



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
[www.lakeapc.org](http://www.lakeapc.org)

525 South Main Street, Ukiah, CA 95482  
Administration: Suite G ~ 707-234-3314  
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## LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC)

### *SPECIAL MEETING*

### AGENDA

Wednesday, May 15, 2024

**NEW TIME & LOCATION**

**10:30 am**

Primary Location: City Council Chambers  
14050 Olympic Drive Clearlake, California

**Alternate Conference Location:**

Caltrans-District 1  
1656 Union Street  
Eureka, California

**Zoom Login:**

**Dial-in number: 1 (669) 900-6833 / Meeting ID: 821 6034 7063# Passcode: 542035**

*(Zoom link provided to the public by request.)*

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

- 
1. Call to Order/Roll Call
  2. Adjourn to Policy Advisory Committee

### **PUBLIC EXPRESSION**

3. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the agenda

### **CONSENT CALENDAR**

4. Approval of April 10, 2024 Minutes
5. Approval of Social Services Transportation Advisory Council (SSTAC) Roster

### **REGULAR CALENDAR**

6. Approval of Executive Committee Recommendations of April 17, 2024 – **CLOSED SESSION - (Optional)** Pursuant to Government Code Section 54957 – (b)(1): Personnel Employment – Direction to the Procurement Consultant, Regional Analysis & Planning Services (RAPS), to Negotiate Contracts for Administrative & Fiscal Services and Planning Services, for the Board of Directors' Consideration at the June 12, 2024 Meeting
7. Discussion and Recommended Approval of Resolution #23-24-14 to Determine if Unmet Transit Needs are Reasonable to Meet (*Sookne*)
8. Presentation and Recommended Approval 2024/25 Final Overall Work Program (OWP) (*Pedrotti*)

### **RATIFY ACTION**

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

10. Consideration and Adoption of Recommendations of Policy Advisory Committee

**REPORTS**

11. Reports & Information:

- a. Lake APC Planning Staff
  - i. Planning Projects (*Speka*)
  - ii. Lake County State Highway Safety Concerns (*Speka*)
  - iii. Miscellaneous
- b. Lake APC Administration Staff
  - i. Next Meeting Date – **June 12, 2024** (*Clearlake*)
  - ii. RuralREN Update (*Davey-Bates*)
  - iii. SB 125 Update (*Davey-Bates*)
  - iv. Miscellaneous
- c. Lake APC Directors
- d. Caltrans
  - i. SR 29 Project Update (*Pimentel*)
  - ii. Lake County Project Status Update (*Ahlstrand*)
  - iii. Miscellaneous
- e. Rural Counties Task Force
  - i. Next Meeting Date – **July 19** (*Teleconference*)
- f. California Transportation Commission
  - i. Next Meeting Date – **May 16 – 17** (*Orange County*)
- g. California Association of Councils of Governments (CalCOG)
  - ii. CalCOG Board of Directors & CDAC – Meeting Legislative Day – **May 22** (*TBD*)
- h. Miscellaneous

**INFORMATION PACKET**

- 12. a) 4/17/24 Draft Executive Committee Minutes

**ADJOURNMENT**

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**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 adjourned, Lake County/City Area Planning Council may adjourn to a closed session to consider litigation or personnel matters (i.e., contractor agreements). Discussion of litigation or pending litigation may be held in closed session by authority of Govt. Code Section 54956.9; discussion of personnel matters by authority of Govt. Code Section 54957.

POSTED: May 9, 2024

*Attachments:*

*Agenda Item #4 – 4/10/24 Lake APC Draft Minutes*

*Agenda Item #5 – SSTAC Roster*

*Agenda Item #7 – Staff Report, Reso, Unmet Needs Findings & Definitions*

*Agenda Item #8 – Staff Report & OWP*

*Agenda Item #11aü – Staff Report*

*Agenda Item #11büü – Staff Report*

*Agenda Item #11düü – LC Project Status Update*

*Information Packet – #12 a) 4/17/24 Draft Executive Committee Minutes*



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

Wednesday, April 10, 2024

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

### Present

Bruno Sabatier, Supervisor, County of Lake  
Dirk Slooten, Mayor, Alternate, City of Clearlake  
Stacey Mattina, City Council Member, City of Lakeport  
Russell Perdock, Council Member, City of Clearlake  
Moke Simon, Supervisor, County of Lake

### Absent

Russ Cremer, City Council, City of Clearlake  
Kenneth Parlet, Council Member, City of Lakeport

### Also Present

Lisa Davey-Bates, Executive Director – Lake APC  
James Sookne, Program Manager – Lake APC  
Alexis Pedrotti, Admin Staff – Lake APC  
Charlene Parker, Admin Staff – Lake APC  
Jesus Rodriguez-Garcia, Admin Staff – Lake APC

### Attending via Zoom

Tatiana Ahlstrand - Caltrans District 1 (Policy Advisory Committee)  
Jeff Pimentel – Caltrans District 1  
Nephele Barrett, Planning Staff – Lake APC  
John Speka, Planning Staff – Lake APC  
Robert Geary – Habematolel Pomo Tribe  
Scott De Leon, Public Works Director – County of Lake  
David Swartz, City Engineer – City of Clearlake  
Bill Kluth – Paratransit Services  
Danny Wind – Public  
Laurie Fisher – Lake Links

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#### 1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:03 a.m. Secretary Charlene Parker called roll.  
Members present: Sabatier, Slooten (Alternate-Cremer), Perdock, Mattina

#### 2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned the Policy Advisory Committee (PAC) at 9:04 a.m.

## **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 March 13, 2024, Draft Minutes**

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

*Roll Call Vote: Ayes (5)-Directors Sabatier, Perdock, Simon, Mattina, Tatiana Ahlstrand (PAC), Noes (0); Abstain (1) Slooten; Absent (1) Parlet*

## **REGULAR CALENDAR**

- 5. Presentation of the Draft 2024/25 Lake APC Budget (Pedrotti)**

Alexis presented the draft 2024/25 Lake APC budget by reviewing the budget development process which started with the Executive Committee in February and was followed by additional details provided at the March meeting. The draft budget outlined anticipated revenues and expenditures for the upcoming year, acknowledging that not all carryover funds had been reflected yet as discussions were still in the preliminary stages. Alexis noted a slight decrease in the Local Transportation Fund (LTF) estimate by approximately 5.88%, bringing the new estimate to \$1,612,679. The draft aimed to maintain the LTF allocation at \$1.6 million to align with projected revenues. She also highlighted ongoing administrative and fiscal contracts currently under procurement, with draft numbers used as placeholders until the finalization of the procurement process. Alexis introduced a new source of funding from the Transit and Intercity Rail Capital Program (TIRCP), estimated to provide \$84,159 over several years, specifically for the administration of the program by the regional transportation planning agency. This funding would not be passed through but retained by the APC. The discussion also covered detailed revenues, including local revenues from the Transportation Development Act and State Planning, Programming, and Monitoring funds. A notable point was the allocation of unallocated LTF revenue from the previous year, amounting to \$329,262, which would be apportioned to the transit authority. Director Sabatier asked a question regarding potential revenue generation through a fee on community college students to support free bus rides, noting discussions with colleges. Lisa affirmed the need to explore this revenue stream further as current funding for free rides was expected to run out within the year.

