



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

AGENDA

Thursday, January 18, 2024 at 9:00 a.m.

Primary Location:

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

Teleconference Locations:

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

General Public Teleconference:

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

Dial-in number: 1 (669) 900-6833 / Meeting ID: 833 4209 5867 # Password: 090797

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

1. Call to order
2. Approval of November 16, 2023 Minutes
3. 2024 (Proposed) Lake TAC Meeting Schedule
4. Update on FY 2023/24 Overall Work Program (OWP) Expenditures to Date (*Pedrotti*)
5. Review and Discussion on FY 2024/25 Overall Work Program (OWP) Planning Project Applications and Proposed Funding Allocation (*Pedrotti*) (*to be distributed under a separate cover*)
6. Carbon Reduction Program Policy Discussion (*Villa*)
7. Announcements and Reports
 - a. Lake APC
 - i. Update on Planning Grants (*Speka*)
 - ii. Update on RTIP (*Villa*)
 - iii. Miscellaneous
 - b. Lake Transit Authority
 - i. Transit Hub Update (*Sookne/Davey-Bates*)
 - ii. Current Transit Projects (*Sookne/Davey-Bates*)

- iii. Miscellaneous
 - c. Caltrans
 - i. Update on the FY 23-24 Information Element
 - ii. Lake County Projects Update
 - iii. Miscellaneous
 - d. Regional Housing Update
 - e. Local Agency Updates
8. Information Packet
 7. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
 8. Next Proposed Meeting – **February 15, 2024**
 9. Adjourn meeting

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

Americans with Disabilities Act (ADA) Requests - To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (*as allowed under Section 12132 of the ADA*) please contact the Lake APC office at 707-263-7799 at least 72 hours prior to the meeting.

Posted: January 12, 2023

List of Attachments:

- Agenda Item #2 – 11/16/23 Draft Lake TAC Minutes*
- Agenda Item #3 – 2024 (Proposed) Lake TAC Meeting Schedule*
- Agenda Item #6 – Staff Report & Policy*
- Agenda Item #7ai – Planning Projects Staff Report*
- Agenda Item #7cii – LC Project Status Update*



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, November 16, 2023
9:00 a.m.

Primary Location:

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

Teleconference Locations:

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

Present

James Sookne, Lake Transit Authority
Ron Ladd, City of Lakeport
Blake Batten, Caltrans District 1
Victor Fernandez, City of Lakeport (Community Development, Associate Planner)
Max Stockton, County of Lake (Community Development, Planner)

Absent

Mireya Turner, County of Lake (Community Development Director)
Efrain Cortez, California Highway Patrol

Also Present

John Speka, Lake Area Planning Council
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
John Everett, County of Lake (Public Works)

- 1. Call to order**
The meeting was called to order at 9:01 a.m.
- 2. Approval of October 26, 2023, Minutes**
Motion by Victor, seconded by Blake, and carried unanimously to approve the October 26, 2023, minutes.
- 3. 2024 Regional Transportation Improvement Program/State Transportation Improvement Program (RTIP/STIP) Discussion and Approval**
Michael briefly covered what was covered at the previous TAC meeting in October. The Lake County region would have \$5,558,000 in funding available for new and existing

projects, along with a Maximum Net Share of \$17,030,000 through FY 31/32 (after adding the available funding with the \$11,472,000 of “advanced shares” allotted to the region from estimated future shares). Two projects were scored at that meeting, one each from the County and the City of Clearlake. The October meeting ended by the TAC reserving the \$5,558,000 target share for the County’s Soda Bay Road project, as well as \$5,500,000 of the advanced shares for the Clearlake Dam Road Roundabout project. The Board discussed these recommendations at its November 8, 2023, meeting, agreeing to move them forward for final approval at the December 13, 2023, meeting.

Ron made a motion to recommend approval of the 2024 RTIP/STIP, as presented. James seconded. Motion passed unanimously.

