



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, December 13, 2023
9:00

Primary Location: City Council Chambers
225 Park Steet, Lakeport, California

Alternate Conference Location:

Caltrans-District 1
1656 Union Street
Eureka, California

Zoom Login:

Dial-in number: 1 (669) 900-6833 / Meeting ID: 883 8071 6935 # Passcode: 459599

(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 November 8, 2023 Minutes

REGULAR CALENDAR

5. Presentation of the California Strategic Highway Safety Plan (SHSP) Crash Data Dashboard *(Colety)*
6. Public Notice: Discussion Proposed Approval of the 2024 Regional Transportation Improvement Program (RTIP) and Resolution #23-24-11 *(Villa)*
7. Approval of the Draft Lake APC Meeting Calendar *(Davey-Bates)*
8. Discussion of RuralREN (Regional Energy Network)
9. Discussion and Proposed Approval of the Allocation Plan for Senate Bill 125 – Transit & Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) and Resolution #23-24-12 *(Davey-Bates/Sookne)*

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 – **January 10, 2024** (*Tentative*)
- ii. Miscellaneous
- c. Lake APC Directors
- d. Caltrans
 - i. SR 29 Project Update (*Pimentel*)
 - ii. Lake County Project Status Update (*Ablstrand*)
 - iii. Lake County State Highway Safety Concerns (*Rodriguez*)
 - iii. Miscellaneous
- e. Rural Counties Task Force
 - i. Next Meeting Date – **January 19** (*Teleconference*)
- f. California Transportation Commission
 - i. Next Meeting Date – **January 25 – 26** (*Sacramento*)
- 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) 10/26/23 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 agendaized, Lake County/City Area Planning Council may adjourn to a closed session to consider litigation or personnel matters (i.e., contractor agreements). Discussion of litigation or pending litigation may be held in closed session by authority of Govt. Code Section 54956.9; discussion of personnel matters by authority of Govt. Code Section 54957.

POSTED: December 7, 2023

Attachments:

Agenda Item #4 – 11/8/23 Lake APC Draft Minutes

Agenda Item #6 – Staff Report, Reso & Draft RTIP

Agenda Item #7 – Meeting Calendar

Agenda Item #9 – SB 125 Staff Report & Allocation Plan (Under Separate Cover)

Agenda Item #12ai – Planning Projects Staff Report

Agenda Item #12dii – LC Project Status Update

Agenda Item #12diii – Caltrans State Highway Safety Concerns Response

Information Packet – 13 a) 10/26/23 Lake TAC Minutes



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

Wednesday, November 8, 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
Kenneth Parlet, Council Member, City of Lakeport
Russell Perdock, Council Member, City of Clearlake

Also Present

Lisa Davey-Bates, Executive Director – Lake APC
Charlene Parker, Admin Staff – Lake APC
Johnnie Lindsey, Project Manager – Paratransit Services
Michael Villa, Planning Staff – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
Laurie Fisher, Mobility Programs Manager – Lake Links

Attending via Zoom

Tatiana Ahlstrand - Caltrans District 1 (Policy Advisory Committee)
Nephele Barrett, Planning Staff – Lake APC
John Speka, Senior Transportation Planner – Lake APC

1. Call to Order/Roll Call

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 October 11, 2023, Draft Minutes

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

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

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

Alexis Pedrotti presented an amendment to the Lake APC's Local Transportation Fund Policy and second amendment of the 2023/24 Lake APC Budget to allocate an additional \$500,000 of Local Transportation Funds (LTF) to the LTF Reserve. During their September meeting, the Executive Committee made recommendations that included raising the LTF Reserve Threshold from \$750,000 to \$1.5 million. This increase would allow more funds to be allocated to the LTF Reserve Account to prepare for increased costs due to higher inflation and supply chain issues largely caused by the pandemic.

b. Proposed Approval of the Second Amendment of the 2023/24 Lake APC Budget to allocate an additional \$500,000 of Local Transportation Funds (LTF) to the LTF Reserve

Lisa noted the proposed one-time transfer of \$500,000 from the Unrestricted Reserve Account to the LTF reserve could be utilized for projects such as the construction of the transit center, or deficits in capital allocations.

Director Sabatier made a motion to approve the allocation of an additional \$500,000 from the LTF funds to the LTF reserve, as part of the second amendment of the 2023/24 Lake APC budget and increase the LTF reserve threshold to \$1.5 million. The motion was seconded by Director Cremer and carried unanimously.

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

6. Discussion and Proposed Approval on Lake APC Overall Work Program (OWP) Guidelines

Alexis reported on the efforts to formalize the OWP process, aiming to make it more organized and comprehensive for applicants. The new guidelines were designed to assist Technical Advisory Committee (TAC) members and others who submit applications by providing clear criteria and instructions. The initiative was to make the application process more transparent and manageable, especially for new staff at local agencies who may not be familiar with the process.

The proposed guidelines include information on eligible applicants, projects, funding availability, the application cycle, and requirements for quarterly reports, amendments, and carryover funding. Additionally, applicants would include a scope of work in their applications, detailing how projects relate to the Regional Transportation Plan (RTP) goals and align with the OWP Project Selection Criteria.

These criteria aim to ensure that the projects align with regional transportation priorities and effectively utilize available funding. The Board discussed the allocation of points in the Scoring Criteria, with concerns raised about ensuring that projects addressing safety issues wouldn't be overlooked due to the scoring system. Alexis mentioned the possibility of adjusting the allocation of points to better reflect the importance of such projects.

Director Cremer made a motion to authorize the chair to approve the Lake APC Overall Work Program (OWP) Guidelines. The motion was seconded by Director Simon and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Cremer, Mattina, Perdock, Parlet, Tatiana Ablstrand

(PAC), Noes (0); Abstain (0); Absent (0)

7. Discussion and Recommend Approval of Project Requests for Highway Infrastructure Program (HIP) Funds

Michael Villa reported that Lake County had an apportionment of \$55,924 for the 2021 HIP funds. These funds carried an 88.53% federal share along with an 11.47% local match requirement. The deadline for obligating these funds was set for September 30, 2024. The Lake Technical Advisory Committee (TAC) had been notified in August about the availability of these funds and a call for projects was issued on September 12th. The County of Lake submitted an application for the Kelseyville Sidewalks Project. During the TAC meeting on October 26, members had the opportunity to ask questions about the project and the funding requirements. It was noted that an additional amount of approximately \$131,000 was still needed to fully fund the Kelseyville Sidewalks Project. The TAC recommended approving and committing the HIP funds for this project.

Director Sabatier made a motion to approve the FY 20/21 Highway Infrastructure Program. The motion was seconded by Director Perdock and carried unanimously.

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

8. Discussion and Direction for Preparation of the 2024 Regional Transportation Improvement Program (RTIP)

Michael Villa reported that the California Transportation Commission (CTC) had adopted the Fund Estimate for the 2024 State Transportation Improvement Program (STIP) on August 16th. The adoption was significant as it identified the region's target share through Fiscal Year 2028/29 to be \$5,746,000, with a net amount of \$5,558,000 after accounting for \$188,000 in Planning, Programming, and Monitoring (PPM) funds. The 2024 fund estimate also highlighted a maximum net share through Fiscal Year 2031/32 at \$17,030,000.

Director Simon made a motion to reserve funding for the City of Clearlake project, as well as the County of Lake project in the final RTIP that will be presented to the board in December for public hearing and adoption. The motion was seconded by Director Cremer and carried unanimously.

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

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)

Lisa provided background on the requirements of SB 125 and submittal deadline of the Allocation Plan. Lisa noted the potential underfunding for the transit facility, including the transit hub and infrastructure for hydrogen buses, would be the most efficient use of funds. The first year's allocation of \$3,706,510 for TIRCP and \$375,093 for ZETCP was mentioned, with staff suggesting these funds be reserved for the project to accommodate potential cost increases. Director Parlet acknowledged the forecasted shortfalls and leaned towards allocating the funds for the transit hub and infrastructure since it meets the primary criteria of the grant. The Board agreed, and provided direction to identify that project in the Allocation Plan for the first year of funding.

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 10:02 a.m. and reconvened as the APC.

11. 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, Parlet, Noes (0); Abstain (0); Absent (0)

REPORTS

12. Reports & Information

a. Lake APC Planning Staff

i. Lake County State Highway Safety Concerns

John gave an update on the Konocti Corridor Vehicle Miles Travel study, which had been on hold awaiting the completion of a Travel Demand Model from District 1. The study, vital for facilitating projects like the Highway 29 project and traffic calming on the North Shore, was set to resume with the recent completion of the model.

John also gave an update on the Sustainable Transportation Planning grant award to complete a Wildfire Evacuation and Preparedness Plan. The Request for Proposal (RFP) was nearing readiness, pending a notice to proceed from Caltrans. John hoped to have a consultant chosen by late this year or early next year to initiate the project.

