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 | \$4,982,116 | \$10,970,116 | PAED | 08/17/2023 | 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 | \$92,747 | \$617,747 | CONST | 06/08/2022 | 09/01/2023 | 09/01/2023 | 09/01/2023 | 09/01/2023 | 11/01/2026 |
| 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 | \$861,000 | \$3,142,735 | \$13,803,735 | 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 to 0.7 mile North of Cole Creek Road 515E | SHOULDER WIDENING AND LEFT TURN CHANNELIZATION | \$14,466,000 | \$1,543,000 | \$12,213,899 | \$28,222,899 | PID | 12/06/2023 | 08/10/2026 | 02/10/2028 | 03/10/2028 | 08/29/2028 | 12/02/2030 |
| 01 | 0123000051 | 01-0M640 | MAINTENANCE | COONROD, CAREN E | LAK | 029 | R45.1/52.5 | LAKEPORT OVERLAY | IN LAKE COUNTY NEAR LAKEPORT FROM PARK WAY OVERCROSSING TO ROUTE 20 | OVERLAY | \$4,648,000 | \$0 | \$403,124 | \$5,051,124 | PSE | | 07/26/2023 | 09/25/2023 | 11/17/2023 | 05/01/2024 | 11/01/2024 |
| 01 | 0123000064 | 01-0M740 | SHOPP MINOR B | COONROD, CAREN E | LAK | 029 | 30.7/30.7 | Konocti Wall Treatment | In Lake County near Kelseyville at 0.4 mile south of Route 175 | Cover middle and bottom section of the retaining wall with shotcrete. | \$0 | \$0 | \$32,554 | \$32,554 | CONST | | 05/05/2023 | 07/25/2023 | 09/12/2023 | 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 | \$505,724 | \$3,005,724 | PSE | | 08/01/2023 | 11/27/2023 | 01/29/2024 | 05/01/2024 | 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 | \$35,923 | \$85,923 | 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 | \$658,290 | \$658,290 | PAED | 06/08/2022 | 01/15/2024 | 08/01/2024 | 08/01/2024 | 08/01/2024 | 11/01/2026 |
| 01 | 0123000169 | 01-0L871 | OTHER STATE FUNDS | FINCK, BRIAN T | LAK | 029 | 0/5.826 | LAK- 29 Broadband Middle Mile | In Lake County near Middletown from Sonoma County Line to Route 175 | | \$0 | \$0 | \$623,147 | \$623,147 | PAED | 08/29/2022 | 01/15/2024 | 08/01/2024 | 08/01/2024 | 08/01/2024 | 11/01/2026 |
| 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 | \$2,383,320 | \$69,618,320 | PID | 07/01/2026 | 09/04/2028 | 09/04/2030 | 10/01/2030 | 03/18/2031 | 12/01/2032 |
| 01 | 0124000056 | 01-0L906 | OTHER STATE FUNDS | FINCK, BRIAN T | LAK | 029 | 31.034/52.539 | LAK-29, BBMM | BROADBAND MIDDLE MILE IN LAKE COUNTIES ON VARIOUS ROUTES AT VARIOUS LOCATIONS | | \$0 | \$0 | \$516,398 | \$516,398 | PAED | 06/08/2022 | 01/15/2024 | 08/01/2024 | 08/01/2024 | 08/01/2024 | 11/01/2026 |
| 01 | 0124000057 | 01-0L907 | OTHER STATE FUNDS | FINCK, BRIAN T | LAK | 029 | 8.254/28.037 | LAK-175 BBMM | BROADBAND MIDDLE MILE IN LAKE COUNTIES ON VARIOUS ROUTES AT VARIOUS LOCATIONS | | \$0 | \$0 | \$516,398 | \$516,398 | PAED | 06/21/2022 | 01/15/2024 | 08/01/2024 | 08/01/2024 | 08/01/2024 | 11/01/2026 |

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

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 MEETING Draft Meeting Minutes

Thursday, August 24, 2023
9:02 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
Ron Ladd, City of Lakeport
Blake Batten, Caltrans District 1
Dave Swartz, City of Clearlake (Engineering Consultant)
Mireya Turner, County of Lake (Community Development Director)
Victor Fernandez, City of Lakeport (Community Development Director)

Absent

Alan Flora, City of Clearlake
Scott DeLeon, County of Lake, Public Works Director
Efrain Cortez, California Highway Patrol

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
Jesus Rodriguez- Lake Area Planning Council
Kyle Finger, Caltrans District 1
Lawrence Liao- ETG Consultant
Sean McAtee- Cambridge Systematics Consultant
Lauren Picou- Headway Consultant

1. **Call to order**

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

2. **Approval of May 25, 2023 Minutes**

Motion by Ron, seconded by Victor, and carried unanimously to approve the May 25, 2023, minutes.

3. Draft Lake-Mendo Travel Demand Model Presentation (Cambridge Systematics)

Sean McAtee gave a presentation on the Lake-Mendocino Travel Demand Model that was created by Cambridge Systematics. Sean explained what the Travel Demand Model is a tool to provide travel information that can aid in planning for transportation improvements. It can also be used to predict existing and future travel demands and scenarios. The model is close to being ready for public use and Sean will continue to work with Caltrans to finalize any revisions. Once that occurs, Headway Transportation will continue their work on finalizing the Vehicle Miles Traveled (VMT) model in Lake County for the Konocti Corridor Project.