4. Discussion and Recommendation on Carbon Reduction Program (CRP) Project Selection Strategy

Michael went over the program, noting that CRP policies were created which included application requirements (project scoring criteria, selection strategy, etc.) following discussion at the August TAC meeting. There were funds available from the first cycle in the amount of \$118,677 (FY 2022), and also \$121,050 from Cycle 2 (FY 2023). A Call for Projects will be put out once the policies have been adopted by the Board. James asked why one of the scoring criteria (Question #2) provided 10 points for “eligible activity,” which he didn’t feel necessary. In other words, a project would either be eligible or not, but points shouldn’t need to be considered for something that was more of a screening issue. Lisa added that the purpose of the eligibility question was to have a project ranked by how well it fit with the overall intent of the program and maybe would need to be worded differently. Something along the lines of “does the project meet the eligible criteria of the CRP Program?” It was suggested that the question be combined with Question #1 in the application that considered adherence to State carbon reduction goals, and perhaps increasing the scoring on the combined question from the previous 15, to 20. As question #3-4 were also considered to be similar, it was suggested that they be combined as well, totaling 15 points. Question #5 (5 points) was to be left as is. The new scoring would include three questions, totaling 40 points overall.

Motion made by Victor, seconded by Blake, to revise the scoring of the new CRP application as discussed, and recommend approval to the Board. Motion passed unanimously.

5. Announcements and Reports

a. Lake APC

i. Update on Planning Grants

John reported that staff had just received a Notice to Proceed letter from Caltrans for their Wildfire Evacuation and Preparedness Plan through the Sustainable Transportation Planning Grant program. An RFP was sent out and the deadline for proposals was set for December 22, 2023. A selection committee was to be formed and meet tentatively on January 3 or 4 of the New Year. A new cycle of the Sustainable Transportation Planning Grant program has just opened in October with applications due in January. Lake APC was planning to submit (potentially) three new applications: one a resubmittal of last year’s unsuccessful Lake County Zero Emission Vehicle Infrastructure Plan application, a second for the similarly unsuccessful Clear Lake Ferry Service Feasibility Study, and a third for a Tribal Land Access Needs Study. The tribal lands application could be beneficial in partnering with the tribes in accessing funding sources for prioritized projects (as determined by the Study) whether tribal, or regional in scope.

John also reported attending an Active Transportation Program workshop in Santa Rosa put on by CTC staff. Lake APC staff would be working with the City of Lakeport on an application for a project on Lakeshore Boulevard, which would involve Safe Routes to School improvements at the north end of the City running along Lakeshore Boulevard to the intersection of Twentieth Street and Hartley. The scoring cut off is expected to be fairly high for this cycle (Cycle 7) of the ATP program, due to less funding being available compared to past cycles. It could be in the 95 to 97 range, meaning that an application would need to be nearly flawless. The deadline will be June 17, 2024, and getting an early start would be helpful. Ron is currently working on putting together a Project Study Report (PSR) for the application process. The CTC is holding a workshop on December 5 on PSR Equivalency which is open to all and what will be needed for an application that will be worth attending. Also, the CTC offers site visits to look over projects where they will be able to offer suggestions regarding improving applications. They have been offered every Tuesday and Thursday since October and will last until March. John mentioned this too would be worthwhile for the City to think about, which Ron agreed.

John Everett mentioned that the County's Bridge Arbor project may also be a good candidate for the ATP program involving bicycle route improvements north of Lakeport to Upper Lake. There have been recorded fatalities through that area. John Speka offered to meet with John E and Scott to discuss where they may want to go with such a project.

ii. Miscellaneous

Michael noted that the Highway Infrastructure Program (HIP) had \$55,924 available and the Call for Projects deadline was last October. The County submitted the only application for a sidewalk project in Kelseyville, which was approved by the Board at the November 8 meeting. The total for the project will be about \$688,000. The HIP funds will be added to \$450,000 in earmarked funding and an additional \$51,181 in bike and pedestrian funding (which was confirmed by Lexi during the TAC meeting).

b. Lake Transit Authority

i. Transit Hub Update

James reported that they had another meeting with Caltrans where they received direction on how to proceed with the next steps of the project. They will also be adding SB 125 funds to the project to cover any shortfalls.

ii. Current Transit Projects – Lisa reiterated they would be working on the SB 125 allocation plan which will probably be coming before the TAC at its next meeting.

iii. Miscellaneous - None

c. Caltrans

i. Lake County Projects Update - None

ii. Miscellaneous

Blake mentioned that the Sustainable Transportation Planning Grant program deadline this year will be January 18, 2024. Also that there would be four more

virtual office hour sessions to answer questions, with the next one being November 30.