John reported on the Regional Housing Needs Allocation and the allocation of Regional Early Action Planning (REAP) funds to local jurisdictions. John highlighted the aspect of a "pro-housing designation" available for jurisdictions. This designation is critical as it provides advantages in grant writing for future projects, offering extra points and priority treatment in various programs.

ii. Miscellaneous

None.

b. Lake APC Administration Staff

i. Rural REN Update

Lisa shared a brief update regarding the Rural Renewable Energy Network (Rural REN) situation, indicating that there had been some communication challenges and delays with finalizing the MOUs with each of the partners. She hoped the disagreements would get resolved and that she could provide more information in November.

iii. Next Meeting Date Meeting – December 13, 2023 (Lakeport)

iv. Miscellaneous

Director Mattina conveyed a sense of accomplishment and community pride, emphasizing how rewarding it is to see tangible results from the Board's efforts, especially after extensive periods of time has passed. She referenced the new community park and the overwhelmingly positive response from the youth.

Director Cremer expressed his appreciation for the maintenance work on the Highway 53 corridor. The clearing of the brush and improvements to sightlines were noted as

significant achievements.

d. **Caltrans**

i. **SR 29 Project Update:**

Lisa discussed the Highway 29 project, particularly Segment 2B, being included on the list for funding under the Interregional Transportation Improvement Program (ITIP). This inclusion is seen as a positive development compared to previous updates where the project did not make it onto the list. The amount requested constituted a significant portion of the total funds available in the ITIP statewide. The Board noted the importance of this funding, with a figure of around \$43 million being mentioned. There was a discussion about the need for representation at the ITIP hearings to address any questions from CTC staff or commissioners.

Tatiana acknowledged receiving a formal comment letter outlining safety concerns and requests for information about the multi-use trail project. There was a mention of ongoing delays and cost increases affecting the project's scope.

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

Tatiana gave an update on Lake County projects and various transportation infrastructure improvements managed by Caltrans.

iii. **Miscellaneous:**

Director Simon announced that he would not run for another term. The construction continuation of the multimodal path was also announced.

e. **Rural Counties Task Force**

i. *Next Meeting Date Meeting – November 17, 2023*

f. **California Transportation Commission**

i. *Next Meeting Date Meeting – December 6-7, 2023*

g. **California Association of Governments**

i. *Next CDAC – December 14, 2023*

ii. *CalCOG Board of Directors – February 7, 2023*

iii. *Regional Leadership Forum – February 7-9, 2023*

h. **Miscellaneous**

None.

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 10:35 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker, Administrative Associate



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Public Hearing & Adoption of the 2024
Regional Transportation Improvement Program

DATE PREPARED: 12/06/2023
MEETING DATE: 12/13/2023

SUBMITTED BY: Michael Villa, Project Coordinator

BACKGROUND:

Each odd-numbered year we consider the programming of projects that are to be included in the State Transportation Improvement Program (STIP) that goes into effect July 1 of the following year. We do this by developing our Regional Transportation Improvement Program (RTIP) which programs our Regional Improvement Program (RIP) shares as identified by the California Transportation Commission (CTC) in the STIP Fund Estimate (FE) for the 2024 cycle. The 2024 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. Any programming that exceeds our 28/29 Target share is pulling funds that would be available in the 2026 STIP cycle.

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 project in favor 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 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, The Lakeport Boulevard and South Main Street Intersection Project will be deprogrammed and reprogrammed as 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.

After some discussion, the Board gave APC staff direction to proceed with the TAC recommendations in reserving Funds for both the Soda Bay Road Rehabilitation and Bike Lanes, Phase 2 and the Dam Road/Dam Road Extension Roundabout.

At the November meeting, the TAC recommended the approval of the draft RTIP, which includes reserving funds for future allocation and programming. At this time, we ask that the Board consider the RTIP for adoption. A resolution has been prepared which reflects the TAC recommendation for approval. Following adoption, the RTIP will be forwarded to Caltrans and the California Transportation Commission prior to the December 15, 2023 due date along with any additional project documentation.

ACTION REQUIRED:

1. Make finding that proper notice of the meeting has been provided. Notice was published in the Lake County Record-Bee on 12/1/2023
2. Receive Staff Report.
3. Open public hearing.
4. Receive public comments.
5. Close public hearing.
6. Action by resolution on the 2024 Regional Transportation Improvement Program.

ALTERNATIVES: Adopt the RTIP with changes

RECOMMENDATION: Approve the Resolution adopting the 2024 Regional Transportation Improvement Program as presented and authorize staff to submit the adopted RTIP to Caltrans and the California Transportation Commission.

Lake County Publishing
Lake County Record-Bee
2150 S. Main St., PO Box 849
Lakeport, CA 95453
(707) 263-5636
advertising@record-bee.com

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DOW & ASSOCIATES
525 S MAIN STREET SUITE B
UKIAH, CA 95482

Affidavit of Publication STATE OF CALIFORNIA County of Lake

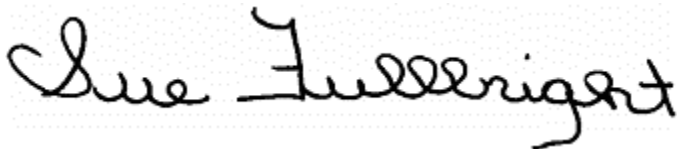
I, Sue Fullbright, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and which is, and has been, established, printed and published at regular intervals, to-wit: Daily (except Sunday and Monday) in the City of Lakeport, County and State aforesaid, for more than one year preceding the date of the publication below mentioned, a newspaper of general circulation, as that term is defined by Section 6,000 et al, of the Government Code of the State of California, and is not and was not during any said times, a newspaper devoted to the interests or denomination, or for any members of such classes, professions, trades, callings, races or denominations.

That at, and during all of said dates and times herein mentioned, affiant had and now has knowledge and charge of all notes and advertisements appearing in said newspaper; that the notice of which the annexed is printed copy, was published each week in the regular and entire issue of one or more number of the said newspaper during the period and times of publication thereof, to-wit:

For 1 issue published therein on the following date, viz: 12/01/2023;

that said notice was published in said newspaper proper and not in a supplement; that said notice, as so published, was set in type not smaller than nonpareil, and was preceded with words printed in black face type not smaller than nonpareil, describing and expressing in general terms the purport and character of said notice, as fully appears from the exact copy of said notice, which is hereto annexed as aforesaid.

Executed this 1st day of December, 2023 at Lakeport, California. I hereby declare under penalty of perjury that I have read the foregoing and that it is true and correct.



Sue Fullbright, Legal Clerk

Legal No. **0006793239**

MEETING NOTICE

NOTICE IS HEREBY GIVEN that the Lake County/City Area Planning Council (APC), which is the regional transportation planning agency for Lake County, will hold a public hearing on Wednesday, December 13, 2023, at 9:00 a.m. or as soon thereafter as possible, to consider the following item:

Public Hearing - Adoption of 2024 Regional Transportation Improvement Program

The APC will hold a public hearing to consider adoption of a Regional Transportation Improvement Program (RTIP) which will reserve approximately \$11,058,000 for future transportation projects within the Lake County Region.

The purpose of this public hearing is to receive public testimony prior to formal adoption of the 2024 RTIP.

For additional information, please contact Michael Villa (villam@dow-associates.com) at the Lake Area Planning Council, 707-263-7799.

Lisa Davey-Bates
Executive Director Pub: 12-1/2023

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION NO. 23-24-11

RESOLUTION ADOPTING THE 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS,

- The Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and
- The APC, as the RTPA, is required by State law to prepare, adopt, and submit to Caltrans and the California Transportation Commission by December 15, 2023, a Regional Transportation Improvement Program (RTIP); and
- In August of 2023 the California Transportation Commission released a 2024 State Transportation Improvement Program (STIP) Fund Estimate which identifies funds available for programming by regional transportation planning agencies; and
- The 2024 STIP Fund Estimate identified a new programming target for the Lake County region of \$3,756,000; and
- The 2024 RTIP included a reserve of \$1,919,000 from the 2022 RTIP; and previously lapsed funds from Fiscal Year 19/20 in the amount of \$71,000; and
- The Total 2024 STIP Fund Estimate target share through Fiscal Year 28/29 is \$5,746,000; and a maximum net share of \$17,030,000 through Fiscal Year 31/32; and
- The APC conducted a competitive application cycle for projects to utilize available funding; and
- The 2024 RTIP has been prepared which includes the following programming:

Planning, Programming & Monitoring:	\$188,000
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Total All Programming Needs:	\$188,000
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- On October 26, 2023 the Technical Advisory Committee recommended the remaining \$5,558,000 be reserved for the Soda Bay Road Rehabilitation Project; and
- The Technical Advisory Committee also recommended reserving future funds in the amount of \$5,500,000 for the Dam Road/Dam Road Extension Roundabout Project; and

- The APC also desires to make programming changes, including deprogramming the Lakeport Boulevard and South Main Street Intersection Project and reprogramming as the Lakeport Boulevard Phase 1 Project, as listed in the Project Programming Request Index and shown in individual Project Programming Request forms; and
- The APC desires to delete completed projects from the RTIP; and keep all other existing project programming in tact unless otherwise identified in the RTIP document; and
- The Technical Advisory Committee has recommended approval of the 2024 Regional Transportation Improvement Program; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The APC finds that the 2024 Regional Transportation Improvement Program (RTIP) is consistent with Lake County’s adopted Regional Transportation Plan; and

The APC hereby adopts the 2024 Regional Transportation Improvement Program (RTIP), including programming identified above, and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 13th day of December 2023, by the following roll call vote:

AYES:
 NOES:
 ABSENT:

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

 ATTEST: Lisa Davey-Bates
 Executive Director

 Chair

Lake County/City Area Planning Council
2024 Regional Transportation Improvement Program
For Adoption: December 13, 2023



2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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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 2024 STIP FE also identified a maximum net share of \$17,030,000 through FY 31/32.

