



# 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

## LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

Wednesday, November 13, 2024

9:30 a.m. (or as soon thereafter as the Lake Transit Authority Meeting Adjourns)

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

**Alternate Locations:**

Caltrans-District 1

1656 Union Street, Eureka, California

Lakeview Market

6084 East Highway 20, Lucerne, CA 95458

**Zoom Login:**

**Dial-in number: 1 (669) 900-6833 / Meeting ID: 814 2672 2975# Passcode: 186360**

*(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.

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

### **PUBLIC EXPRESSION**

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

### **CONSENT CALENDAR**

4. Approval of October 9, 2024 Minutes

### **RATIFY ACTION**

5. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council
6. Consideration and Adoption of Recommendations of Policy Advisory Committee

### **REPORTS**

7. Reports & Information:
  - a. Lake APC Planning Staff
    - i. Planning Projects (*Speka*)
    - ii. Miscellaneous
  - b. Lake APC Administration Staff
    - i. Next Meeting Date – ***December 11, 2024 (Lakeport)***
    - ii. RuralRen-North (RRENN) Update (*Davey-Bates*)
    - iii. Miscellaneous
  - c. Local Agency Updates
  - d. Lake APC Directors

- e. Caltrans
  - i. Transit Planning Update (*Saskia Rymer Burnett*)
  - ii. Lake County Project Status Update (*Ahlstrand*)
  - iii. Miscellaneous
- f. Rural Counties Task Force
  - i. Next Meeting Date – **November 15** (*Teleconference*)
- g. California Transportation Commission
  - i. Next Meeting Date – **December 5 – 6** (*Riverside*)
- h. California Association of Councils of Governments (CalCOG)
  - i. CDAC Meeting – (*TBD*)
  - ii. CalCOG Board of Directors Meeting – **November 15** (*Sacramento*)
- i. Miscellaneous

### **INFORMATION PACKET**

- 8. a) 9/19/24 Draft Lake TAC 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 agendaized, Lake County/City Area Planning Council may adjourn to a closed session to consider litigation or personnel matters (i.e., contractor agreements). Discussion of litigation or pending litigation may be held in closed session by authority of Govt. Code Section 54956.9; discussion of personnel matters by authority of Govt. Code Section 54957.

POSTED: November 7, 2024

#### Attachments:

*Agenda Item #4 – 10/9/24 Lake APC Draft Minutes*

*Agenda Item #7ai – Staff Report*

*Agenda Item #7eii – LC Project Status Update*

*Agenda Item #7eiii – Highway 29/Record-Bee*

*Information Packet #8 – 9/19/24 Lake TAC Draft Minutes*



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## LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) (DRAFT) MEETING MINUTES Wednesday, October 9, 2024

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

**Teleconference Locations:**  
525 South Main Street Suite B, Ukiah  
Caltrans District 1, 1656 Union St., Eureka

### Present

Bruno Sabatier, Supervisor, County of Lake  
Michael Green, Supervisor, Alternate  
Stacey Mattina, City Council Member, City of Lakeport  
Russ Cremer, City Council, City of Clearlake  
Russell Perdock, Council Member, City of Clearlake  
Kenneth Parlet, Council Member, City of Lakeport

### Absent

Moke Simon, Supervisor, County of Lake

### Also Present

Lisa Davey-Bates, Executive Director – Lake APC  
Alexis Pedrotti, Admin Staff – Lake APC  
James Sookne, Admin Staff – Lake APC  
Charlene Parker, Admin Staff – Lake APC  
Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)  
Samuel Gaytan, Project Manager – Paratransit Services

### Attending via Zoom

Nephele Barrett, Planning Staff – Lake APC  
Michael Villa, Planning Staff – Lake APC  
Jeff Pimentel – Caltrans District 1  
Andreas Krause – Caltrans District 1

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

Chair Mattina called the meeting to order at 9:00 a.m. Secretary Charlene Parker called roll. Members present: Sabatier, Green Alternate-Simon, Perdock, Cremer, Mattina, Parlet