- 6. Discussion of the 2024/25 Draft Overall Work Program**

Alexis presented an update on the 2024/25 Draft Overall Work Program (OWP), noting the ongoing review and scoring of applications for planning projects. The OWP had been subjected to a new process that had active involvement of the Technical Advisory Committee (TAC) which played a significant role in the discussion and selection of projects. Pedrotti mentioned that the draft OWP, submitted to Caltrans and having received their feedback, was ready to be updated for the final version. The current draft outlined total funding of \$474,090, with specific projects and allocations discussed, such as the Regional Active Transportation Plan update, which was the only new project identified. The meeting covered funding submissions from Lake County, Lakeport, and Clearlake to secure additional funds through an RPA discretionary grant. Discussion also included financial planning for ongoing and future projects and utilizing carryover funds. Director Perdock asked about the use of training funds for the traffic safety committee. Alexis replied that she would look into helping out the committee. Lisa explained that if they needed training for city engineers, these funds would be helpful.

## RATIFY ACTION

### 7. 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.

### 8. Consideration and Adoption of Recommendations of Policy Advisory Committee

*Director Sabatier made a motion to adopt the recommendations of the Policy Advisory Committee and reconvene as the APC. The motion was seconded by Director Perdock and carried unanimously.*

*Roll Call Vote: Ayes (6)-Directors Sabatier, Perdock, Simon, Mattina, Slooten  
Noes (0); Abstain (0); Absent (1) Parlet*

## REPORTS

### 9. Reports & Information

#### a. Lake APC Planning Staff

##### i. Planning Projects

John highlighted a significant project, the Sustainable Transportation Planning Grant, awarded for developing a wildfire evacuation and preparedness plan for the region. The consultant, The Resiliency Initiative, had initiated the project with site visits and stakeholder interviews, focusing on gathering insights from various agencies on emergency coordination during wildfires. The next steps involved reviewing existing county emergency plans and scheduling public outreach meetings. John detailed funding received from the federal Safe Streets and Roads for All program, part of the Infrastructure Investment and Jobs Act. This funding aimed to update local road safety plans to meet new criteria and position the jurisdictions for future capital grant funding. The process was at the stage of finalizing a grant agreement with the Federal Highway Administration, with plans to issue a request for proposals (RFP) for consulting services. Lastly, he discussed an application for a Rural Planning Assistance Discretionary Grant to fund a public outreach plan for the City of Clearlake, focusing on bicycle and pedestrian safety projects along the SR 53 corridor. This project aimed to enhance public input processes, which are crucial for securing future grants. Lisa mentioned that there had been many studies through the RTP, but none had much public outreach.

##### ii. D1 Pedestrian & Bicycle Advisory Committee Update

John provided a report on the District 1 Pedestrian Bicycle Advisory Committee. District 1, covering Del Norte, Humboldt, Mendocino, and Lake Counties, focuses on pedestrian and bicycle safety on California Department of Transportation facilities, particularly those resembling Main Street highways. He highlighted the committee's quarterly meetings and their discussion on potential projects along the North Shore of Lake County and on State Route 20, areas known for safety concerns, including some fatalities on State Route 53. John elaborated on a presentation by Caltrans safety officials about the HM 4 program, initially a pilot, now extended. This program features an interactive mapping tool that allows users to pinpoint trouble spots, drop a pin, and leave comments along with suggested safety measures. These measures, intended as short-term solutions, could include enhancements like better pedestrian crossings, rapid flashing beacons, or improved signage to increase safety temporarily while longer-term projects were developed. John pinned input from other local representatives from Lake County, particularly about crossing issues on the North Shore. John personally utilized the tool, adding suggestions for electronic signage to enhance night-time driving safety and other quick fixes in the region.

iii. Miscellaneous

None.

b. **Lake APC Administration Staff**

i. *Next Meeting Date – May 15, 2024 (Lakeport)*

ii. RuralREN Update

None.

c. Lake APC Directors

None.

d. **Caltrans**

i. **SR 29 Project Update:**

Jeff Pimentel gave an update on the State Route 29 project, specifically segment 2B. He shared the positive news that the California Transportation Commission (CTC) had approved the 2024 Interregional Transportation Improvement Program (ITIP), allocating approximately \$43.5 million for right-of-way support and capital for the project, with funds becoming available in July. Jeff detailed the approach taken by the team during periods without funding, design funds were needed to avoid future financial shortfalls. He highlighted the recent efforts to prepare for the right-of-way acquisition, including rectifying property boundaries and planning for the necessary acquisitions for the project's road and utility corridor alignment, consistent with segment 2C. He explained the importance of this funding in advancing the project toward construction readiness, noting that although construction funding was still pending, the team was actively exploring various funding avenues. Jeff anticipated that the project design would be completed by April 2027, with construction potentially commencing around October 2027, dependent on securing the necessary construction funding.

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

Tatiana took the opportunity to introduce the revised format of the Caltrans Milestone Reports included in the agenda packets. She explained that the Project Initiation Documents were now listed separately on the first page of the report. The main section of the milestone report, spanning pages two to five, retained a similar format to previous editions but introduced a sorting-by-state route for enhanced readability. Tatiana emphasized that only significant milestones, like the start and targeted end of construction, were now listed, although she reassured everyone that additional details were still accessible despite not being included in the report. A corresponding map on page six visually represented the projects and their stages. Tatiana also demonstrated how to navigate the report. Jeff highlighted several projects, like the North Shore Complete Streets Project, and discussed the ongoing efforts and challenges in public engagement, particularly noting that projects involving extensive public engagement often face delays. Jeff elaborated on the reasons for these delays, which often included longer-than-anticipated permitting processes or environmental studies, underlining that such delays were usually due to factors beyond the immediate control of the staff. Tatiana pointed out specific projects along State Route 20 and State Route 29, such as pedestrian safety enhancements and complete streets projects, and their respective timelines.

iii. **Miscellaneous**

None.

e. **Rural Counties Task Force**

i. *Next Meeting Date – May 10*

f. **California Transportation Commission**

i. *Next Meeting Date – April 17 – 18 (Town Hall – Fort Bragg)*

Lisa mentioned that MCOG is hosting the Town Hall and would be open to input, not just for Mendocino County.

g. **California Association of Governments**

i. *Next CDAC – (TBD)*

ii. *CalCOG Board of Directors – April 29*

h. **Miscellaneous**

None.