The Lake APC is not proposing to program funds at this time, with the exception of PPM funding. The \$5,558,000 available in the target will be reserved for allocation for the existing 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 the funding will be reprogrammed on a new project, the Lakeport Boulevard Improvement Project. Although the old and new projects are on the same corridor, the difference in planned improvements is significant enough that it was necessary to program an entirely new project rather than amend the scope of the existing 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 in the future 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.

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.

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	This project is nearing completion and will improve safety with the 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.
Lake County Expressway Project Segment 2C	Construct 4-lane expressway near Kelseyville from 0.6 North of the junction of SR 29/175. A 3.1 mile portion of 8-mile long, 4-lane expressway.	Significant improvement in safety in an area with high collision rates. Improved traffic flow on SR 29. Encourages truck traffic to avoid narrow, north shore “Main Street” route.

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	December 13, 2023
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

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 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. 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. 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.

Additionally, the Dam Road/Dam Road Extension Roundabout project has received public input through various studies. The project has been recognized in the City of Clearlake’s General Plan which conducted extensive public input efforts during the preparation of the 2015 General Plan update. The project was also recognized in the SR 53 Corridor study which received input from local community figures including members from the Clearlake Chamber of Commerce, Department of Social Services and the California Highway Patrol.

Furthermore, a grant from Caltrans’ surplus Rural Planning Assistance funds was used to hire Redwood Community Action Agency (RCAA) to conduct the public outreach for the Lake

County Active Transportation Plan. Public outreach meetings were held in Clearlake, Lucerne, Lakeport and Middletown. These communities were selected to host community involvement workshops based on their location, which provides the greatest geographical equity in terms of accessibility by the majority of the region's population.

Participants in the workshops were asked to select the strategies or improvement locations from both maps and strategy posters that were most important to them. For Clearlake the greatest number of people indicated that a roundabout was desired at Dam Road where the Walmart is located. This project promotes active transportation with the addition of bike lanes and sidewalks as well as improving traffic flow. The improvement of traffic flow enhances safety due to the current infrastructure causing traffic to overflow onto SR 53 increasing accidents.

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

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

Target Share through 28/29: \$5,746,000

Maximum Target Share through 31/32: \$17,030,000

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 & South Main Street Intersection Improvements (DELETE)	Construct intersection improvements consisting of a roundabout	\$894,000
Lakeport Boulevard Improvement Project Phase 1	New bike lanes, sidewalks, expanded roads and mid-block crosswalks.	\$894,000

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

Figures are in thousands

Proposed 2024 RTIP	Total RTIP	Other Funding						Utility Underground Funding	Total Project Cost
		ITIP	Local Funds	HIP	HSIP	SHOPP	DEMO		
Lake 29 Expressway (Segment 2A)	900	5100						97000*	
Lake 29 Expressway (Segment 2B)	900	5100						133000**	
South Main St. Widening & Bike Lanes	6725		47	202			2985	11209	
Soda Bay Rd. Widening & Bike Lanes	1503		353		202		1958	5266	
Lakeport Boulevard Improvement Project Phase 1	965		420					1385	
								-	
								-	
								-	
								-	
Totals	10993	10200	820	202	202		4943	2500	247,860

Notes: * Includes \$91,000 of Future Unfunded Needs
 ** Includes \$127,000 of Future Unfunded Needs

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.

Caltrans has proposed \$43.541 million in right of way funding for one of the region's top priorities, the Lake 29 Expressway Segment 2B. This project improves safety and system effectiveness for all travelers by separating the interregional and regional travel by supporting freight improvements to the south on State Route 29 and improving local circulation, including active transportation, to the north on SR 20. It complements the Lucerne Complete Streets project that was part of the previous ITIP. This project has long been one of the top regional priorities.

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. In addition, because SR 20 along the North Shore serves as main street to many communities, there's significant pedestrian and bicycle usage. 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, 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 in prior years and has

\$43.541 million in proposed funding in the 2024 ITIP for right of way and right of way support. Construction and support costs have yet to be secured. Segment 2A has yet to secure funding for right of way as well as construction and support costs. 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.

Section 10. Highways to Boulevards Conversion Pilot Program

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)

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. Complete Streets remains an especially relevant topic for communities of Lake County as many roads continue to lack adequate infrastructure for multiple users, yet are still shared by motorist, pedestrians and bicyclists throughout the region. Each agency within the Lake County Region considers Complete Streets Elements for all projects.

The Lakeport Boulevard Improvement Project Phase 1 incorporates complete streets elements by improving and constructing sidewalks as well as incorporating bike lanes for both sides of the road.

The County's South Main Street and Soda Bay Road projects both include complete streets elements with the inclusion of sidewalks and bicycle lanes for pedestrians and cyclists. A center lane will be constructed to enhance the flow of traffic as well as increasing safety by providing a buffer for vehicles traveling in the opposite direction as well as reducing rear end collisions.

The City of Clearlake's Dam Road/Dam Road Extension Roundabout project will also incorporate complete streets elements. In the Lake County Active Transportation Plan, members of the community identified a need for a roundabout at this intersection. This will include constructing sidewalks and bike lanes to promote active transportation, that will benefit the local shopping center and various educational centers by making them more accessible for all modes of transportation.

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>
	<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>

Objectives	Policies
	SHS-1.5: Identify for funding consideration projects consistent with the SR 53 Corridor Study.
	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.
	SHS-1.7: Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP).
SHS-2: Improve safety conditions on the State highway system serving Lake County.	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).
	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.
	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.
	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.
	SHS-2.5: Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Northshore Communities Traffic Calming Plan.
	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.
	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.

Objectives	Policies
	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
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<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>
	<p>LSR-3.3: Limit the approval of new direct access points to State highways.</p>
	<p>LSR-3.4: Plan and design local and State improvements consistent with the SR 53 Corridor Study.</p>
	<p>LSR-3.5: Plan and design improvements consistent with the Highway 20 Northshore Communities Traffic Calming Plan.</p>
<p>LSR-4: Pursue federal, State, local and private funding</p>	<p>LSR-4.1: Consider development and implementation of a Transportation Impact Fee Program in coordination with</p>

sources for transportation system maintenance, restoration and improvement projects consistent with this Plan.	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 development of active transportation projects	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
	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,	AT-5.1: Pursue non-traditional funding sources for planning, design and construction of active transportation facilities.

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
2024 Regional Transportation Improvement Program**

Local Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
City of Lakeport	Lakeport Blvd Improvement Project Phase 1		LR Objective 3, Policy 3.1, BP Objective 1, Policy 1.1	This project will consist of pedestrian improvements including street rehabilitation, complete streets sidewalk gap closure, driveway conforms and crosswalk improvements.
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)	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

The existing programmed projects provide significant regional and statewide benefit.

The Lake 29 Expressway Project will provide a significant 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 proposed project is expected to improve overall safety for bicyclists by providing widened shoulders that bicyclists can use, thus reducing modal conflicts. The project will accomplish goals of the Caltrans 2021 Interregional Transportation Strategic Plan by meeting the needs of local disadvantaged communities by increasing connectivity and accessibility to modal options, including active transportation. 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. Route 20 experiences the highest Vehicle Miles Traveled (VMT) of the routes that compose the PAC. This is due to a combination of local and interregional travelers. With the planning emphasis on developing the North Shore as a livable/walkable destination, high traffic volumes present particular challenges.

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.

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: One of the projects included in this RTIP is an intersection improvement, which will provide major improvements including a roundabout, sidewalks and bike lanes at a congested intersection. This intersection is at a high volume location which experiences severe congestion at peak times. It is 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 in this RTIP 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 roundabout project 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

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**	CON	55					
Lakeport	Lakeport Blvd & S. Main Intersection (DELETE)	E&P	74					
		PS&E		88				
		ROW			406			
		CON				700		
Lakeport	Lakeport Blvd Improvement Project Phase 1	CON				894		
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					
APC	PPM	CON	299	70	68	68	66	62
	TOTAL PROPOSED PROGRAMMING		24334	70	68	962	66	62

**The prior 55K were COVID Relief Share Funding. Additional Non-COVID money may be programmed for this project if necessary. Caltrans Headquarters is currently reviewing.