Blake further mentioned a topic from previous TAC meetings concerning encroachment permits in the State right-of-way. He asked the TAC what the preferred method would be to discuss in the future. Lisa noted that she spoke to Tasha about the issue and it might end up being a topic at a future TAC meeting. John wasn't sure whether there would be a need for a TAC meeting in December, but could check to see if the item could be put on a subsequent TAC agenda.

d. Regional Housing Update

John reported that he recently attended a housing conference put on by the State Department of Housing and Community Development (HCD). He went over the Pro-Housing Designation program which involves local jurisdictions adopting a list of policies or procedures to facilitate housing production in the region (e.g. streamlining, reducing development costs, etc.). The benefits of the designation includes bonus points in several grant programs such as the Affordable Housing Sustainable Community program, or the Infill Infrastructure Program, and more recently, transportation grant programs as well, such as the Sustainable Transportation Planning Grant program, the Active Transportation Program, and the Local Partnership Program. Also discussed at the conference was a new housing related grant program, known as the Pro-housing Incentive Program, which could potentially be used for housing related funding for pro-housing designated areas. John mentioned he would be putting together a presentation at a future TAC meeting that could cover a few of the details describing the designation benefits. Victor asked whether the Regional Housing Needs Allocation (RHNA) played a role in receiving the designation. John said he'd look further into the program details and report back.

e. Local Agency Updates

City of Lakeport: The City is finishing the Tenth Street bike and ped project with the trail now completed which connects the end of Tenth to Pool Street. Pedestrian lighting is still needed on Eleventh Street for pedestrians safety getting to Tenth. Also, he would be getting the Lakeport Boulevard Project Programming Request (PPR) to Michael soon. The HSIP sign inventory project is nearing completion and the City was asking D1 about expanding the scope on it to include additional signs. Finally, the City has decided on a consultant for the Sustainable Transportation Planning Grant Active Transportation Plan and will be contracting with them soon.

City of Clearlake: None

County of Lake: John Everett discussed County projects. The County was nearing completion of the Middletown Multi-Use Trail ATP project. They were also working on the Konocti Road Safe Routes to School project, which will involve the HIP funds discussed earlier in the meeting.

6. Information Packet – None

7. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda – None

8. **Next Proposed Meeting** – December 21, 2023

9. **Adjourn Meeting** – Meeting adjourned at 9:53.

Respectfully Submitted,

John Speka
Lake Area Planning Council



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

PROPOSED LAKE TECHNICAL ADVISORY COMMITTEE (TAC) 2024 MEETING SCHEDULE

January 18

February 15

March 28 (Changed Due to CTC Meeting – March 21-22)

April 25 (Changed Due to CTC Meeting – April 17-18)

May 23 (Changed Due to CTC Meeting – May 16-17)

June 20

July 18

August 22 (Changed Due to CTC Meeting – August 15-16)

September 19

October 24 (Changed Due to CTC Meeting – October 17-18)

November 21

December 19

Note: All meetings are scheduled to take place at the City of Lakeport - Large Conference Room at 9:00AM.

Unless you list your remote location on the agenda and post it for public to attend then you can join via Zoom



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Carbon Reduction Program (CRP) Funding

DATE PREPARED: 1/08/2024

MEETING DATE: 1/18/2024

SUBMITTED BY: Michael Villa, Project Coordinator

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

Prior to programming CRP funds, Lake APC must develop a Project Selection Strategy that will be used as the basis for all CRP funds. This strategy must reflect the Three Pillars of the State's Carbon Reduction Strategy (CRS) plan:

- Zero-Emission Vehicles & Infrastructure
- Active Transportation & Micromobility
- Rail & Transit

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

Following the November TAC meeting, Lake APC staff was directed to adjust the draft CRP Policy/Application Requirements.

Adjustments included making changes to the Project Evaluation Criteria. Previously there were five separate scoring categories:

- 1) Supports the State's Priorities and one (or more) three pillars of the State's CRS plan (15 points)
- 2) Eligible Activities (10 points)
- 3) Regional Transportation Plan (RTP) and regional priorities (10 points)
- 4) Region-wide benefits (10 points)
- 5) Project Readiness (5 points)

The updated Project Evaluation Criteria included combining numbers 1&2 for a total of 20 points as well as combining 3&4 for a total of 15 points. This makes the maximum score of 40 points total when combining each category. The adjustments to the Project Evaluation Criteria are reflected in the CRP Policy/Application Requirements. Included in the staff report are copies of the updated documents.