**10. Information Packet**

Chair Mattina noted that the February Executive Committee minutes were included in the Information Packet.

**ADJOURNMENT**

The meeting was adjourned by Chair Mattina at 10:09 a.m.

Respectfully Submitted,

***DRAFT***

Jesus Rodriguez-Garcia, Administrative Assistant



**SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)  
MEMBERSHIP ROSTER - 2024**

		<u>TERM</u>
1. Potential Transit User 60 Years or Older	<b>Annie Barnes</b> Phone: 707-472-7511 E-mail: <a href="mailto:sunrise.ssf@gmail.com">sunrise.ssf@gmail.com</a>	Nov. 2021 – Oct. 2024
2. Potential Transit User Disabled	Vacant	Nov. 2023 – Oct. 2026
3. Social Services Provider Seniors	<b>Rev. Shannon Kimbell-Auth</b> Community Disaster Risk Reduction American Red Cross Phone: 707-349-2324 E-mail: <a href="mailto:shannon.kimbellauth@redcross.org">shannon.kimbellauth@redcross.org</a>	Nov. 2022 – Oct. 2025
4. Transportation Provider	<b>Holly Goetz, MSW, ASW</b> Sutter Lakeside Hospital 5176 Hill Rd. E. Lakeport, CA 95453 E-mail: <a href="mailto:GoetzHR@sutterhealth.org">GoetzHR@sutterhealth.org</a>	Nov. 2021 – Oct. 2024
5. Social Services Provider Disabled	Vacant	Nov. 2021 – Oct. 2024
6. Transportation Provider Disabled	<b>Damian Lopez</b> People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 / E-mail: <a href="mailto:damianlopez1024@gmail.com">damianlopez1024@gmail.com</a>	Nov. 2022 – Oct. 2025
7. Social Services Provider Limited Means	<b>Melinda Lahr</b> Lake County Department of Social Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-4395 / E-mail: <a href="mailto:melinda.lahr@lakecountyca.gov">melinda.lahr@lakecountyca.gov</a>	Nov. 2023 – Oct. 2026
8. Consolidated Transportation Services Agency	<b>Karen Dakari</b> People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 / E-mail: <a href="mailto:karendakari@yahoo.com">karendakari@yahoo.com</a>	Nov. 2023 – Oct. 2026
9. Consolidated Transportation Services Agency	<b>Laurie Fisher</b> Lake Links 14420 Lakeshore Drive Clearlake, CA 95422 Phone: 707-995-3330 / E-mail: <a href="mailto:laurie.fisher@lakelinks.org">laurie.fisher@lakelinks.org</a>	Nov. 2022 – Oct. 2025



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## STAFF REPORT

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**TITLE:** 2024/25 Unmet Transit Needs Finding

**DATE PREPARED:** May 4, 2024

**MEETING DATE:** May 15, 2024

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**SUBMITTED BY:** James Sookne, Program Manager

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### **BACKGROUND:**

Lake APC has been conducting formal Unmet Transit Needs processes since 2014. The purpose is to identify priority transit needs for transit dependent or transit disadvantaged populations within Lake County. It assists the APC and LTA in determining how to best use the limited transit funding available to the region.

The process is a requirement of the Transit Development Act (TDA) prior to a region using any Local Transportation Funds (LTF) for streets and roads purposes. Although the APC does not allocate any LTF funds for streets and roads purposes, the process is still considered useful as a means of identifying potential transit needs in the region as well as analyzing opportunities for Lake Transit Authority (LTA) to meet those needs if feasible. The Unmet Transit Needs Process also meets TDA requirements calling for annual public input opportunities for transit dependent or transit disadvantaged persons within the jurisdiction represented by the Social Services Transportation Advisory Council (SSTAC).

The current Unmet Needs Process began at the January meeting of the SSTAC, where the 23/24 list of unmet needs was reviewed and a list of potential unmet transit needs was developed. In March of this year, a public hearing was held by the APC at which time a finding was made that the list contained needs that met the definition of Unmet Transit Needs and referred the list to the APC and LTA staff for further analysis.

LTA staff has now completed the analysis and has provided a response for each (see attached). The attachment contains all of the needs that were identified along with a response and recommendation addressing them. As noted in the analysis, all available TDA dollars are already expended and responding to new potential needs is difficult. In most cases, it will mean that LTA and/or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet need against cutting an existing service.

At their meeting on April 29, the SSTAC discussed the list of potentially unmet transit needs and their responses. A recommendation was made to the APC that findings can be made that there are unmet transit needs, one of which is reasonable to meet according to the adopted definition. The APC shall now consider the recommendation and make findings, via resolution, as to whether or not any of the needs are reasonable to meet. A draft resolution has been prepared and is attached to this report.

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**ACTION REQUIRED:** Adopt by resolution a finding that either (a) there are no unmet transit needs, (b) there are no unmet transit needs that are reasonable to meet, or (c) there are unmet transit needs, including needs that are reasonable to meet.

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**ALTERNATIVES:** None identified.

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**RECOMMENDATION:** As indicated on the attachment, staff believes that all of the needs on the list qualify as unmet needs, with one believed to be reasonable to meet at this time. It is recommended that the attached Resolution be approved, finding that there are identified unmet needs that are reasonable to meet, and listing findings specific to each need.

# LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 23-24-14

## DETERMINATION OF UNMET TRANSIT NEEDS

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

WHEREAS, the Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency for Lake County; and

WHEREAS, the Transportation Development Act (TDA) requires that before any Local Transportation Funds (LTF) are allocated for streets and roads purposes, the transportation planning agency shall conduct a process to determine if there are any unmet transit needs that are reasonable to meet; and

WHEREAS, the APC does not typically allocate LTF for streets and roads purposes, but has determined that the Unmet Transit Needs Process will still be conducted as it provides an opportunity to formalize the process of identifying potential transit needs and opportunities to meet those needs if feasible, meets the citizen participation requirements of the TDA, and is identified as a responsibility of the Social Services Transportation Advisory Council (SSTAC); and

WHEREAS, the APC has adopted definitions for the terms "unmet transit needs" and "reasonable to meet" to be used in the Unmet Transit Needs Process; and

WHEREAS, a list of potential unmet transit needs was developed by the Social Services Transportation Advisory Council; and

WHEREAS, that list of potential unmet transit needs was considered by the APC at a public hearing on March 13, 2024, at which time the APC made a finding that the list included unmet transit needs, according to the adopted definition; and

WHEREAS, that list has been analyzed by APC and LTA staff and recommendations have been made to the SSTAC; and

WHEREAS, the SSTAC has recommended to the APC that the list contains unmet transit needs, including one that has been determined to be reasonable to meet at this time; and

WHEREAS, the attached list includes the needs and findings specific to each need as recommended by the SSTAC and staff; and

**NOW, THEREFORE, BE IT RESOLVED THAT:**

The Lake Area Planning Council hereby makes the finding that there are unmet transit needs, including needs that are reasonable to meet. The basis for this finding has been included in an analysis attached to this Resolution.