Future Funding Commitments

Dam Road/Dam Road Extension Roundabout \$5,558,000

Soda Bay Road Corridor Improvements \$5,500,000

*The 2024 Regional Transportation Improvement Program (RTIP) identified a future funding commitment of up to \$5,500,000 using the max net share identified in the 2024 STIP FE. These funds will remain unprogrammed and not be identified in the table above due to the uncertainty of when funds will be ready for allocation. They will be reserved for a future allocation.

***There is \$662K in STIP funds programmed for FY 23/24. STIP Guidelines do not allow for programming of funds in the current fiscal year, so \$5,558,000 of CON funds from the 2024 STIP FE have been added to the \$662K, identified in the table above, but will remain unprogrammed until the County is ready for allocation. This will cover cost increases for the project.

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. Detailed Project Programming Summary Table (Optional)

SECTION 17
Project Programming
Request Forms

PROJECT PROGRAMMING REQUEST

INDEX & SUMMARY

PPNO	Implementing Agency	Project	Summary of Changes from Existing Programming
3089	Lakeport	Lakeport Blvd/S. Main Intersection	Deprogram funds for new project.
	Lakeport	Lakeport Blvd Improvement Project	New project funded with RIP funds from Lakeport Blvd/S. Main Intersection.
3002P	Lake APC	PPM	Add and redistribute programming.

SECTION 18
Board Resolution

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION NO. 23-24-11

RESOLUTION ADOPTING THE 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS,

- The Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and
- The APC, as the RTPA, is required by State law to prepare, adopt, and submit to Caltrans and the California Transportation Commission by December 15, 2023, a Regional Transportation Improvement Program (RTIP); and
- In August of 2023 the California Transportation Commission released a 2024 State Transportation Improvement Program (STIP) Fund Estimate which identifies funds available for programming by regional transportation planning agencies; and
- The 2024 STIP Fund Estimate identified a new programming target for the Lake County region of \$3,756,000; and
- The 2024 RTIP included a reserve of \$1,919,000 from the 2022 RTIP; and previously lapsed funds from Fiscal Year 19/20 in the amount of \$71,000; and
- The Total 2024 STIP Fund Estimate target share through Fiscal Year 28/29 is \$5,746,000; and a maximum net share of \$17,030,000 through Fiscal Year 31/32; and
- The APC conducted a competitive application cycle for projects to utilize available funding; and
- The 2024 RTIP has been prepared which includes the following programming:

Planning, Programming & Monitoring:	\$188,000
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Total All Programming Needs:	\$188,000
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- On October 26, 2023 the Technical Advisory Committee recommended the remaining \$5,558,000 be reserved for the Soda Bay Road Rehabilitation Project; and
- The Technical Advisory Committee also recommended reserving future funds in the amount of \$5,500,000 for the Dam Road/Dam Road Extension Roundabout Project; and

- The APC also desires to make programming changes, including deprogramming the Lakeport Boulevard and South Main Street Intersection Project and reprogramming as the Lakeport Boulevard Phase 1 Project, as listed in the Project Programming Request Index and shown in individual Project Programming Request forms; and
- The APC desires to delete completed projects from the RTIP; and keep all other existing project programming in tact unless otherwise identified in the RTIP document; and
- The Technical Advisory Committee has recommended approval of the 2024 Regional Transportation Improvement Program; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The APC finds that the 2024 Regional Transportation Improvement Program (RTIP) is consistent with Lake County’s adopted Regional Transportation Plan; and

The APC hereby adopts the 2024 Regional Transportation Improvement Program (RTIP), including programming identified above, and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 13th day of December 2023, by the following roll call vote:

AYES:
 NOES:
 ABSENT:

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

 ATTEST: Lisa Davey-Bates
 Executive Director

 Chair

SECTION 19

Fact Sheet

SECTION 20
Detailed Project
Programming Summary
Table

**Lake County/City Area Planning Council
2024 RTIP Proposed Programming (\$ in 1,000s)**

AGENCY	PROJECT	PPNO	COMPONENT	Prior	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Clearlake	Dam Rd/Dam Rd Extension Roundabout	3125	E&P	211					
		3125	PS&E	563					
		3125	ROW	570					
	Clearlake Guard Rails*		CON	55					
Lakeport	Lakeport Blvd & S. Main Intersection (Delete)	3089	E&P	74					
		3089	PS&E		88				
		3089	ROW			106			
		3089	CON				700		
Lakeport	Lakeport Blvd Improvement Project	3089	CON				894		
Caltrans	Lake 29 Expressway 2A	3122	PA&ED	6000					
	Lake 29 Expressway 2B	3121	PA&ED	6000					
Lake County	South Main Street Corridor Improvements	3032R	CON	4416					
	Soda Bay Road Corridor Improvements	3033R	CON	6220					
APC	PPM	3002P	CON	299	70	68	68	66	62
	TOTAL PROPOSED PROGRAMMING			24334	70	68	962	66	62

*Indicates COVID Relief Share Funding. Additional Non-COVID money may be programmed for this project if necessary. Caltrans Headquarters is currently reviewing.

**Lake County/City Area Planning Council
2024 RTIP Current Programming**

AGENCY	PROJECT	PPNO	COMPONENT	Prior	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29
Clearlake	Dam Rd/Dam Rd Extension Roundabout	3125	E&P	211					
		3125	PS&E	563					
		3125	ROW	570					
	Clearlake Guard Rails*		CON	55					
Lakeport	Lakeport Blvd & S. Main Intersection	3089	E&P	71					
		3089	PS&E		88				
		3089	ROW			106			
		3089	CON				700		
Caltrans	Lake 29 Expressway 2A	3122	PA&ED	6000					
	Lake 29 Expressway 2B	3121	PA&ED	6000					
Lake County	South Main Street Corridor Improvements	3032R	CON	4416					
	Soda Bay Road Corridor Improvements	3033R	CON	662					
APC	PPM	3002P	CON	299	50	48	48		
	TOTAL PROPOSED PROGRAMMING			18847	138	154	748	0	0