ACTION REQUIRED: Review and approve draft Policy/Application Requirements.

ALTERNATIVES: Update Policy/Application Requirements per TAC recommendation.

RECOMMENDATION: Approve the draft Policy/Applications Requirements for recommendation to the Lake APC Board.



Carbon Reduction Program Policy/Application Requirements

On XX, 2023, the Lake APC Board of Directors approved and adopted the policy for the administration and management of CRP funds for the Lake County Region. Eligible applicants should refer to the following policies as they prepare their applications.

PROGRAM OVERVIEW

- A. The Infrastructure Investment and Jobs Act (IIJA) (Bipartisan Infrastructure Law) provides \$6.4 billion dollars to states, Metropolitan Planning Organizations (MPOs), and non-MPO Regional Transportation Planning Agencies (RTPAs) like the Lake Area Planning Council (Lake APC) for the Carbon Reduction Program (CRP). The purpose of the CRP is to reduce transportation carbon dioxide (CO₂) emissions, from on-road sources. CRP funds are available for five years (2022-2026) and provide opportunities to support local priorities that decrease CO₂ emissions in the transportation sector and support regions towards net zero emissions by 2050.
- B. The allocations are split, with 65% as Local CRP and 35% as State CRP. Local CRP is allocated by population based on the 2020 US Census Urbanized Areas (UZA). Local CRP funds are allocated to MPOs or RTPAs and must be made available for use within the entire boundary. For Lake APC, this means the entire Lake County region. The CRP funds cannot be further suballocated within the Lake APC boundary. Instead, Lake APC must use a competitive, performance-driven process to select and program projects for CRP funds.

ELIGIBLE APPLICANTS

- A. Eligible applicants include Lake APC, cities, counties, tribal governments, transit agencies, and non-profit organizations within the Lake County region. For-profit organizations are not eligible. All other entities must partner with a city, county, or transit agency to apply for and/or administer a federal aid transportation project.
- B. Since this is a reimbursement program, recipients must have the capacity to cover project costs at the outset of project or program implementation. Eligible expenses will be reimbursed once the applicant has submitted a reimbursement request and supporting documentation.

PROJECT ELIGIBILITY

- A. CRP funds cover many different types of activities that address carbon emission reductions. A full list of eligible activities is available in the FHWA program guidance: https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf.
- B. The utilization of CRP funds necessitates their allocation to projects from the federally-eligible list, strategically supporting three crucial pillars: bicycle and pedestrian infrastructure, rail and

transit initiatives, and the development of zero-emission vehicles and related infrastructure. Eligible applicants must indicate on their Project Evaluation Criteria form how the proposed project meets one or more of the above “pillar” categories.

- C. It is required that an 11.47% percent local match, consisting of non-federal funds, be provided.
- D. The funds can be flexed to FTA upon approval by Caltrans and FHWA. If funds are flexed to FTA, FTA local match rules apply.

FUNDING PRIORITIES

A. Priority – I

- A public transportation project eligible under 23 U.S.C. 142; (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3)).
- A transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d).
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs.
- Efforts to reduce the environmental and community impacts of freight movement.
- Sustainable pavements and construction materials. Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency’s typical pavement-related practices.
- Climate Uses of Highway Right-of-Way Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions.
- Mode Shift Projects that maximize the existing right-of-way for accommodation of non-motorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible.
- Projects that separate motor vehicles from pedestrians and bicyclists

B. Priority – II

- A project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems.
- A project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies.
- Deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment.
- A project to replace street lighting and traffic control devices with energy-efficient alternatives.
- A project that supports deployment of alternative fuel vehicles, including acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, vehicle fueling infrastructure, and purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities.
- A project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit.
- Certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)].
- A project that reduces transportation emissions at port facilities, including through the advancement of port electrification.
- Climate Uses of Highway Right-of-Way Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, biologic carbon sequestration practices along highway ROW to capture and store CO2 may demonstrate potential for substantial long-term transportation emissions reductions. State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance provides information on these practices.
- Projects that match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible.
- Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

LAKE APC AND PARTNER ROLES

- A. FHWA and Caltrans guidelines identify the roles and responsibilities of state, regional, and local agencies. The following is a summary of those roles:
 - a. The **FHWA** is responsible for final review and approval.
 - b. **Caltrans HQ Division of Local Assistance** is responsible for performing eligibility review of projects selected by Lake APC.
 - c. **District 1** is responsible for reviewing projects, inputting the project information into the Funding Allocation and Delivery System (FADS), and submitting the project details to the Headquarters Implementation division of Caltrans.