Adoption of this Resolution was moved by Director Sabatier, seconded by Director Cremer, and carried on this 15<sup>th</sup> day of May 2024, by the following roll call vote:

AYES:  
NOES:  
ABSENT:

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

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ATTEST: Lisa Davey-Bates  
Executive Director

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Stacey Mattina  
Chairperson



# Lake Transit Authority

Lisa Davey-Bates, Executive Director

Administration  
525 S. Main Street, Ste. G  
Ukiah, CA 95482  
(707) 263-7868

Operations  
P.O. Box 698  
Lower Lake, CA 95457  
(707) 994-3384

April 19, 2024

Lisa Davey-Bates  
Executive Director  
Lake Area Planning Council  
525 S. Main Street, Suite G  
Ukiah, CA 95482

## **Lake Transit Authority Response to Potential Unmet Transit Needs & Recommended Findings for the APC FY 2024/25**

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

Thank you for the opportunity to respond to the list of FY 2024/25 Potential Unmet Needs. Lake Transit Authority (LTA) takes these very seriously. It is unfortunate that all available TDA dollars are already expended making our response to new potential needs difficult. In most cases, responding to an unmet need will mean that LTA and/ or the APC must either find a new funding source, such as a federal or state grant, or weigh the importance of the unmet against cutting an existing service.

**1. Eastbound service to Spring Valley.** Currently, there is no service east of SR 53.

**Response:** Transit service for residents of Spring Valley is an unmet need. The Live Oak Transportation Project, an FTA Section 5317 funded program that was sponsored by the Area Agency on Aging and operated by Live Oak Senior Center, attempted to serve Spring Valley residents while that project was active for several years beginning in 2009; however, there was very little demand for service. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan for Lake County. The 2023 Transit Development Plan recommends operating a lifeline service from Clearlake/Lower Lake to Spring Valley two times a day, one day a week. This service would be by advance reservation only and would cost approximately \$11,000 per year.

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

**2. Eastbound service, allowing people to connect with service to the Sacramento area.** Currently, the closest connection is at the Cache Creek Casino.

**Response:** Intercity bus service connecting to Sacramento is an unmet need that may be reasonable to meet. Lake Transit Authority was included in a coordinated joint Transit and Intercity Rail Capital Program (TIRCP) grant application submitted by the Shasta Regional Transportation Agency (SRTA) that would provide capital funding for a zero-emission bus project for Phase II of the North State Express. Unfortunately, SRTA's TIRCP application that included this service was not successful. LTA is currently working with SRTA and other rural northern California transit agencies on interagency connectivity, which would include a connection from Lake County to I-5. At this time, these plans are purely conceptual and due to a lack of funding, it is unknown when implementation will occur. Therefore, this unmet need is not reasonable to meet.

**Recommended Finding:** The unmet need for service connecting to the Sacramento region is unreasonable to meet at this time due to a lack of funding.

**3. Fixed route service on Sundays.** Another frequently noted need subject to funding availability.

**Response:** There is a need for service on Sundays throughout Lake County, as noted during the public survey process during the 2023 update to the Transit Development Plan (TDP). Based on transit industry statistical evidence, transit service attracts fewer riders on Saturday than weekdays, and even fewer on Sunday than on Saturday. LTA Saturday ridership supports the industry evidence as there are 35 to 40 percent fewer Lake Transit riders on Saturdays than on weekdays. Sundays would likely generate even fewer riders. A recommendation from the 2023 TDP is to do a pilot project within the City of Clearlake that would offer on-demand microtransit service on Sundays from 9:00AM to 3:00PM, for an approximate annual cost of \$31,300. This pilot project would gauge whether this type of service could be implemented in other major community centers throughout the County.

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

**4. NEMT after normal business hours.** Instances in which a need for non-emergency transport arises outside of normal service hours.

**Response:** During LTA business hours, many NEMT needs are met by LTA transit and paratransit services. When LTA is closed, the only resources are typically taxi and emergency medical transportation provided by fire districts. Utilizing EMT services for NEMT needs is costly and problematic. One idea to address this situation is to extend LTA paratransit hours, or provide an alternative NEMT service through Lake Links, and work with the fire districts to dispatch the most appropriate and cost-effective service. If the patient is ambulatory, the Lake Links' Pay-Your-Pal or Volunteer Driver Program could be an option. The extent of the need for afterhours NEMT is not well documented, and the feasibility of providing afterhours NEMT is therefore unknown.

**Recommended Finding:** NEMT after Lake Transit operating hours is an unmet need. At this time, it is unknown if it is reasonable to meet. This requires additional study by LTA, Lake Links, and/or the APC.

**5. Individualized, flexible transportation to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system.**

**Response:** Although most of the focus as of late has been on non-emergency medical transport (NEMT) services, there is also a need for other “on-demand” types of services for non-medical trips. A previous survey for the Pay-Your-Pal (PYP) program revealed that 90% of the respondents were in favor of this type of service. The recommendation from the FY 22/23 Unmet Transit Needs Process was to further study this issue during the current update to the Transit Development Plan (TDP) for Lake County. Based on current ridership data and survey results from the TDP, microtransit could be implemented in some parts of the county, specifically in Lakeport and the Rivas, which would provide a partial solution to this unmet need. However, without additional funding dedicated to this “on-demand” service, implementation of this service at this time could only be done by reducing existing fixed-route service. Another potential solution to help meet this need could be Lake Links’ Pay-Your-Pal or Volunteer Driver Program. While these programs aren’t necessarily “on-demand”, both could help to meet this need.

**Recommended Finding:** At this time, implementation of an “on-demand” type service to meet the transportation needs of seniors, persons with disabilities, or low-income persons who are unable to utilize the existing public transportation system is an unmet need that is unreasonable to meet due to a lack of funding.

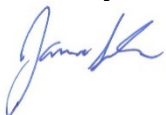
**6. Earlier service to Ukiah for medical appointments, criminal justice appointments, and courses at Mendocino College.** The existing fixed route service to Ukiah doesn’t allow riders to attend early morning medical or criminal justice appointments or early classes at Mendocino College.

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

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

Again, thank you for the opportunity to respond to unmet needs testimony. The partnership between LTA and the Area Planning Council to identify unmet needs, and plan appropriate responses has continued to provide many useful and important transportation improvements.

Sincerely,



James Sookne  
Program Manager



**Adopted Definitions for the  
Unmet Transit Needs Process  
Approved by the APC 12/10/14**

**Unmet Transit Need:** Whenever a need by a significant number of people to be transported by moderate or low cost transportation to specific destinations for necessary purposes is not being satisfied through existing public or private resources.