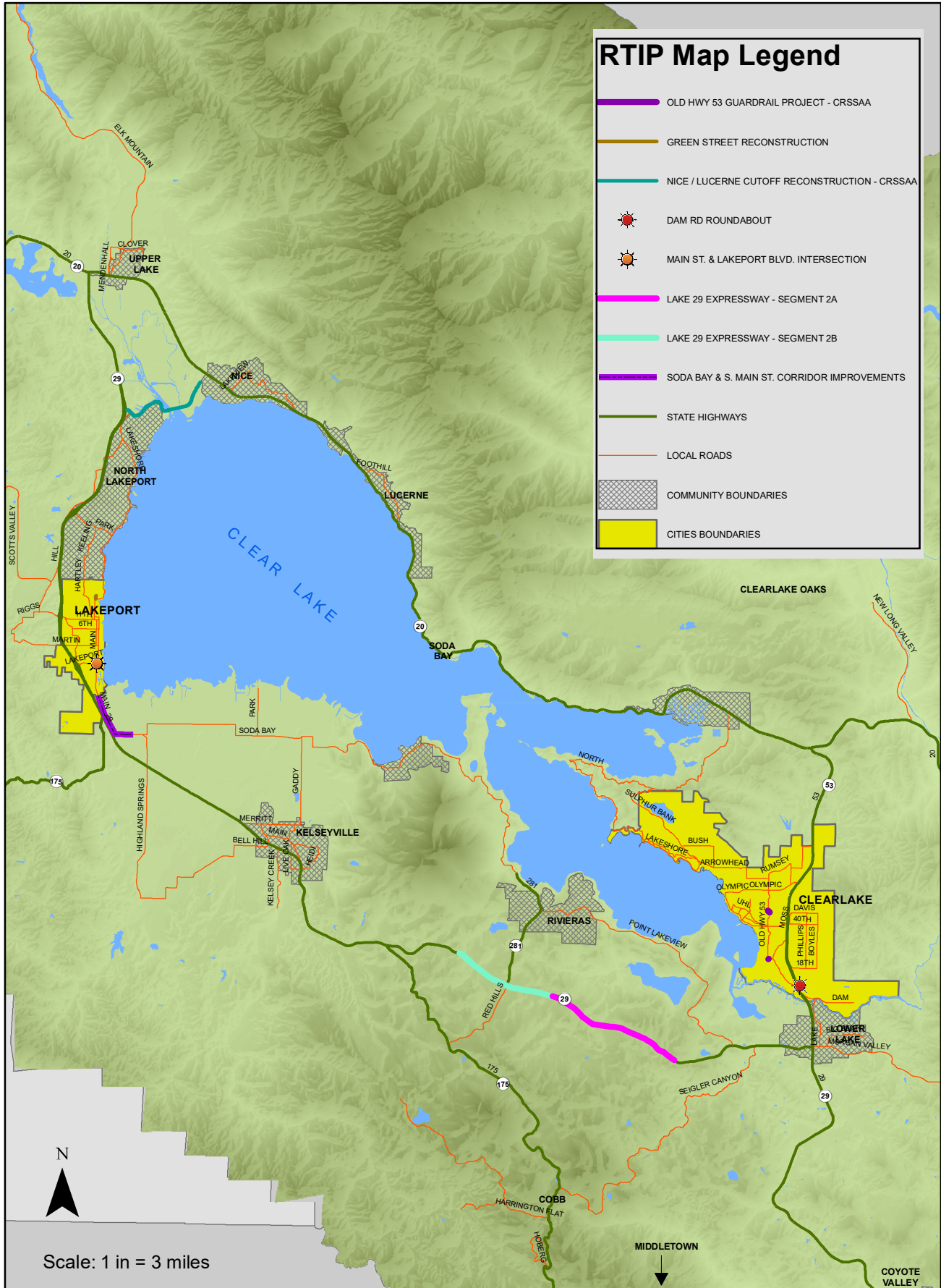
*Indicates COVID Relief Share Funding

SECCION 21

Additional Appendices

Project Location Maps

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LOCATION MAP



MAP DEVELOPED BY:
A. PEDROTTI
LAKE COUNTY/CITY AREA PLANNING COUNCIL
525 S. MAIN STREET, SUITE G
UKIAH, CA 95482



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

Draft

2024

Lake Transit Authority

&

Lake County/City Area Planning Council

Meeting Schedule

<u>DATE</u>	<u>LOCATION</u>	<u>NOTE:</u>
JANUARY 10	Lakeport	Typically do not meet
FEBRUARY 14	Lower Lake	
MARCH 13	Lakeport	
APRIL 10	Lower Lake	
MAY 13	Lakeport	Date change - RAPS Conflict
JUNE 12	Clearlake	
JULY 10	Lower Lake	Typically do not meet
AUGUST 14	Lakeport	
SEPTEMBER 11	Clearlake	
OCTOBER 9	TBD / Fieldtrip	
NOVEMBER 13	Lower Lake	
DECEMBER 11	Lakeport	

Notes:

League of California Cities Annual Conference **October 16 – 18**
Regional Leadership Forum (Monterey) **February 7 – 9**
County of Lake Budget Hearings **June 20 – 21**



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: SB 125 Funding – Initial Allocation Package Approval

DATE PREPARED: 12/07/2023

MEETING DATE: 12/13/2023

SUBMITTED BY: James Sookne, Program Manager

BACKGROUND:

AB 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the State’s Budget Act of 2023 to appropriate a total of \$5.1 billion to the Transit and Intercity Rail Capital Program (TIRCP) and the new Zero-Emission Transit Capital Program (ZETCP) over a four-year period. The TIRCP program is typically a statewide competitive program, however, this appropriation, along with the ZETCP appropriation will be distributed by formulas based on both population and transit operator revenues to regional transportation planning agencies for programming and administration. The funds can be used for transit capital projects and operating expenses that prevent service cuts and/or increase ridership, subject to compliance with the program guidelines developed by the California State Transportation Agency (CalSTA). The APC will be receiving a total of \$8,415,895 over the four-year period, with the bulk of the funds in the first two years. This funding includes \$84,159 for APC for administration of the program. Funding amounts for each year are shown below.

	Year 1 – 23/24	Year 2 – 24/25	Year 3 – 25/26	Year 4 – 26/27
TIRCP	\$3,706,510	\$3,715,111		
ZETCP	\$370,593	\$207,894	\$207,894	\$207,894
Total	\$4,077,103	\$3,923,005	\$207,894	\$207,894

RTPAs must develop and submit an initial allocation plan by December 31, 2023, in order to receive an allocation in FY 23/24. The plan must identify how funding is distributed among operators and projects. The required details of the plan are identified in SB 125 guidelines and dependent on the types of projects being proposed.

Because LTA is the only public transit operator in the region, the process of determining how to use funding is somewhat simplified. The APC and LTA staff have met and discussed a proposed funding strategy to utilize the first year of funding. Activities included in the strategy were presented at the November APC Board meeting. An allocation plan has been developed based on this strategy and feedback from the Board and is presented at this meeting for approval by resolution. The project, the Lake County Interregional Transit Center, originally funded in Cycle 2 of the TIRCP, incorporates development and construction of the transit center in Clearlake as well as the purchase of four (4) hydrogen vehicles and construction of the necessary hydrogen fueling infrastructure into one project intended to increase ridership and reduce greenhouse gas emissions. The project budget was originally developed in 2019 and did include cost escalation factors. However, the budget did not forecast economic and market conditions that resulted from the COVID-19 pandemic and the project is currently underfunded. Additionally, the APC will allocate the full amount of administration funds from this first year for use over the life of the program. Details on the project activities can be found in Section B of the allocation plan.

The plan is presented today for approval by resolution. A draft resolution has been prepared and attached. Following approval, APC staff will complete the additional forms required for submittal prior to the December 31 deadline. An update to the allocation plan will then be developed over the next several months to incorporate funding available in FY 24/25 and beyond.

ACTION REQUIRED:

Adopt the resolution approving the SB 125 Formula Based Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program Allocation Package.

ALTERNATIVES: The Board may consider changes to the allocation plan prior to approval.

RECOMMENDATION: Adopt the resolution approving the SB 125 Formula Based Transit and Intercity Rail Capital Program and Zero Emission Transit Capital Program Allocation Package – December 2023 and authorize staff to submit the package, along with relevant forms and data, to CalSTA by December 31.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION NO. 23-24-12

ADOPTING THE SB 125 FORMULA BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) AND ZERO EMISSION TRANSIT CAPITAL PROGRAM (ZETCP) ALLOCATION PLAN FOR FISCAL YEAR 2023/24

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

WHEREAS,

- The Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and
- The Transit and Intercity Rail Capital Program (TIRCP) was created by Senate Bill 862 (Chapter 36, Statutes of 2014) and modified by SB 9 (Chapter 710, Statutes of 2015), to provide grants from the Greenhouse Gas Reduction Fund (GGRF) to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion; and
- Assembly Bill 102 (Chapter 38, Statutes of 2023) and SB 125 (Chapter 54, Statutes of 2023) amended the Budget Act of 2023 to appropriate \$4 billion of General Fund to the TIRCP over the next two fiscal years as well as \$910 million of GGRF funding and \$190 million of Public Transportation Account funding over the next four fiscal years to establish the Zero-Emission Transit Capital Program (ZETCP); and
- SB 125 guides the distribution of TIRCP funds on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements, and AB 102 is to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations; and
- The APC will receive an estimated total of \$8,415,895 over the next four-year period, including up to \$84,159 for Administration of the program, and shall be responsible for reporting of data and expenditures and other requirements; and
- The California State Transportation Agency's (CalSTA) adopted guidelines governing the distribution of these funding sources require regional transportation planning agencies to submit a regional short-term financial plan, referred to as an allocation plan or package, due December 31, 2023 to receive a first allocation in Fiscal Year 2023/24; and

- APC staff has prepared the first allocation plan in consultation with Lake Transit Authority, for a total of \$4,077,103, summarized briefly as follows; and

Project Elements	TIRCP	ZETCP
Administration – APC	\$84,159	
Lake County Interregional Transit Center	\$2,492,944	
Hydrogen buses and fueling infrastructure	\$1,129,407	\$370,593

- The allocation plan may be amended at any time and the remainder of the funds will be programmed later by the APC subject to approval of the Board of Directors; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The TIRCP and ZETCP allocation plan is approved, with details to be finalized by staff in accordance with the guidelines, for submittal of the complete package to CalSTA as required by December 31, 2023.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 13th day of December 2023, by the following roll call vote:

AYES:
 NOES:
 ABSENT:

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

 ATTEST: Lisa Davey-Bates
 Executive Director

 Chair

Lake Area Planning Council

SB 125 FORMULA-BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM & ZERO EMISSION TRANSIT CAPITAL PROGRAM

Allocation Package

December 2023

A. Introduction

The Lake Area Planning Council (APC) is the Regional Transportation Planning Agency for the Lake County region. Within the boundaries of APC's jurisdiction, there is only one public transit operator, the Lake Transit Authority (LTA). Development of this allocation plan is the result of collaboration between the APC and LTA over the last couple of months. The two agencies have held meetings and had ongoing communication specifically to discuss project prioritization for these funds. The funding has also been discussed in public meetings of the Boards of Directors of both agencies. LTA's highest priority project is the Lake County Interregional Transit Center, which was originally funded with TIRCP funds awarded in 2020. Due to the economic and market conditions that resulted from the COVID-19 pandemic, this project is currently underfunded. This project will increase ridership by improving the rider experience of public transit and help LTA transition to a zero-emission fleet.

B. Narrative Explanation

1. Explanation of funding and service actions being taken within the region that utilize resources other than SB125 funding.

Lake Transit Authority is the only STA eligible operator in the Lake County region. At this time, they do not anticipate any funding related operational deficits through 25/26. Their ordinary sources of federal, state, and local funding are sufficient to maintain service levels.

2. Description and justification of the RTPA strategy to use SB 125 funding to construct capital projects and fund operating expenses that lead to improved outcomes in its jurisdiction.