- d. **Lake APC** is responsible for developing a program for managing CRP funds, conducting a call for projects, selecting projects for funding, programming projects for funding, and tracking progress on project funding. Lake APC may also serve as an eligible applicant.
- e. **Eligible applicants** identify eligible projects and compete for CRP funds, provide Lake APC and Caltrans necessary information for the programming of funds on selected projects, implement and complete projects, and submit annual (or more frequent) reporting for their projects.

CALL FOR PROJECTS AND PROJECT SELECTION

- A. Lake APC announces a call for projects via email and Lake APC's website and provides guidance and technical support to applicants.
- B. All projects undergo thorough evaluation to ensure alignment with project eligibility criteria and funding priorities, thereby ensuring consistency and strategic allocation of resources.
- C. Following the application deadline, applications will be selected through a competitive process.

PROJECT FUNDING, PROGRAMMING, AND OBLIGATION

- A. The Obligation Deadline (E76) for the year 2022 is September 30, 2025, while for 2023 it is September 30, 2026. The deadlines for the years 2024 to 2026 will be determined based on updates from Caltrans at this website: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/carbon-reduction-program>. It is important to note that the deadline to obligate (E76) is three Federal Fiscal Years after the FFY the funds were apportioned.
- B. The Expenditure Deadline for the years 2022 and 2023 is September 30, 2030, and September 30, 2031, respectively. The Expenditure Deadline for the years 2024 to 2026 will be determined based on updates from Caltrans at this website: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/carbon-reduction-program>.
- C. To effectively manage project funds Lake APC will:
 - Review all projects to ensure compliance with Build America Buy America (BABA) requirements, if applicable.
 - Conduct quarterly monitoring project process to identify potential issues or delays that could impede timely completion.
 - When a project is at risk of delay or cancellation, promptly notify the local agency responsible for implementation. Request the agency to assess the reasons behind the project's inability to proceed.
 - Seek the board's approval for reprogramming funds towards a new project(s) if needed.
 - Once approved, initiate the necessary steps to obligate the funds for the selected project(s) and coordinate with relevant stakeholders for smooth execution.
 - Continuously monitor the progress of the new project(s) to ensure timely implementation, promptly addressing any issues or delays and taking corrective actions as necessary.

APPLICATION REQUIREMENTS

Eligible entities must submit the following documents as part of their application request:

- A. Project Alignment Confirmation (Attachment A)
- B. A map of the project location
- C. Project Evaluation Criteria (Attachment B)
- D. Preliminary project estimate
- E. Additional project support documents, such as excerpts from prior plans or studies may also be attached.

EVALUATIONS

Due to the limited funding available, in the event partner agency requests exceed available funding the project requests will be evaluated by a review panel and scores will be determined by consensus, based on the following initial evaluation criteria:

Project Evaluation Criteria	Points
Eligible Activities and how well the project supports the State's priorities and one (or more) of the three pillars of the State's CRS plan: <ul style="list-style-type: none">• Bicycle and pedestrian infrastructure• Rail and transit initiatives• Zero-emission vehicles and related infrastructure	20
Regional Transportation Plan (RTP) and Regional Priorities/Region-wide benefits	15
Project Readiness	5
Maximum Available Points	40

ADDITIONAL INFORMATION

For additional information on Lake APC's CRP policy please contact Michael Villa, Lake APC Project Coordinator at 707-263-7799

ATTACHMENTS

- A. Project Alignment Confirmation Form
- B. Project Evaluation Criteria

Carbon Reduction Program (CRP)