**Reasonable to Meet:** It is reasonable to meet a transit need if all of the following conditions prevail:

- Funds are available, or there is a reasonable expectation that funds will become available. This criterion alone will not be used to determine reasonableness.
- Benefits of services, in terms of number of passengers served and severity of need, justify costs
- With the added service, the transit system as a whole will be capable of meeting the Transportation Development Act fare revenue/operating cost requirements
- Transit services designed or intended to address an unmet transit need shall not duplicate transit services currently provided either publicly or privately
- The claimant that is expected to provide the service shall review, evaluate and indicate that the service is operationally feasible, and vehicles shall be currently available in the marketplace



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## STAFF REPORT

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**TITLE:** Lake County State Highway Safety Concerns

**DATE PREPARED:** May 8, 2024

**MEETING DATE:** May 15, 2024

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**SUBMITTED BY:** John Speka, Senior Transportation Planner

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**BACKGROUND:** Last October, staff was directed to submit a letter to the Safety Division of Caltrans District 1 listing priority safety concerns of the APC Board on State Highway right-of-way. It was noted at the time that the letter could serve as a “living document” to be reviewed semi-annually. Four major concerns were included: the Bell Park Avenue left turn lane west of Lower Lake, the entry into Lower Lake on State Route 29, the intersection of State Route 53 and Dam Road, and the Complete Streets projects on the SR 20 “Main Street” through Lucerne. A response was received (dated December 4, 2023) which was subsequently added to the packet of the December 2023 Board meeting (see attached copies of correspondence between staff and Caltrans).

At this time, staff is seeking further direction from the Board regarding concerns previously brought up, or possibly additional ones that have emerged since then. In reviewing minutes of Board hearings since the October 2023 meeting, several general references were made by Board members on safety concerns along the Northshore corridor of SR 20, as well as others discussing safety matters on SR 53 through Clearlake. While some of these may have been addressed by Caltrans in its December 4 correspondence, there might be additional areas that the Board would like to focus on in a follow up letter.

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**ACTION REQUIRED:** None, informational only

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**ALTERNATIVES:** None

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**RECOMMENDATION:** None, informational only



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
[www.lakeapc.org](http://www.lakeapc.org)

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

October 11, 2023

Caltrans District 1  
Sheri Rodriguez, Traffic Operations  
1656 Union Street  
Eureka, CA 95501

RE: Lake County State Highway Safety Concerns

Dear Ms. Sheri Rodriguez:

This letter is written in regard to a number of traffic concerns along the State Highway System that have been identified by Board members of the Lake Area Planning Council over the past several years. The Lake APC values its role as the regional partner with Caltrans and appreciates being kept apprised of projects affecting the safety of our local communities. The following list is presented, in no particular order, as a means of documenting the current priority concerns of the Board:

- Intersection of State Route 29 and Bell Park Avenue- The need for a westbound left-hand turn lane on State Route 29 just outside of the community of Lower Lake onto Bell Park Avenue was recently evaluated by Caltrans. The latest status update noted that safety concerns are to be addressed in the near-term through upcoming cycles of the SHOPP.
- State Route 29 entering Lower Lake from the South- An issue that has been raised over recent years regarding a segment of State Route 29 entering Lower Lake that narrows from four lanes into two, and then back to four, (and its potential safety implications) continues to be an area of concern for the Lake APC.
- Intersection of State Route 53 and Dam Road- A problematic intersection with a history of congestion and collisions (especially during peak periods), this area has been a continuing concern for the Lake APC Board for a number of years. The issue has also been analyzed in the 2022 “SR 53 Corridor and Local Circulation Study” with short-, medium-, and long-term recommendations included. While deemed a priority for the region, no funding source has been identified for implementation at this time.
- State Route 20 Complete Streets Projects through Lucerne- Traffic calming, high speeds, and pedestrian safety through much of the Highway 20 “Main Street” through Lucerne is another area considered a high priority for the region. Caltrans has initiated a Complete Streets project through Lucerne that will address several matters of bicycle and pedestrian safety as well as general traffic calming. Further concern, however, involves motorists occasionally using the center turn lane for passing purposes. A Highway 20 traffic calming study was adopted by the Lake APC in 2020, which discussed the concept of raised median, pedestrian crossing refuge islands as a potential method of preventing passing. The concept was not supported by Caltrans at that time and the issue remains.

While we understand that Caltrans may have already looked into some of the above projects (as well as several others in our region), Lake APC appreciates being kept informed on their status to the extent possible.

Respectfully,

Lisa Davey-Bates, Executive Director

Cc: Andreas Krause, Brandon Larson, Tatiana Ahlstrand

## California Department of Transportation

DISTRICT 1  
P.O. BOX 3700 | EUREKA, CA 95502-3700  
(707) 445-6600 | FAX (707) 441-6314 TTY 711  
[www.dot.ca.gov](http://www.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 1<sup>st</sup> 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  
Page 3

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](mailto: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 STAFF REPORT

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**TITLE:** SB 125 Funding – Initial Allocation Package Approval

**DATE PREPARED:** MAY 8, 2024

**MEETING DATE:** May 15, 2024

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**SUBMITTED BY:** James Sookne, Program Manager

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**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
<b>Total</b>	<b>\$4,077,103</b>	<b>\$3,923,005</b>	<b>\$207,894</b>	<b>\$207,894</b>

RTPAs had to develop and submit an initial allocation plan by December 31, 2023, in order to receive an allocation in FY 23/24. At the December 2023 meeting, the Board approved staff's recommendation to allocate the FY 23/24 funds towards Lake Transit Authority's existing TIRCP project. Following the Board's approval, staff completed and submitted the allocation package by the December 31 deadline. The first year of funding was expected to be deposited to the County's Auditor by April 30, 2024.

On the morning of April 30, the Governor's Office announced that a discretionary spending freeze was instituted across all state agencies and departments, which will delay the release of the SB 125 funds. This was done to give the State's Department of Finance an opportunity to evaluate all General Fund and special fund revenues that may be available to address the State's budget deficit. While this doesn't have a direct impact on the upcoming fiscal year, it is concerning since no timeline has been given of when the funding will become available. Staff will update the Board as additional information becomes available.

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**ACTION REQUIRED:** None. Information only.

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**ALTERNATIVES:** None.

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**RECOMMENDATION:** None. Information only.