Lake Transit Authority, the one eligible operator in the region, does not anticipate funding related operating deficits or service cuts at this time. Therefore, the APC's strategy focuses on supporting improvement in ridership. The APC's strategy, developed in consultation with the Lake Transit Authority (LTA), addresses goals to increase ridership by improving the rider experience of public transit and replacing older vehicles with zero emission vehicles that will allow LTA to expand their intercity service. These approaches are included in LTA's existing TIRCP project, the Lake County Interregional Transit Center, that was awarded in 2020. The budget that was originally developed for this project was created in 2019 and did include cost escalation factors. However, the budget did not

forecast economic and market conditions that resulted from the COVID-19 pandemic. To date, the environmental phase of the project has been completed and LTA is preparing to begin the design phase. The project includes the activities listed below.

- a) Activity #1 - Construction of Lake County Interregional Transit Center. Construction of the Lake County Interregional Transit Center will be the realization of a long-planned capital improvement for Lake Transit Authority that first appeared in planning documents in 2015 with the local adoption of the Coordinated Public Transit-Human Services Transportation Plan. In 2020, LTA was awarded TIRCP funds for the transit center, as well as hydrogen fueling infrastructure and hydrogen fuel cell buses. This multimodal center will connect public transit services, cyclists, pedestrians, and park and ride users.
- b) Activity #2 Procurement of hydrogen buses and the construction of hydrogen fueling infrastructure. LTA received funding to purchase four hydrogen buses and construct the associated fueling infrastructure. Acquiring these buses will officially begin LTA's transition to zero-emission vehicles. Currently, the LTA fleet is powered only by gasoline and diesel. For the purposes of extending LTA service to Santa Rosa, hydrogen technology is the preferred option given its advantage over electric with respect to range, fueling time, and overall horsepower for the longer trips over often hilly terrain. Fueling infrastructure for the new buses will be located at LTA's Operations and Maintenance facilities in Lower Lake. There is ample area to address setback requirements and less public access to help protect against potential hazards or vandalism.

3. Detailed breakdown and justification for how the funding is proposed to be distributed between transit operators and among projects, consistent with the legislative intent described in SB 125.

The Lake County region has only one public transit operator, the Lake Transit Authority, therefore, this section focuses on projects rather than distribution among operators. In addition to administrative costs, all funding for the first year will be allocated to one project implemented by LTA: the TIRCP-funded Lake County Interregional Transit Center. This project includes the construction of a new transit center/hub in the region's largest population center and the procurement of four hydrogen buses and associated fueling infrastructure. The project will combine funding sources that will be used to fund high-priority capital improvements to the LTA system. A detailed description of the high priority nature of all activities in the project is included below.

Activity #1 Construction of Lake County Interregional Transit Center. This has long been a need in the Clearlake area, the largest population center in Lake County. It is located just south of the State Route 20 corridor, which is a vital east/west connection between the US 101 and I-5 corridors. LTA does not currently have any type of transit hub or transit center in the Clearlake area that allows for a consolidated connection point for six LTA routes that serve the community, or connection with other modes. Additionally, it will be the connection point for service between Lake County and the I-5 corridor once that service begins. By providing a central location for these connections, as well as other amenities to support zero emission and active transportation (charging, bike storage, etc.), LTA will be able to **increase ridership and improve the overall ridership experience**. LTA will combine the SB 125 funds with their existing TIRCP funds to fully fund the project. Construction of the transit center will satisfy an important pre-condition necessary for expansion of the transit system.

Activity #2 Procurement of hydrogen buses and the construction of the hydrogen fueling infrastructure. This activity will **reduce greenhouse gas emissions and increase ridership by improving the overall ridership experience** by beginning the process of replacing of LTA's existing fossil fuel powered fleet with zero-emission vehicles (ZEVs), consistent with LTA's Zero Emission Transition Plan. The construction of the hydrogen fueling infrastructure is crucial to LTA's transition plan and will accelerate LTA's shift to ZEVs. The available funding would enable the agency to stay on track with the ICT Regulation of being 100% zero emissions by 2040. The addition of the buses to the existing fleet will allow for the expansion of LTA's intercity routes, further **reducing greenhouse gas emissions by converting more single occupancy vehicle trips to shared transit vehicle trips**.

Appendices:

Appendix 1 - SB 125 Funding Allocation Worksheets (addresses Sections 6.C through 6.D of SB 125 Guidelines)

Appendix 2 – Transit Operator Worksheets (addresses Sections 6.E of SB 125 Guidelines)

Appendix 3 – Fact Sheets



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

TITLE: Current or Proposed Planning Projects

DATE PREPARED: December 6, 2023

MEETING DATE: December 13, 2023

SUBMITTED BY: John Speka, Senior Transportation Planner

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

Wildfire Evacuation and Preparedness Plan- Last summer, APC was awarded a grant for a Wildfire Evacuation and Preparedness Plan. After addressing preliminary award conditions, staff received a “Notice to Proceed” letter from Caltrans in mid-November. A Request for Proposals (RFP) was subsequently sent out on November 15. The deadline for proposals is set for December 22, with a consultant selection process expected to take place the first couple of weeks in January.

Sustainable Transportation Planning Grants- The newest cycle of Sustainable Transportation Planning Grants is currently open with applications due January 18. Staff is planning to apply for two grants. The first to fund a Tribal Lands Access Needs Study that would include a short detailed list of projects for each of the region’s tribes, estimated costs, and potential funding sources to implement selected projects, whether they are on or adjacent to tribal lands. The primary goals of the project would be to prioritize tribal transportation projects for the region as well as to strengthen lines of communication with local tribes and develop partnering opportunities for future projects.

A second application will also be made, re-submitting a previously unsuccessful request to fund a regional infrastructure plan for Zero Emission Vehicle charging/fueling stations.

Robinson Rancheria Long Range Transportation Plan- Staff recently attended a presentation by the Robinson Rancheria of its Draft Long Range Transportation Plan, held before federal, State, and local agencies. The Plan consists of a 20-year forecast of improvement needs for the Rancheria, and is required in order to receive future federal funding for the projects included. Lake APC staff will review and provide comments prior to final adoption by tribal council leaders. Lake APC staff will also be available to assist the tribe in applying for potential grant opportunities in the future.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None, informational only

Past Due		Due in 3 Months			Complete		CT Milestone Report - Lake County - November 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	\$336,563	\$336,563	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	\$14,983,212	\$88,988,212	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	\$4,621,307	\$21,870,307	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	\$881,288	\$10,686,288	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	\$89,852	\$354,852	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	\$558,402	\$558,402	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	\$5,170,045	\$31,130,045	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	\$217,072	\$217,072	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	\$10,857,118	\$27,407,118	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	\$2,422,812	\$4,128,812	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	\$7,497,813	\$46,424,813	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	\$8,069,055	\$14,693,055	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	\$0	\$0	\$2,510,521	\$2,510,521	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	.001/7.42	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	\$4,600,000	\$0	\$1,510,861	\$6,110,861	PAED	08/30/2022	03/15/2024	06/14/2024	06/24/2024	09/30/2024	12/30/2025
01	0122000059	01-0L900	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	020	0/31.593	LAK 3 locations MMBN	MIDDLE MILE BROADBAND 85.34 MILES IN LAKE COUNTY ON VARIOUS ROUTES AT VARIOUS LOCATIONS	MIDDLE MILE BROADBAND	\$0	\$3,000	\$8,407,709	\$8,410,709	PAED	06/08/2022	09/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026
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	\$2,000,000	\$0	\$1,226,461	\$3,226,461	PAED	08/29/2022	03/15/2024	06/14/2024	06/24/2024	09/30/2024	12/30/2025
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	\$4,977,401	\$10,965,401	PAED	08/17/2023	11/17/2025	02/17/2027	04/21/2027	08/24/2027	01/18/2029