#### 2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:00 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

### **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 August 14, 2024 Draft Minutes**
5. **Second Amendment to the 2024/25 Overall Work Program**
6. **Approval of 24-25-12 Approving the Master Fund Transfer Agreement**

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

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

### **REGULAR CALENDAR**

#### **7. Presentation on the Vision Zero**

Andreas Krause, Caltrans Traffic Safety Office presented Vision Zero, a paradigm shift associated with a safe system approach. The problem was that a large number of fatalities and serious injuries were happening on California's roads. Annually, 3,600 people died. About ten people a day, three of them were bicyclists and walkers. The percentage of pedestrian deaths in California was significantly greater than the national average. Apart from the number of fatalities in California, annually there were over 13,000 collisions resulting in serious injuries. The estimated combined expense of the major injuries and fatalities was \$53.5 billion. There were racial disparities, especially when it comes to pedestrian fatalities. Andreas used a specific graph for Lake County, on the California Strategic Highway Safety Plan (SHSP) Crash Data Dashboard to identify problem areas. The dashboard indicated that the highest rates of fatalities and serious injuries in Lake County were associated with lane departures, aggressive driving/speed management, and impaired driving. The webpage was an excellent source of information on statistics on the local roads. The implementation of the Director's road safety policy started in 2022, aimed to eliminate fatal and seriously injured crashes by the year 2050 and accommodate for human limitations and mistakes with collaboration and shared responsibility. The five elements involve safe roads, safe speeds, safe vehicles, safe road users, and post-crash care. Slight variations in speed have a significant impact on crash outcomes. The paradigm shift changes Caltrans's traditional safety approach from preventing all crashes to the safe systems approach focused specifically on death and serious injury crashes.

The group appreciated the presentation and discussed public outreach campaigns and public education, collaboration, and resources to implement the safe systems approach for local roads.

#### **8. Discussion and Recommended Approval of the First Amendment to the 2024/25 Lake Area Planning Council's Budget**

Alexis Pedrotti explained that this amendment included carryover funds as part of the Fiscal Year 23/24 close out. The carryover involved administration, State Transit Assistance (STA) funds, and Planning, Programming & Monitoring (PPM) for the Overall Work Program (OWP), State of Good Repair (SGR), and Regional Surface Transportation Program (RSTP) funds. The amendment also included adjustments to the estimated carryover to reflect the actual amounts for the year, including the Climate Adaption Grant to complete the Wildfire Evacuation and Preparedness plan. Additionally, the Lake APC was recently awarded a Sustainable Transportation Planning grant to complete the Lake County Zero Emission Vehicle Infrastructure plan, which

was added.

*Director Sabatier made a motion to approve the 1st amendment to the Lake APC Budget incorporating carryover balances and remaining unallocated funds from the 2023/24 Overall Work Program. The motion was seconded by Director Cremer and carried unanimously.*

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

## **RATIFY ACTION**

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

Chair Mattina adjourned the Policy Advisory Committee at 9:45 a.m. and reconvened as the APC.

### **10. 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.*

## **REPORTS**

### **11. Reports & Information**

#### **a. Lake APC Planning Staff**

##### *i. Planning projects*

Lisa mentioned that John Speka had provided a staff report in the packet. Staff were currently trying to get feedback from the public with online surveys and workshops for the Wildfire Evacuation and Preparedness Plan. There were a few more workshops to finish before working with the consultants to develop the draft report. Applications for the Sustainable Transportation Planning Grant must be submitted by January 2025, with the grant opening in late October. Staff were considering reapplying for the Tribal Transportation Needs Study. Staff were also collaborating with Caltrans, specifically with Scott Elmore, on an application for construction funding on Segment 2B of the Konocti Corridor through the Trade Corridor Enhancement Program (TCEP). Lisa noted that the project recently received approximately \$43.5 million for right-of-way and capital support through the most recent Interregional Transportation Improvement Program (ITIP).