Project Alignment Confirmation

**Project Alignment Confirmation
Carbon Reduction Strategy (CRS) for CRP Project**

Agency Information

Local Agency Name: _____

County: _____ Congressional District(s): _____

Caltrans Dist.: _____ MPO¹ (RTPA, if no MPO): _____

Contact² Name: _____

Title: _____

Phone No.: _____ (Office) _____ (Cell) _____

Email: _____

Project Information

Project Name: _____ Fed-Aid No: _____

Location: _____

Scope of Work

CRP Funds Programming

	Prior	2022	2023	2024	2025	2026	Beyond
PE							
RW							
CON							
CE							

Schedule

PE	[mm/yyyy]	RW	[mm/yyyy]	CON/CE	[mm/yyyy]
Authorize PE		Authorize RW		Authorize CON	
Beg. Work		Beg. Work		Award	
NEPA Doc.		RW Cert.		Beg CON.	
PS&E Bid Pkg.				FROE	

Requesting "Flex" FTA funding transfer (for transit, transit related, and multi-modal projects)³

¹ For urban area specify MPO; for rural area specify MPO or RTPA. Must have jurisdiction where project is located.

² Enter the local agency contact to contact to answer any questions regarding this form and proposed project.

³ See FHWA CRP Guidance Section C, No. 3 for more information.

Carbon Reduction Program (CRP)

Project Alignment Confirmation

Local Agency Certification (_____)

I affirm the information in this form is correct and true to the best of my knowledge. I certify this project complies with the Carbon Reduction Program Implementation Guidance, located on the Division of Local Assistance's Carbon Reduction Program (CRP) web page, and with other guidance, provided on, or linked to, the CRP web page. I understand reimbursable work for project phase of work shall not commence until a Request for Authorization (E76) for the project phase of work has been authorized by FHWA, and we have received the respective E-76 Notice to Proceed.

Signature: _____

Name Date: _____

Job Title: _____

Agency: _____

Phone & Email: _____

Distribution: Submit this form to MPO, or Rural RTPA without MPO, per their instructions**MPO, or Rural RTPA without MPO, Use Only****MPO Certification (or RTPA Certification for rural areas without an MPO)**

I affirm the local agency has consulted with us, the (_____), which represents the area where this project is located. In coordination with the local agency, and after careful review and consideration, we have decided to fund this project with our apportioned CRP funds. We, further understand the authority to select which CRP projects to fund, using our CRP designated apportionments, rests solely with the MPO, or RTPA for rural areas without an MPO, and cannot be delegated. We certify we have developed a competitive, performance-driven project selection process that aligns with the California Transportation Carbon Reduction Strategy, and that it was used to select this project for CRP funding. We further affirm the project selection process is documented, in writing, and is available to FHWA and Caltrans upon request. (*For local agencies in rural areas where there is no MPO, the RTPA shall serve as the MPO for development of the Regional Carbon Reduction Strategy (CRS) and CRP project selection process.*)

Signature: _____

Name Date: _____

Job Title: _____

Agency: _____

Phone & Email: _____

Distribution: DLA-HQ Program Coordinator

Carbon Reduction Program (CRP)

Project Alignment Confirmation

Director's Office of Equity, Sustainability & Tribal Affairs (ESTA) (HQ) Use Only

CRS- CRP Project Alignment Confirmation

The signature below confirms this CRP project _____ aligns with the California Carbon Reduction Strategy

Signature: _____

Printed Name: _____

Job Title: _____

Distribution: MPO (or Rural RTPA without MPO), DLA-HQ Program Coordinator

Project Evaluation Criteria

1) Supports the State's Priorities and one (or more) three pillars of the State's CRS plan 20 points

Applicants must specify how their project aligns with eligible activities as defined in the FHWA guidelines and should describe which of the State's three Carbon Reduction Strategy "Pillars" the project falls under (must be one, but can be more) and how the project supports them.

2) Regional Transportation Plan (RTP) and regional priorities 15 points

Describe how the project relates to the regional priorities considered in the Lake County RTP and how the region-wide benefits refer to positive outcomes and advantages that are experienced by an entire region or area, rather than being limited to specific individuals or communities.

3) Project Readiness 5 points

Applicants must specify the current phase of the project and estimated time of delivery for future phases.