4. 2024 Regional Transportation Improvement Program/State Transportation Improvement Program (RTIP/STIP) Discussion

Michael reported that the California Transportation Commission (CTC) adopted the Fund Estimate (FE) for the 2024 State Transportation Improvement Program (STIP) at their 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 used for Planning, Programming and Monitoring, leaving \$3,568,000 available for projects. The FE also included an unprogrammed balance of \$1,919,000 from the previous STIP Cycle and \$71,000 of lapsed funds from Fiscal Year 19/20, increasing the total available for projects in the amount of \$5,558,000 through 2028/29.

On August 18, 2023, staff of Lake APC distributed a call for projects in Lake County for the available funding. An RTIP Funding Application as well as scoring criteria was included with the notice, establishing 5:00p.m., Friday, October 6, 2023 as the deadline for applications. Applications will be ranked and potentially recommended to the Lake APC for approval during their November meeting.

5. Overall Work Program- Discussion on First Amendment

Alexis reported that 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 FY 2022/23 books have closed, requiring any unexpended planning funds to be added into the current fiscal year. The First Amendment simply allocates 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).

A digital copy of the First Amendment will be provided under a separate cover. Hard copies will be provided upon request.

6. Regional Surface Transportation Program (RSTP) Fund

Lisa initiated the conversation by noting that a portion of RSTP funds are distributed annually by formula to each jurisdiction and can be utilized on eligible projects on any federal aid facility. Funds are distributed on a reimbursable basis once the jurisdiction has provided the appropriate information to Lake APC staff. A portion of the funds are also distributed directly to the County of Lake.

Lisa wanted to bring it to the TAC's attention that while Phil Dow is currently conducting the Speed Zone Studies through the Overall Work Program it is likely that won't be an option into the future. Phil currently receives \$12,500 to conduct the studies, but it is highly unlikely that another consultant would do it at that rate, and there will need to be a way to pay the additional costs. Lisa mentioned one option could be for the TAC to consider taking a small portion (5-10%) off the top prior to distribution to cover the extra costs to prepare the Speed Zone studies once Phil Dow retires. Lexi created a RSTP Funding Distribution chart for each agency to see the impact at a 5% and 10% reduction in RSTP funds. Nephele would like to talk to other jurisdictions to see how much it's costing them to hire a consultant to give a better idea of how much will be needed to cover the additional costs. Lisa wanted to make sure everyone was aware of the situation before the next RSTP distribution.

7. **Announcements and Reports**

a. **Lake APC**

i. **Update on Grant and Grant Opportunities**

John provided updates on several current or potential projects and grant opportunities that Lake APC staff has been monitoring, and the summary is an excerpt from the staff report:

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.

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.

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 August.

ii. 20/21 Highway Infrastructure Program (HIP) Funding-

Michael reported that 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.

iii. Carbon Reduction Program

Michael explained that 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 non-motorized forms of transportation.
- Certain types of projects to improve traffic flow that are eligible under Congestion Mitigation and Air Quality Improvement (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, or transit options that increase safety, equity, accessibility, and connectivity may be eligible.

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

iv. Miscellaneous: None

b. Lake Transit Authority

i. Transit Hub Update

Lisa reported that Caltrans has had continued staff turnover on this project. Staff is currently seeing if they can allocate all the money at once for design and construction or if they have to go with what they were previously told, which would require 30% design before additional funding would be allocated.

ii. Current Transit Projects

Staff is working with its partners on getting the bugs worked out of the contactless payment system. LTA intends to begin marketing this new service in the upcoming months.

iii. Miscellaneous - None

c. Caltrans

i. Lake County Projects Update

Blake reported that District will be discussing a Complete Street Projects along State Route 20, through the communities of Upper Lake, Nice, Glenhaven and Clearlake Oaks. This will be done in two townhall meetings- one on September 6 for the East Region Town Hall, and the second on September 20 for the Western Region Town Hall. Also, along the Northshore, Caltrans will be working with Lake Transit on a Clean California enhancement proposal to improve four bus stops on Hwy 20. This will allow them to add shelters, trash cans and other improvements to beautify the corridor. Applications are due at the end of August and be awarded in September. Blake also went over Sustainable Transportation Planning Grants. Awards for the current round will be announced at the end of the month. A Call for Projects for the next cycle (2024/25) will be out in October, and will be due in January 2024. Caltrans will be encouraging agencies to apply for the Climate Adaptation component of the program as there is a large amount of money available (\$31.9 million), with no matching requirements for tribes.

ii. Miscellaneous: None

d. Regional Housing Update

John discussed opportunities for agencies to obtain a “Pro-Housing Designation.” Jurisdictions with the designation would receive bonus points for certain housing grant programs, such as the Affordable Housing and Sustainability Communities, or Infill Infrastructure Grant programs. The program is not competitive, instead requiring a certain score based on several categories that are intended to facilitate housing development. The designation is not currently required, but may be beneficial in competitive funding programs.

e. Local Agency Updates -

City of Lakeport: Ron Ladd stated that they also applied for the Clean California grant

and are waiting on notification. This grant will provide funding for pedestrian upgrades to 1st and 2nd streets with trash receptacles, street trees, free dump days, and public outreach. The City's Highway Safety Improvement Program (HSIP) project for sign replacements is underway and they are just signing off on the final submittals and shop drawings. The planning grant for a Citywide Active Transportation Plan is still in the early stages of securing a consultant. Ron had a question regarding the Bike and Ped funds for their Bike Boulevard project. Specifically, he was asking Lexi on the best way to submit a claim to receive the funds. Lexi explained he can do one claim and that she would be happy to help guide him.

8. **Information Packet: None**
9. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda – None**
10. **Next Proposed Meeting – September 21, 2023**
11. **Adjourn Meeting – Meeting adjourned at 10:21 a.m.**

Respectfully Submitted,

John Speka
Lake Area Planning Council