The significance of collaborating with the cities on the Wildfire Evacuation and Preparedness Plan was discussed. City staff would be revisiting emergency escape routes and better coordination within the City of Lakeport. Also discussed were problem areas and the importance of having a plan in place.

##### *iii. Miscellaneous*

#### **b. Lake APC Administration Staff**

##### *i. Next Meeting Date – November 13, 2024 (Lower Lake)*

Lisa announced that there would be a brief meeting in Lower Lake before, ideally, going on a field trip to visit Segment 2B on Highway 29. Historically, there have been one or two tours planned annually, making it an excellent opportunity for a jurisdictions to showcase projects or needs.

##### *ii. RuralREN Update*

On September 26, the CPUC unanimously voted to maintain the RuralREN and to divide it into two: RuralREN-North and RuralREN-Central. Lake APC would become a full member of the RuralRen-North, along with Mendocino Council of Governments, Sierra Business Council and the Redwood Coast Energy Authority.

Updating the bylaws and memorandum of agreement were the next steps. After being reviewed by the legal counsel, the documents may be presented to the Lake APC Board in November. The budget for RuralREN North will stay at \$33.1 million, which is a significant amount of money. Lake APC, along with the partner agencies were updating the business plan, which expires at the end of 2027, at which point a new business plan and budget would be needed in order to continue the programs.

*iii.* Miscellaneous

**c. Local Agency Updates**

None

**d. Lake APC Directors**

Director Sabatier expressed concern, stating that in light of the recent fire evacuations along the Northshore where several trucks were unable to turn around creating gridlock on the Highway 20 corridor. He reiterated support for the Lake 29 project and how that was one example of how shifting the larger trucks onto the Konocti Corridor would be beneficial.

Director Perdock emphasized the need to have access for local access, either through Caltrans, CalFire, or CHP, to remote into the electronic signs to notify drivers of road closures during an emergency.

Discussion points included keeping lines of communication open with Caltrans on the electronic signs and incorporating signage into the emergency plan.

**Caltrans**

*i.* Update Transit Planning Update:

None

*ii.* Lake County Project Status Update:

Tatiana provided a brief update on the State Route 53 traffic safety proposal, stating that headquarters should have additional details available within the next week. The call for applications was in October for the Sustainable Transportation Planning Grant program, which was a great opportunity, focused on significant improvements for tribal governments. The workshop to review the guidelines for the program and provide technical assistance was on October 29 at 2:00 p.m.

Jeff discussed the Lake 29 Segment 2B field trip. The goal of Caltrans was to offer geometric layouts. He noted there would be opportunities during the tour for Q & A.

Jeff provided a brief update on Segment 2B of the Lake 29 project, stating that the team was focused on finalizing the requirements for the project. The main priority was geometrics, comparing them to the existing right-of-way and providing acquisition needs to the right-of-way engineering team, and by April of next year to prepare all of the appraisal mapping. Caltrans was also looking into needs for realignment of the utility corridor.

Additionally, construction and construction support of Segment 2B has been nominated for the upcoming SB1 Trade Corridors Enhancement program. The segment ranked well internally within Caltrans. Jeff noted that the project was successful in securing \$43.5 million for right-of-way and capital support in the current Interregional Transportation Improvement Program (ITIP), but construction, support, and construction capital remain unfunded. Attaining right-away funding was the critical

path for moving the project through construction. Jeff noted it would be risky to request funding for both segments 2B and 2A. Segment 2A, is currently funded through design, but has essentially been put on hold as we concentrate on Segment 2B and the right-of-way acquisition process, which potentially would take a few years to complete. Jeff outlined what was believed to be the most effective course of action for success. Jeff requested comments and opinions on that strategy.

Director Sabatier stated that his personal opinion was he would rather chip away one segment at a time, but to continue with the eventual completion of all segments. He continued by saying Segment 2C was great, and that it's changed the way people commute in this community.

Jeff appreciated the input and noted it would be worthwhile to highlight personal experiences within the Trade Corridor Enhancement Program (TCEP) application. Staff was working with jurisdictions on collect support letters and welcomed real-life experiences and benefits of the project.