Past Due Due in 3 Months Complete

CT Milestone Report - Lake County - November 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	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	\$10,268,000	\$861,000	\$6,358,389	\$17,487,389	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	\$12,461,000	\$1,239,000	\$12,357,626	\$26,057,626	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	\$369,780	\$5,017,780	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	\$26,164	\$26,164	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	\$523,395	\$3,023,395	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	\$31,457	\$81,457	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	IN LAKE COUNTY ON ROUTE 20 TO THE JUNCTION OF ROUTE 53		\$20,500,000	\$0	\$704,461	\$21,204,461	PAED	06/08/2022	12/29/2023	01/15/2024	02/01/2024	02/29/2024	09/30/2025
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		\$4,620,000	\$0	\$623,147	\$5,243,147	PAED	08/29/2022	12/01/2023	12/14/2023	12/29/2023	01/16/2024	09/30/2025
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	\$2,354,757	\$69,589,757	PID	07/01/2026	09/04/2028	09/04/2030	10/01/2030	03/18/2031	12/01/2032
01	0124000045	01-0N470	SHOPP	COONROD, CAREN E	LAK	020	5.3/5.3	Upper Lake Slope Stabilization B	IN LAKE COUNTY NEAR UPPER LAKE AT 0.2 MILE WEST OF WITTER SPRINGS ROAD	RSP & Underdrain	\$250,000	\$0	\$547,764	\$797,764	PAED		09/01/2024	12/15/2024	02/01/2025	07/01/2025	12/01/2026
01	0124000056	01-0L906	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	029	31.034/52.539	LAK-29, BBMM	IN LAKE COUNTY NEAR KELSEYVILLE FROM ROUTE 175 TO ROUTE 20 AT UPPER LAKE		\$10,160,000	\$0	\$516,398	\$10,676,398	PAED	06/08/2022	12/29/2023	01/15/2024	02/01/2024	02/29/2024	09/30/2025
01	0124000057	01-0L907	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	029	8.254/28.037	LAK-175 BBMM	IN LAKE COUNTY NEAR KELSEYVILLE FROM ROUTE 29 TO 0.6 MILE EAST OF DRY CREEK BRIDGE AT MIDDLETOWN		\$11,850,000	\$0	\$516,398	\$12,366,398	PAED	06/21/2022	12/29/2023	01/15/2024	02/01/2024	02/29/2024	09/30/2025
01	0124000091	01-0L905	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	029	27.893/31.034	LAK-29 Broadband Middle Mile	IN LAKE COUNTY ON ROUTE 29 FROM POST MILE 27.893 TO 31.034		\$0	\$0	\$2,021,852	\$2,021,852	PAED	08/30/2022	03/15/2024	06/14/2024	06/24/2024	09/30/2024	12/30/2025
01	0124000092	01-0L872	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	029	5.811/20.307	LAK-29 Broadband Middle Mile	IN LAKE COUNTY on ROUTE 29 from PM 5.811 to 20.307		\$8,700,000	\$0	\$2,021,737	\$10,721,737	PAED	08/30/2022	03/15/2024	06/14/2024	06/24/2024	09/30/2024	12/30/2025
01	0124000096	01-0N680	MAINTENANCE	COONROD, CAREN E	LAK	020	16.9/17.8	Pedestrian Safety Enhancements	IN LAKE COUNTY AT LUCERNE FROM FIRST STREET TO SEVENTEENTH STREET		\$0	\$0	\$485,420	\$485,420	PAED		07/19/2024	08/21/2024	12/18/2024	04/22/2025	12/19/2025

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.

California Department of Transportation

DISTRICT 1

P.O. BOX 3700 | EUREKA, CA 95502-3700
(707) 445-6600 | FAX (707) 441-6314 TTY 711www.dot.ca.gov

December 4, 2023

Ms. Lisa Davey-Bates
Executive Director
Lake County/City Area Planning Council
525 South Main Street, Suite G
Ukiah, CA 95482

Dear Ms. Davey-Bates,

Thank you for sharing the Lake County/City Area Planning Council's (LAPC's) concerns regarding traffic safety on the State Highway System in Lake County. The following is a response to your October 24, 2023 letter which outlined current priority concerns raised by LAPC Board members. Please see below for the District's response to each concern described in your letter.

- **Intersection of State Route 29 and Bell Park Avenue**

At the request of LAPC, our Traffic Safety unit investigated the intersection of State Route (SR) 29 at Bell Park Avenue and determined that a left-turn pocket is warranted. The left-turn pocket has been added to the Twin Lakes CAPM project (01-0J930), a capital maintenance paving project, which is currently targeted to begin construction in 2026. The progress of this project can be tracked in the Caltrans Milestone Reports which are included in the monthly Board meeting agenda packages.

- **State Route 29 Entering Lower Lake from the South**

The segment of SR 29 entering Lower Lake was widened to accommodate slower-moving vehicles in response to a crash pattern that had been occurring within that section of highway. The reduction from four lanes back down to two lanes was outside the area where crashes had been occurring and therefore safety funds were not justified. There are no delays associated with the current configuration that could compete for operational funding. The widening back to four lanes at the intersection of SR 29/53 provides necessary storage for the efficient operation of the signalized intersection. Additionally, the reduced number of lanes manages speeds as vehicles approach the signalized intersection, providing additional safety in the form of traffic calming.

- **Intersection of State Route 53 and Dam Road**

The *SR 53 Corridor Local Circulation Study* (LAPC, 2022) recommended a northbound right-turn lane from the eastern leg of the SR 53/Dam Road Intersection onto northbound SR 53, which currently exists. Other improvements near this intersection are related to the Dam Road four-way stop east of the signalized intersection on SR 53. Caltrans agrees with the Study's recommendation to improve the operation of that intersection by constructing a roundabout and supports the City of Clearlake in pursuing funding for that improvement.

The District recently hired a Strategic Investment Planner whose work includes providing assistance to regional and local agencies to identify and pursue grant funding opportunities. The Investment Planner worked with LAPC and the City of Clearlake on the Reconnecting Highways to Boulevards Grant Program for improvements to SR 53 and has begun conversations with the city regarding a potential funding opportunity for the Dam Road Roundabout through the Federal RAISE Grant Program.

- **State Route 20 Complete Streets Projects through Lucerne**

A Project Initiation Document for the Lucerne Complete Streets project (01-0K660) is completed and will be competing for Caltrans SHOPP funding in July 2024. If successful, 01-0K660 will begin the project development process and is targeting to begin construction in 2029. The proposed improvements are within the limits of the town of Lucerne from postmile (PM) 16.74 to PM 18.02. Non-motorized mobility will be improved by incorporating various complete streets elements to connect Lucerne's waterfront, parks, elementary school, and downtown area. The proposed elements include class IV separated bikeways, sidewalks, transit stop improvements, rectangular rapid flashing beacons (RRFBs), as well as a median island designed to calm traffic on the western entrance to Lucerne.

The Lake County Local Road Safety Plan was shared with us when it was adopted. Using that plan as a guide, as well as input from CHP, the District is finalizing the design of a pedestrian safety enhancement project (01-0M920) to be constructed this summer that includes enhanced pedestrian crossings at nine marked crosswalks in Lucerne as well as RRFBs at 1st Street. Additional work to be constructed this summer will include enhanced pedestrian crossings and RRFBs at two marked crosswalks in Upper Lake, three marked crosswalks in Nice, and at Butler Street in Clearlake Oaks. The District initiated another Safety project for summer 2025 (EA 01-0N680) to install RRFBs at the remaining eight enhanced pedestrian crossings in Lucerne. In response to your October 24, 2023 letter, we will also look into the placement of channelizers within the two-way left turn lane to prevent misuse without hindering proper turning movements.

Ms. Lisa Davey-Bates, Executive Director
December 4, 2023
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We look forward to continuing collaboration with LAPC on improving regional traffic safety. The District Division of Traffic recently created a new Proactive Traffic Safety Office to strengthen our collaboration efforts with local governments with the intention of improving the safety of our most vulnerable road users. Additionally, we would be happy to arrange presentations on projects of interest to the LAPC Board or Technical Advisory Committee with sufficient notice. Please contact Tatiana Ahlstrand, Senior Transportation Planner, at Tatiana.Ahlstrand@dot.ca.gov or (707) 684-6884 with any further concerns or questions.

Sincerely,



SHERI M. RODRIGUEZ PE
Division Chief – Traffic, Safe System Lead, Caltrans District 1

c: Brandon Larsen, Deputy District Director of Planning and Local Assistance
Andreas Krause, District Proactive Safety Engineer
Tatiana Ahlstrand, District Regional Planning Coordination Senior
Dianne Edwards, District Traffic Safety Engineer



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 Meeting Minutes

Thursday, October 26, 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
Alan Flora, City of Clearlake (City Manager)
Scott DeLeon, County of Lake, Public Works Director
Blake Batten, Caltrans District 1
Dave Swartz, City of Clearlake (Engineering Consultant)
Victor Fernandez, City of Lakeport (Community Development, Associate Planner)

Absent

Mireya Turner, County of Lake (Community Development 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
Jody Lowblad, Lake Area Planning Council
Adeline Leyba, City of Clearlake (Public Works)
John Everett, County of Lake (Public Works)
Tasha Ahlstrand, Caltrans District 1
Kyle Finger, Caltrans District 1
Jeff Pimentel, Caltrans District 1
Lauren Picou, Headway Consultant
Lars Ewing, Lake County Public Services
Joey Hejnowicz, City of Lakeport

1. **Call to order**

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

2. Approval of August 24, 2023 Minutes

Alan noted Victor having been mis-titled as the Community Development “Director.” Lisa mentioned that staff would change that.

Motion by Alan, seconded by James, and carried unanimously to approve the August 24, 2023, minutes.

3. 2024 Regional Transportation Improvement Program/State Transportation Improvement Program (RTIP/STIP)

Michael went over the staff report stating that Lake County region would have \$5,558,000 in funding available for new and existing projects. The August 18th Call for Projects resulted in two applications: one from the City of Clearlake (Dam Road Roundabout), and a second from the County (South Main Street/Soda Bay Road Improvements). Both are noted as priority projects by the Lake APC Board through past resolutions, and both are seeking the entire (or close to the entire) amount of available funds. Michael reminded TAC members that, although the Lake 29 project is not seeking any of the available funds this year, they should keep in mind that it remains a third priority project for the region and that Lake APC staff will likely be seeking funds in future cycles as needed.