# District 1 2026 Project Initiation Document (PID) Work Plan for Lake County

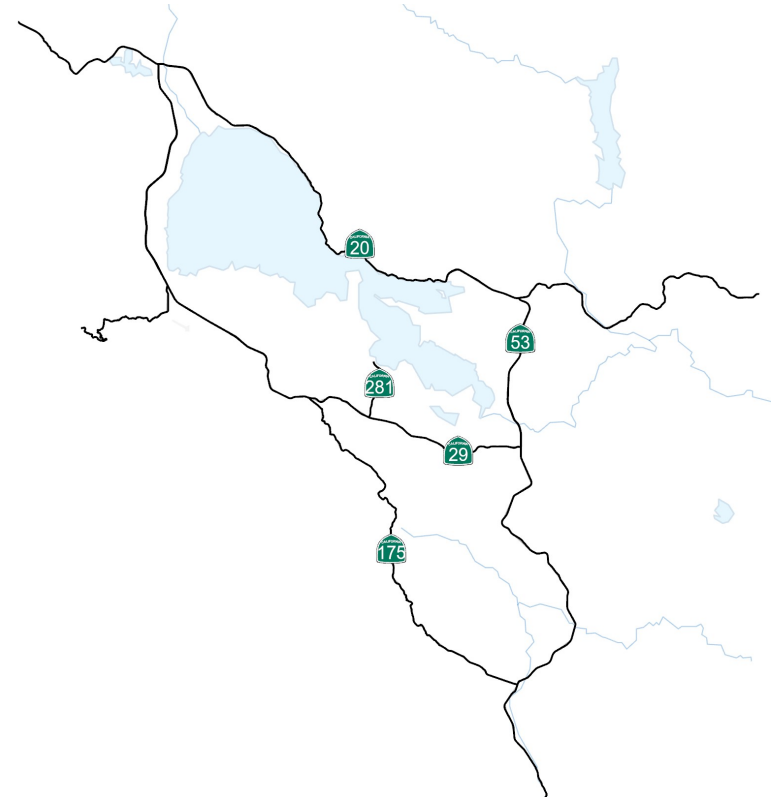


EA	Route	Begin PM	End PM	Description	Funding	Anchor Asset	% Complete	M000 - Begin PID	M003 - Scope, Alternatives Defined (Submit ESR)	M006 - Draft 1st Level Circulation (DARR)	75% - 1st Circulation	M009 - 2nd Circulation	M010 - Completion Date	Project Engineer	Project Manager
ON340	20	12.61	31.94	Northshore Complete Streets	SHOPP	Complete Streets	30	07/06/23	10/30/23	02/09/24	03/29/24	05/03/24	05/24/24	Trevor Oppezzo	Isral Konopa
OM570	29	31.40	33.70	Bottle Rock Safety Improvements	SHOPP	Safety - SI	100	11/07/22	03/29/23	06/28/23	08/23/23	12/21/23	01/22/24	Alex Simmons	Robert King
OM470	29	7.40	8.90	Middletown North Safety Improvements	SHOPP	Safety - SI	75	10/17/22	07/07/23	10/18/23	12/21/23	02/02/24	02/23/24	Nicole Farrell	Robert King
ON260	175	0.00	28.04	Lake 175 Drainage	SB-1	Drainage	0	05/02/24	07/25/24	10/17/24	12/12/24	01/16/25	02/06/25	Harrison Rankin	Kiran Gopana

## Project Initiation Document

A PID is a document that is meant to take a transportation project concept or idea and scope it. It identifies the purpose and need of the project and feasibility of delivering it in terms of an estimated cost, environmental studies needed, and potential project impacts and mitigation, and schedule.

A PID must be developed and approved by Caltrans for major capital projects on the state highway system. This is an essential first step in the project development process. Once an idea becomes a PID, it is then eligible to seek funding and programming as a project, apply for discretionary grant programs, and proceed to the next phase of project development, the Project Approval and Environmental Document (PA&ED) phase.





**CT Milestone Report - Lake County - April 2, 2024**

												Past Due	3 Months	Complete
Project Number	Program <sup>a</sup>	Project Manager	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 <sup>b</sup>	Begin Construction	End Construction
01-0L90U	OTHER STATE FUNDS	FINCK, BRIAN T	020	0/24.089	LAK-175, 20, & 29 Union EA BBMM	IN LAKE COUNTY AT VARIOUS LOCATIONS		\$0	\$0	\$497,719	\$497,719	PSE	06/15/2024	09/30/2025
01-0L900	OTHER STATE FUNDS	FINCK, BRIAN T	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	\$8,120,829	\$8,123,829	PAED	12/03/2024	11/01/2026
01-0H470	SHOPP MINOR B	COONROD, CAREN E	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	\$115,122	\$295,122	CONST	07/13/2022	02/01/2024
01-0L909	OTHER STATE FUNDS	FINCK, BRIAN T	020	11/12	LAK-20 Broadband Middle Mile (BIA Land)	IN LAKE COUNTY ON ROUTE 20 FROM POST MILE 11.0 TO POST MILE 12.0		\$0	\$0	\$497,436	\$497,436	PAED	12/03/2024	11/01/2026
01-0N680	MAINTENANCE	COONROD, CAREN E	020	16.6/17.8	Pedestrian Safety Enhancements [01-0N680 LAK-020]	IN LAKE COUNTY AT LUCERNE FROM GROVE STREET TO SEVENTEENTH STREET		\$0	\$0	\$476,009	\$476,009	PAED	08/01/2025	11/01/2025
01-0K660	SHOPP	KONOPA, ISRAL J	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	\$10,855,895	\$27,405,895	PAED	12/11/2028	12/04/2030
01-0H840	SHOPP	GOPANA, KIRAN K	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 SHOULDERS	\$16,468,000	\$774,000	\$4,306,064	\$21,548,064	CONST	08/23/2023	12/01/2025
01-0G331	SHOPP	FALK-CARLSEN, KARL	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	11/30/2023	06/02/2029
01-0N470	SHOPP MINOR B	COONROD, CAREN E	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	\$528,990	\$778,990	PAED	07/01/2025	12/01/2026
01-0F491	SHOPP	FALK-CARLSEN, KARL	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	\$193,842	\$193,842	CONST	12/07/2022	12/31/2027
01-0N480	SHOPP MINOR A	FLOYD, KIMBERLY R	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	\$2,653,819	\$4,153,819	PAED	05/19/2028	11/05/2029
01-0N340	SHOPP	KONOPA, ISRAL J	020	8.3/29.54	Lake 20 Complete Streets	IN LAKE COUNTY AT VARIOUS LOCATIONS FROM ROUTE 29 TO SULPHUR BANK DRIVE		\$23,279,000	\$2,560,000	\$18,664,857	\$44,503,857	PID	03/18/2031	12/01/2032
01-0M920	MAINTENANCE	COONROD, CAREN E	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	\$5,664,000	\$0	\$384,251	\$6,048,251	CONST	07/01/2024	11/01/2024
01-0M310	SHOPP	KONOPA, ISRAL J	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	\$4,972,901	\$10,960,901	PAED	08/24/2027	01/18/2029
01-0L870	OTHER STATE FUNDS	FINCK, BRIAN T	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	\$1,739,719	\$1,739,719	PAED	12/03/2024	11/01/2026
01-0L871	OTHER STATE FUNDS	FINCK, BRIAN T	029	0/5.811	LAK- 29 Broadband Middle Mile	In Lake County near Middletown from Sonoma County Line to Route 175		\$4,620,000	\$0	\$661,210	\$5,281,210	PAED	12/03/2024	11/01/2026
01-0J930	SHOPP	GOPANA, KIRAN K	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	\$4,752,753	\$30,712,753	PAED	02/01/2026	12/01/2027
01-0L220	SHOPP	KONOPA, ISRAL J	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	\$2,229,122	\$3,911,122	PAED	01/27/2026	12/01/2027
01-29841	STIP	PIMENTEL, JEFFREY L	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	\$14,999,761	\$89,004,761	PSE	07/01/2027	12/01/2030
01-0N820	MAINTENANCE	COONROD, CAREN E	029	23.6/33.1	LAKE 29 MICRO-SURFACE	IN LAKE COUNTY NEAR KELSEYVILLE FROM 3.23 MILES NORTH OF SEIGLER CREEK BRIDGE TO COLE CREEK ROAD		\$2,424,000	\$0	\$487,574	\$2,911,574	PAED	08/01/2025	11/01/2025
01-29831	STIP	PIMENTEL, JEFFREY L	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	\$15,129,785	\$107,600,785	PSE	07/01/2027	12/01/2030