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Current or Proposed Planning Projects

DATE PREPARED: 1/11/2024

MEETING DATE: 1/16/2024

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- Awarded for the most recent cycle of the Sustainable Transportation Planning Grant program, Lake APC staff began the procurement process by releasing an RFP in mid-November. Project proposals were due on December 22, 2023, with only one received through the process from The Resiliency Initiative (TRI). After a review from the Selection Committee, it was decided to move forward with a sole-source procurement. Caltrans confirmed that there would be no need to re-advertise, subject to a reasonably documented justification. The next steps will involve a contract negotiation process with TRI, to be followed by an official kick-off meeting and the creation of a Technical Advisory Group (TAG) for the project.

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 Transportation 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.

Safe Streets and Roads for All (SS4A)- Lake APC was awarded funds to have updates prepared for the Local Road Safety Plans (LRSPs) of each of the region's three jurisdictions. The updates will be designed to ensure that all requirements can be met for "safety action plans" of the capital grant component of the SS4A program. Staff will be working with program representatives at FHWA to determine next steps, and will be reaching out to public works agencies of Clearlake, Lakeport, and the County to keep them apprised of the update process as it proceeds.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program- APC staff will be working with the City of Clearlake to prepare an application for a RAISE grant to help fund the construction of their Dam Road Roundabout project. The program is part of the federal infrastructure bill, and requires no match for rural, disadvantaged communities. Clearlake will be seeking funds that may be able to replace RTIP funds currently reserved for the project. Applications are due February 28.

ACTION REQUIRED: None, informational only

ALTERNATIVES: None

RECOMMENDATION: None

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County - January 10, 2024															
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	\$354,716	\$54,927,716	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	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	\$326,763	\$326,763	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	(MNRB 0H470) 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	\$120,639	\$300,639	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	\$14,980,056	\$88,985,056	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	\$15,118,080	\$107,589,080	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	\$4,550,251	\$21,799,251	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	\$880,390	\$10,685,390	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	\$84,970	\$349,970	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	\$508,232	\$508,232	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	\$5,315,547	\$31,275,547	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	\$382,819	\$482,819	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	\$207,516	\$207,516	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	\$10,851,075	\$27,401,075	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	\$6,000	\$2,413,411	\$4,095,411	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	\$7,330,479	\$46,257,479	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	\$8,038,768	\$14,662,768	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	\$2,036,612	\$2,036,612	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	\$1,511,029	\$6,111,029	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	\$8,271,204	\$8,274,204	PAED	06/08/2022	09/01/2024	08/01/2024	08/01/2024	12/03/2024	11/01/2026