Adeline presented the application for the City of Clearlake in which funding is needed for the Dam Road Roundabout project. Considered to be regional need based on collision data on State Route 53 in this area, the project has completed the environmental phase and will soon begin the design and right-of-way phases, both funded. The project will serve a key section of the City including large retail, schools, a courthouse, behavioral health services, and soon the regional transit center and new housing developments as well. Alan added that during peak hours, traffic backs up onto Highway 53 at the four way stop intersection which the roundabout will replace. The requested funds would not be enough to complete construction, and the City is currently looking at ways to cover the shortfalls such as available local funds, or possible competitive grant funding through the Local Partnership Program (LPP).

Scott discussed the County’s South Main Street/Soda Bay Road project. It has been a lengthy and complicated project combining multiple funding sources, as well as including undergrounding utilities and eminent domain issues, with funding needs still needed to complete. As a “corridor” project, the project involves high average daily traffic (ADT) counts and safety/collision challenges. It is uncertain whether PG&E will be able to complete their undergrounding work by next year. The South Main Street phase of the project stretches from the City limits of Lakeport to the intersection with State Route 175, where the corridor turns into Soda Bay Road, the second phase of the project. The requested funds would be used to construct the Soda Bay Road phase of the project. Other funds are already in place for the South Main Street phase, and local funds would be used to cover any remaining shortfalls.

Group discussion went over past uses of STIP funds for leveraging purposes, which resulted in a large amount of SHOPP funds being opened up for the 2C portion of the Lake 29 project. Jeff Pimentel noted that right of way funding for 2B was put forward by D1 for nomination in this year’s Interregional Transportation Improvement Program (ITIP). Traditionally, this would have included Regional Improvement Program (RIP) funds as well, but this year’s nomination would be considering ITIP funding alone. Jeff added the caveat that until the recommendation was officially made, a risk remains that the CTC would still seek local RIP shares. However, the discussion with Caltrans HQ staff to this point was to use only ITIP money. Staff recommendations on the ITIP were expected by November 15.

Michael asked the TAC members to begin the project scoring, which would ultimately determine which project application should receive this year's available STIP funding. Neither of the Lakeport representatives, Ron (Public Works) and Victor (Community Development), were able to complete the scoring sheets. Scott (County of Lake Public Works) scored the County's South Main Street/Soda Bay Road (83 out of 100) above Clearlake's Dam Road Roundabout (72). Alan (City of Clearlake Community Development) scored the Dam Road Roundabout (85) above the County's project (69). James (LTA) scored Clearlake's project (80) above the County's (57). Blake (Caltrans) scored Dam Road Roundabout above Soda Bay Road, 90 to 86. It was considered sufficient to have only one vote apiece for the County and Clearlake, as opposed to including other potential voting members (County Community Development, or Clearlake Public Works). The highest scored project was therefore Clearlake's Dam Road Roundabout, 3 to 1.

Lisa discussed how STIP guidelines require that money cannot be programmed for a project unless it was fully funded, either with the requested STIP funds themselves, or in combination with other identified funding sources. The County's may have the needed additional funding available to fully fund its project, although the project has an uncertain timeline based on PG&E's timeline for the undergrounding work. Clearlake, on the other hand, doesn't currently have the additional funds needed to fully fund the roundabout.

Since the Clearlake project isn't "ready" with clearly identified funds to supplement the STIP money, one option would be to reserve the currently available STIP funds, to be programmed for their project once they secure the rest of the needed funds (i.e. LLP grants, local funds, etc.).

Alan made a motion to accept the scoring in which the Dam Road Roundabout was ranked the highest and put the currently available STIP funds on reserve. No second was made, and further discussion ensued.

A second option was provided by Lisa for the \$5,558,000 to be reserved without going to a specific project. If LPP funds were obtained in the next year or so, Clearlake could request the STIP funds again at that point. If they were otherwise unsuccessful in securing additional funds, the available STIP could be used elsewhere (i.e. a different project).

Dave Swartz made a second on Alan's original motion. Instead of a vote, further discussion focused on whether the County's project was further along and more prepared for the STIP funds. Dipping into future funds was presented as another option, potentially funding both projects.

Alan's original motion was rescinded.

James suggested that if future funds were to be considered, why not program the County's project now and reserve future funds for Clearlake's roundabout.

Alan made a new motion to fund set aside current and future RTIP/STIP funds for both City of Clearlake and the County of Lake projects, which can be amended into to future STIP cycles. Scott seconded. Role call vote; Ron Ladd- yes, Dave Swartz- yes, James Sookne- no, Blake Batten- yes, Victor Fernandez- yes, Alan Flora- yes, Scott De Leon- yes. Motion passes.

4. Highway Infrastructure Program (HIP) Discussion and Approval

Michael discussed the 2021 cycle having \$55,924 available. A Call for Projects was made on September 12, with a single request made by the County for the Kelseyville sidewalk project. The total needed for the project is \$131,491. Scott described some of the project details including curb/gutter/sidewalks and ADA compliant ramps along Konocti Road between the high school and middle school in Kelseyville. Estimated construction would occur next

summer during the school break.

Motion by Alan, seconded by James, to award the HIP funds to the Kelseyville Project as submitted in their application. Motion passes unanimously.

5. Review and Approval of the Lake APC Overall Work Program Policy and Application Instructions

Lexi discussed forms and guidelines that she had developed to help with the annual OWP application process. These are meant to provide information on how to apply for OWP funds, the types of deliverables that will be expected in the process of using the funds, and the expected expenditure dates based on the type of funds that will be involved (e.g. Rural Planning Assistance, Local Transportation Funds, etc.).

Motion by Alan, seconded by Scott, and carried unanimously to approve the Lake APC OWP Program Policy and Application Instructions as written and send to Lake APC Board for final approval.

6. Announcements and Reports

a. Lake APC

i. Grant Updates

Lisa reported that staff was successful in its application through the Sustainable Transportation Planning Grant program for a Wildfire Evacuation and Preparedness Plan, but was unsuccessful for two more, one for a Zero Emission Vehicle Infrastructure Plan, and the other a Clear Lake Ferry Service Feasibility Study. A new cycle for the program was recently opened and staff was planning on applying for funds for a Tribal Lands Access Needs Study. Other applications that were recently submitted included one for a Reconnecting Communities Program grant in the City of Clearlake, and FTA 5310 funds to assist LTA with its NEMT services.

ii. Update on Carbon Reduction Program (CRP)

Michael discussed amounts over the past two years. For Cycle 1, there was \$118,677, and \$121,050 for Cycle 2, with the combined amount still available. The TAC was given a chance to review criteria and discussion followed about the types of projects that could qualify. Funds won't need to be obligated until September 2025. The item was continued until the November TAC meeting.

iii. Miscellaneous

None

b. Lake Transit Authority

i. Transit Hub Update

James reported that they had another meeting with Caltrans to see if their staff can allocate all the money at once for design and construction, or if they have to go with the 30% design before additional funding would be allocated. Also, what would actually constitute 30% design for a non-road/building design. Due to continued Caltrans staff turnover, LTA staff has been unable to get a firm answer. Another meeting is scheduled for next week.

ii. Current Transit Projects – None

iii. Miscellaneous - None

c. Caltrans

i. Lake County Projects Update

The Northshore Complete Streets Project Team is incorporating feedback from recent town hall meetings held in recent months. Also, a Clean California “Large Item Dump Day” was held on October 14.

ii. Miscellaneous

Blake encouraged TAC members to attend the Sustainable Transportation Planning Grant Workshop taking place later today. The 2024 cycle deadline is in January.

d. Local Agency Updates

City of Lakeport: None

City of Clearlake: Alan reported that the City obtained a Clean California grant involving signage that would be started soon. Also, another Clean California grant was to be used for beautification of areas along Lakeshore Drive. Other projects include recent design work for over 20 miles of new pavement projects, and the completion of the ATP project on Dam Road Extension.

County of Lake: Lars Ewing discussed park beautification projects in the County. Scott went over some chip seal projects that Public Works had completed with a new chip seal cart recently purchased, which was much more efficient than its older one, allowing for extra work to be done. The first year of a 10-year rehabilitation plan would be put out to bid soon targeting the Red Hills Road area of Cobb Mountain. The Board of Supervisors will also be contracting with Coastland Consulting (November 7) for staff augmentation services for its engineering and inspections division. Finally, the Middletown Multi-Use Trail project that had been on hold during the site visit in October is moving again with the contract issues having been resolved. Weather permitting, the project could be completed by mid-November.

General discussion involving problems and delays when working within Caltrans right-of-way (e.g. encroachment permitting, etc.). Lisa noted it may be worth having a discussion between the appropriate Caltrans officials and TAC members. Blake agreed to pass the word along.

7. **Information Packet** – Caltrans Milestone Report for Lake County- September 10, 2023
8. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda** – None
9. **Next Proposed Meeting** – November 16, 2023
10. **Adjourn Meeting** – Meeting adjourned at 11:05

Respectfully Submitted,

John Speka
Lake Area Planning Council