**CT Milestone Report - Lake County - April 2, 2024**

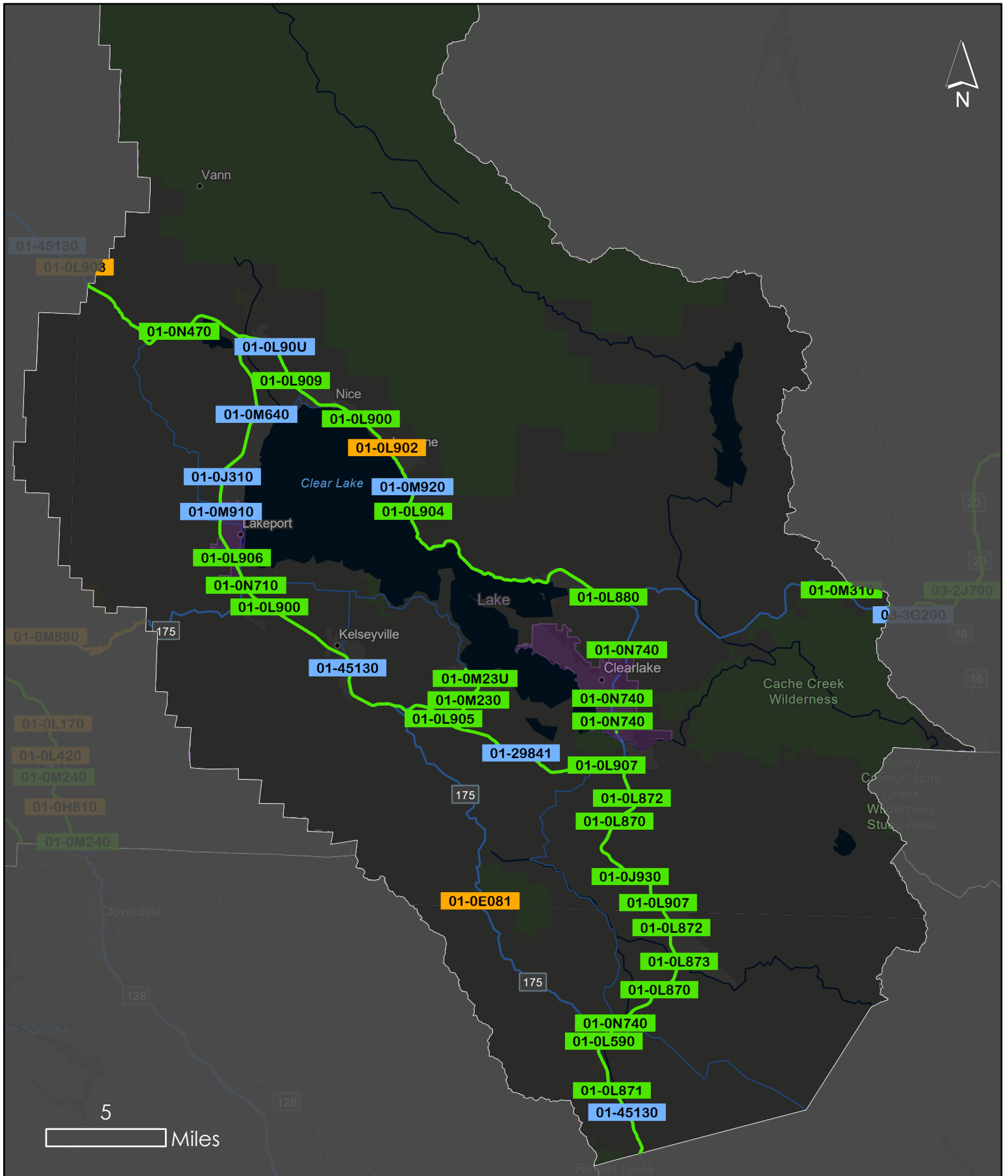
												Past Due	3 Months	Complete
Project Number	Program <sup>a</sup>	Project Manager	Route	Post Mile start/end	Nick Name	Legal Description	Work Description	Capital Construction Estimate	Capital Right-of-Way Estimate	Support Cost Estimate	Total Project Estimate	Current Phase <sup>b</sup>	Begin Construction	End Construction
01-0L905	OTHER STATE FUNDS	FINCK, BRIAN T	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	\$1,526,087	\$1,526,087	PAED	09/30/2024	12/30/2025
01-29811	SHOPP	MATTEOLI, JAIME C	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	\$10,984,000	\$184,967	\$53,619,967	CONST	12/02/2019	11/06/2024
01-29821	STIP	MATTEOLI, JAIME C	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	\$298,333	\$28,921,333	CONST	12/02/2019	02/01/2025
01-2982U	SHOPP	MATTEOLI, JAIME C	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	\$126,530	\$66,334,530	CONST	12/02/2019	11/06/2024
01-2983U	SHOPP	MATTEOLI, JAIME C	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	\$432,156	\$432,156	CONST	12/30/2019	12/30/2027
01-0M740	SHOPP MINOR B	COONROD, CAREN E	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	\$148,828	\$148,828	CONST	01/19/2024	05/01/2024
01-0M570	SHOPP	KONOPA, ISRAL J	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	\$11,860,911	\$25,560,911	PAED	06/27/2028	12/02/2030
01-0L260	SHOPP	KONOPA, ISRAL J	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	Pavement rehabilitation (CAPM)	\$38,885,000	\$42,000	\$7,332,287	\$46,259,287	PAED	02/01/2028	04/15/2030
01-0G000	SAFE ROUTES	BUCK, JENNIFER L	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	06/01/2022	01/03/2024
01-0J310	SHOPP MINOR B	COONROD, CAREN E	029	44.6/44.6	(MNRB 01-0J310) LAKEPORT MS OVERLAY	IN LAKE COUNTY NEAR LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	MAINTENANCE STATION OVERLAY	\$265,000	\$0	\$82,252	\$347,252	CONST	07/29/2022	02/01/2024
01-0L872	OTHER STATE FUNDS	FINCK, BRIAN T	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	09/30/2024	12/30/2025
01-0L590	SHOPP	KONOPA, ISRAL J	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	Left turn channelization, shoulder widening, and ADA improvements.	\$6,319,000	\$305,000	\$7,983,521	\$14,607,521	PAED	07/01/2027	01/01/2029
01-0M470	SHOPP	KING, ROBERT W	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	\$9,159,000	\$861,000	\$7,139,318	\$17,159,318	PAED	05/15/2028	12/02/2030
01-0N740	MAINTENANCE	COONROD, CAREN E	029	R34.75/38.6	APS Signal System and Census Sites Upgrade in Lake County	IN LAKE COUNTY AT VARIOUS LOCATIONS		\$520,000	\$0	\$289,743	\$809,743	PAED	06/30/2025	11/01/2025
01-0N710	MAINTENANCE	COONROD, CAREN E	029	R39.8/R39.8	LAKEPORT PARK AND RIDE OVERLAY	IN LAKE COUNTY NEAR LAKEPORT AT LAKEPORT PARK AND RIDE		\$0	\$0	\$39,443	\$39,443	PAED	08/01/2025	11/01/2025
01-0M640	MAINTENANCE	COONROD, CAREN E	029	R45.1/52.5	LAKEPORT OVERLAY	IN LAKE COUNTY NEAR LAKEPORT FROM PARK WAY OVERCROSSING TO ROUTE 20	OVERLAY	\$5,664,000	\$0	\$249,345	\$5,913,345	CONST	04/15/2024	11/01/2024
01-0L908	OTHER STATE FUNDS	FINCK, BRIAN T	029	R48.59/R48.59	LAK-29 Broadband Middle Mile-HUB-17	In Lake County near Lakeport at 0.6 mile south of West Lake Road		\$0	\$0	\$2,439,051	\$2,439,051	PAED	06/30/2024	06/30/2025
01-0L873	OTHER STATE FUNDS	FINCK, BRIAN T	029	R9.89/R9.89	LAK-29 Broadband Middle Mile-HUB-21	In Lake County near Middletown at Hartmann Road RT 104		\$0	\$0	\$2,399,343	\$2,399,343	PAED	07/30/2024	07/30/2025
01-0L880	OTHER STATE FUNDS	FINCK, BRIAN T	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	\$792,432	\$5,392,432	PAED	09/30/2024	12/30/2025
01-0N190	OTHER-LOCAL	BUCK, JENNIFER L	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	\$25,101	\$75,101	CONST	07/11/2023	12/29/2023
01-0L902	OTHER STATE FUNDS	FINCK, BRIAN T	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	09/01/2023	11/01/2026