- iv.* **Miscellaneous:**
- e. **Rural Counties Task Force**
  - i. Next Meeting Date – November 15, 2024 (*Teleconference*)
- f. **California Transportation Commission**
  - i. Next Meeting Date – October 17-18 (*Bakersfield*)
- g. **California Association of Councils of Governments (CalCOG)**
  - i. CDAC Meeting – (*TBD*)
  - ii. CalCOG Board of Directors Meeting – October 30 (*Sacramento*)  
Lisa corrected the date and inquired if Russ planned to attend the meeting in-person in Sacramento.  
Russ replied that he planned to attend and the meeting was on his calendar.
- h. Miscellaneous  
None.

## **12. INFORMATION PACKET**

- a) 5/23/24 Lake TAC Minutes

## **ADJOURNMENT**

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

Respectfully Submitted,

***DRAFT***

Charlene Parker  
Administrative Associate



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## STAFF REPORT

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**TITLE:** Update on Current Planning Projects

**DATE PREPARED:** November 6, 2024

**MEETING DATE:** November 13, 2024

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

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

**Wildfire Evacuation and Preparedness Plan-** Outreach for the project has been ongoing with workshops, presentations, and tabling events. Input had been solicited through surveys which were closed on November 8, with in person workshops held in Clearlake on October 24, and Lakeport on October 25. A third virtual workshop was held on October 30. Other outreach events included the County fair in late August/early September, and presentations before the Big Valley Advisory Council (BVAC), Cobb Advisory Council (CAC), Eastern Region Town Hall (ERTH), and the Western Region Town Hall in September and October. Finally, an information booth was set up at the Health and Wellness Expo in Lakeport on October 19. The next steps will involve the preparation of a draft Plan that can be brought back to the public and stakeholders for comment.

**Zero Emission Vehicle (ZEV) Infrastructure Plan-** As noted last month, Lake APC was awarded a grant through the 2024/25 cycle of the Sustainable Transportation Planning Grant program to prepare a Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan. Staff released a Request for Proposals (RFP) for consultant services on October 25, with submittals due on November 22. The project will examine the region's existing ZEV charging/fueling infrastructure and develop a plan to guide future expansion in this area.

**State Route 53 Corridor Priority Projects Outreach Study-** Funded through the Overall Work Program (OWP), staff released an RFP for consultant services on November 8 for the preparation of a public outreach study. By gathering concerns and insights of community members, the project will focus on safety projects along the SR 53 corridor within the city limits of Clearlake to develop a set of priorities and potential projects. Special attention will be given to underserved populations (e.g. economically disadvantaged, seniors, disabled, tribal members, etc.) in designing outreach methods and collecting relevant data.

**Trade Corridor Enhancement Program-** The purpose of the Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. Caltrans District 1 (in partnership with Lake APC) is preparing an application for construction funding for Segment 2B of the Konocti Corridor. Staff has been soliciting letters of support from various stakeholders (e.g. County and city officials, tribes, etc.) to accompany the application, which will be due November 22.

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**ACTION REQUIRED:** None, informational only

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**ALTERNATIVES:** None

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**RECOMMENDATION:** None, informational only