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County - January 10, 2024															
District	Project ID	Project Number	Program ^a	Project Manager	County	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase ^b	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (RW Cert)	Ready to List (RTL)	Begin Construction	End Construction
01	0122000126	01-0M230	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	281	14/17	LAK-281 MMBN	MIDDLE MILE BROADBAND 2.95 MILES IN LAKE COUNTY NEAR LAKEPORT FROM BEGINNING ADOPTED ROUTE SODA BAY TO THE JUNCTION OF ROUTES 281 AND 20	MIDDLE MILE BROADBAND	\$2,000,000	\$0	\$1,233,686	\$3,233,686	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	\$4,968,740	\$10,956,740	PAED	08/17/2023	11/17/2025	02/17/2027	04/21/2027	08/24/2027	01/18/2029
01	0123000008	01-0L902	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	175	19.23/19.73	3 LAK County Bridges MMBN	MIDDLE MILE BROADBAND 1.5 MILES IN LAKE COUNTY ON ROUTE 175 AT KELSEY CREEK BRIDGE, ON ROUTE 20 AT MORRISON CREEK BRIDGE AND ON ROUTE 29 AT ROBINSON CREEK BRIDGE	MIDDLE MILE BROADBAND	\$525,000	\$0	\$0	\$525,000	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 BUTTS CANYON ROAD TO 0.3 MILE SOUTH OF GRANGE ROAD	WIDEN SHOULDERS AND INSTALL RUMBLE STRIPS	\$9,268,000	\$861,000	\$7,268,113	\$17,397,113	PID	03/21/2024	07/23/2026	12/17/2027	01/19/2028	06/27/2028	12/02/2030
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	\$11,879,036	\$25,579,036	PID	03/21/2024	05/25/2026	11/17/2027	12/17/2027	06/27/2028	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	\$314,468	\$4,962,468	CONST		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	\$119,839	\$119,839	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	\$487,963	\$2,987,963	PSE		08/01/2023	12/15/2023	02/12/2024	07/01/2024	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	\$28,491	\$78,491	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	\$915,154	\$21,415,154	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	\$734,887	\$5,354,887	PAED	08/29/2022	02/01/2024	03/10/2024	02/15/2024	03/15/2024	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	\$2,444,717	\$69,679,717	PID	07/01/2026	09/04/2028	09/04/2030	10/01/2030	03/18/2031	12/01/2032
01	0124000045	01-0N470	SHOPP MINOR B	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	\$544,656	\$794,656	PAED		09/01/2024	12/15/2024	02/01/2025	07/01/2025	12/01/2026
01	0124000046	01-0N480	SHOPP MINOR A	FLOYD, KIMBERLY R	LAK	020	5.9/6	Upper Lake Slope Stabilization A	IN LAKE COUNTY, NEAR UPPER LAKE AT 0.1 MILE EAST OF BACHELOR CREEK BRIDGE	RSP + underdrain, remove and replace dike, leveling course of HMA-A, restripe	\$1,500,000	\$0	\$2,647,333	\$4,147,333	PAED	05/06/2024	02/06/2026	10/07/2027	10/20/2027	05/19/2028	11/05/2029
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	\$613,147	\$10,773,147	PAED	06/08/2022	01/30/2024	03/01/2024	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	\$613,147	\$12,463,147	PAED	06/21/2022	02/01/2024	01/15/2024	02/01/2024	02/29/2024	09/30/2025
01	0124000084	01-0L873	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	029	R9.89/R9.89	LAK-29 Broadband Middle Mile-HUB-21			\$0	\$0	\$2,447,251	\$2,447,251	PAED	11/01/2023	04/01/2024	05/01/2024	06/03/2024	07/30/2024	07/30/2025
01	0124000085	01-0L908	OTHER STATE FUNDS	FINCK, BRIAN T	LAK	029	R48.6/R48.6	LAK-29 Broadband Middle Mile-HUB-17	In Lake County near Lakeport at 0.6 mile south of West Lake Road		\$0	\$0	\$2,451,372	\$2,451,372	PAED	11/01/2023	04/01/2024	05/01/2024	06/03/2024	06/30/2024	06/30/2025
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	\$2,114,479	\$2,114,479	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	\$2,123,861	\$10,823,861	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 [01-0N680 LAK-020]	IN LAKE COUNTY AT LUCERNE FROM FIRST STREET TO SEVENTEENTH STREET		\$0	\$0	\$485,420	\$485,420	PAED		08/01/2024	09/01/2024	12/30/2024	08/01/2025	11/01/2025
01	0124000101	01-0N710	MAINTENANCE	COONROD, CAREN E	LAK	029	R39.8/R39.8	LAKEPORT PARK AND RIDE OVERLAY	IN LAKE COUNTY NEAR LAKEPORT AT LAKEPORT PARK AND RIDE		\$0	\$0	\$34,926	\$34,926	PAED		08/01/2024	09/01/2024	12/30/2024	08/01/2025	11/01/2025
01	0124000104	01-0N740	MAINTENANCE	COONROD, CAREN E	LAK	029	R34.75/38.6	APS Signal System and Census Sites Upgrade in Lake County	IN LAKE COUNTY AT VARIOUS LOCATIONS		\$520,000	\$0	\$298,775	\$818,775	PAED		08/01/2024	11/01/2024	12/30/2024	06/30/2025	11/01/2025
01	0124000115	01-0N820	MAINTENANCE	COONROD, CAREN E	LAK	029	23.6/33.7	LAKE 29 MICRO-SURFACE	IN LAKE COUNTY NEAR KELSEYVILLE FROM 3.23 MILES NORTH OF SEIGLER CREEK BRIDGE TO 0.64 MILE NORTH OF JUNCTION ROUTE 281 AND FROM 0.36 MILE NORTH OF JUNCTION 175 TO 0.79 MILE NORTH OF COLE CREEK BRIDGE		\$2,424,000	\$0	\$491,824	\$2,915,824	PAED		08/01/2024	10/01/2024	12/30/2024	08/01/2025	11/01/2025

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.