**CT Milestone Report - Lake County - April 2, 2024**

												Past Due	3 Months	Complete
Project Number	Program <sup>a</sup>	Project Manager	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 <sup>b</sup>	Begin Construction	End Construction
01-0M230	OTHER STATE FUNDS	FINCK, BRIAN T	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	\$283,669	\$2,283,669	PAED	09/30/2024	12/30/2025
01-0M23U	OTHER STATE FUNDS	FINCK, BRIAN T	281	14/17	LAK-281 Broadband Middle Mile	IN LAKE COUNTY NEAR KELSEYVILLE ON ROUTE 29 FROM ROUTE 281 TO ROUTE 175 AND NEAR CLEARLAKE RIVIERA ON ROUTE 281 FROM 0.1 MILE SOUTH OF KONOCTI BAY ROAD TO ROUTE 29		\$0	\$0	\$717,542	\$717,542	PAED	06/28/2024	12/30/2025
01-0E081	SHOPP	GOPANA, KIRAN K	VAR	0/0	Morrison, Robinson & Kelsey Creek	IN LAKE COUNTY AT VARIOUS LOCATIONS	Widen Morrison (020) and Robinson Creek Bridges (029) and replace Kelsey Creek Bridge (175).	\$9,447,000	\$358,000	\$535,759	\$10,340,759	CONST	10/19/2021	12/31/2024

**Field Descriptions for RTPA CT Milestones Reports**

<b>Footnote</b>	<b>Column</b>	<b>Description</b>
<b>a)</b>	<b>Program</b>	<b>The funding source for the project.</b>
	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>b)</b>	<b>Current Phase</b>	<b>The stage of progress of the project.</b>
	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. There may be a seasonal delay between approving the contract and the beginning of actual construction.
	CLOSE-OUT	Post-construction (close-out) projects are not included in this report. You may see crews completing work related to environmental mitigation and monitoring for a few years after construction.



# Lake County Milestone Projects

- PID / PrePID
- PAED
- PSE
- Construction





# LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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Planning: Suite B ~ 707-263-7799

## EXECUTIVE COMMITTEE (DRAFT) MEETING MINUTES

Tuesday, April 17, 2024

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

### **Present**

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

### **Also Present**

Charlene Parker, Admin. Staff - Lake APC  
Maura Twomey, Executive Director - Regional Analysis and Planning Services  
Diane Eidam, Staff - Regional Analysis and Planning Services

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

The meeting was called to order at 1:35 pm. Members present: Mattina, Perdock

### **2. Public Input**

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

Director Simon joined the meeting at 1:36.

### **3. CLOSED SESSION - Pursuant to Government Code Section 54957 – (b)(1): Personnel Employment – Review of Proposals and Recommendations of Contractor for Professional Services for Administrative and Planning Services (RAPS). Any public reports of action taken under this item in closed session will be made in accordance with Govt. Code sections 54957.1**

Charlene Parker, Administrative Associate, Lake APC, excused herself at 1:36 from the meeting to allow the Executive Committee members to discuss and evaluate the professional service proposals with the consultants for administrative and planning services to the Lake APC.

Chair Mattina called the end of the closed session and requested Lake APC staff to re-enter to continue the Executive Committee meeting at 1:51 p.m.

Maura Twomey, Executive Director, RAPS announced that the reportable action was that the Executive Committee would make a recommendation to the board at the May meeting and direct Regional Analysis and Planning Services (RAPS) to negotiate with the successful proposer for a contract.

**4. Approval of February 13, 2024 Minutes**

*Director Simon made a motion to approve the February 13, 2024 Minutes, as presented. The motion was seconded by Director Perdock. Ayes (3)-Directors Mattina, Perdock, Simon; Noes (0); Abstain (0); Absent (0).*

**5. ADJOURNMENT**

The meeting was adjourned at 1:55 p.m.

Respectfully Submitted,

***DRAFT***

Charlene Parker  
Administrative Associate