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

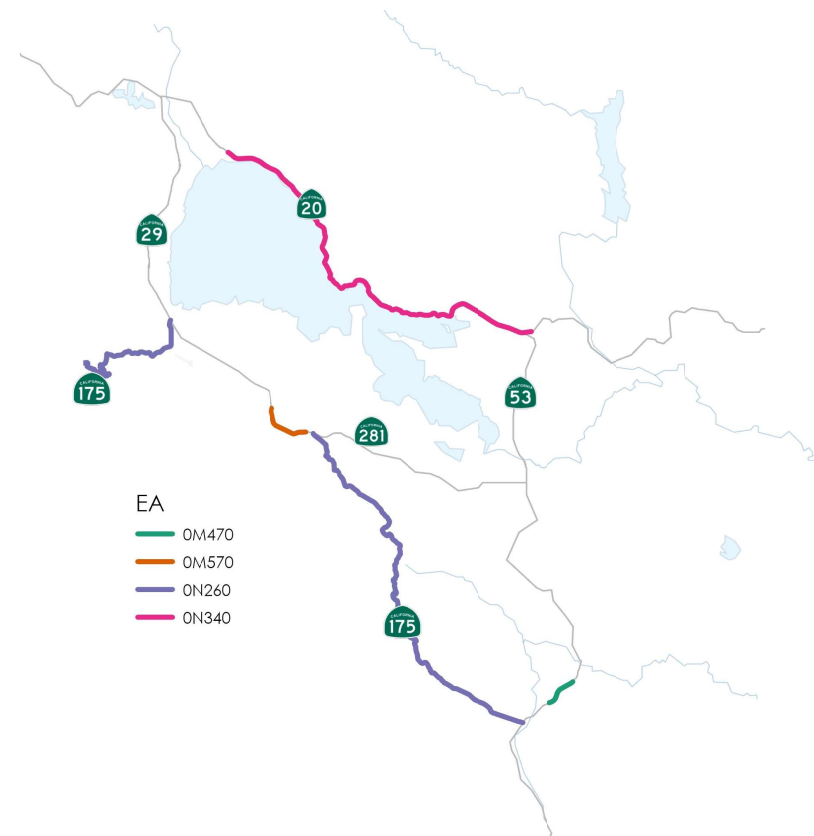


EA	Route	Begin PM	End PM	Improvement Description	Funding	Anchor Asset	M000 - Begin PID	M003 - Scope, Alternatives Defined (Submit ESR)	M006 - Draft 1st Level Circulation (DARR)	75% - 1st Circulation	M009 - 2nd Circulation	M010 - Completion Date	Project Engineer	Project Manager
ON340	20	12.61	31.94	Northshore Complete Streets	SHOPP	Complete Streets	07/06/23	10/30/23	02/21/24	04/17/24	06/11/24	06/24/24	Trevor Oppezzo	Izzy Konopa
OM570	29	31.40	33.70	Bottle Rock Safety Improvements	SHOPP	Safety - SI	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	10/17/22	07/07/23	10/18/23	12/21/23	02/19/24	03/21/24	Nicole Farrell	Robert King
ON260	175	0.00	28.04	Lake 175 Drainage	SB-1	Drainage	06/10/24	10/01/24	12/18/202	02/07/25	03/17/25	04/17/25	Talitha Hodgson	Izzy Konopa

## 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 - October 10, 2024**

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	Past Due	3 Months	Complete
												Current Phase <sup>b</sup>	Begin Construction	End Construction
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	\$6,816,788	\$6,819,788	PAED	12/03/2024	11/01/2026
01-0N680	MAINTENANCE	COONROD, CAREN E	020	16.1/18.1	Pedestrian Safety Enhancements [01-0N680 LAK-020]	IN LAKE COUNTY AT LUCERNE FROM GROVE STREET TO OGDEN ROAD	Pedestrian Safety Enhancements	\$640,000	\$0	\$396,014	\$1,036,014	PSE	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	\$9,795,899	\$26,345,899	PAED	12/11/2028	12/04/2030
01-0H840	SHOPP	KONOPA, ISRAL J	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	\$493,000	\$3,331,161	\$20,292,161	CONST	08/23/2023	12/01/2025
01-0P300	SHOPP MINOR A	FLOYD, KIMBERLY R	020	28.4/28.4	CLEARLAKE OAKS LEVEL 3 CHARGING STATION	IN LAKE COUNTY IN CLEARLAKE OAKS AT THE CLEARLAKE OAKS MAINTENANCE STATION	LEVEL 3 CHARGING STATION	\$0	\$0	\$2,586,809	\$2,586,809	PAED	03/28/2029	09/13/2030
01-0P230	SHOPP MINOR A	FLOYD, KIMBERLY R	020	28.4/28.5	Clearlake Oaks School Crossing	IN LAKE COUNTY IN CLEARLAKE OAKS AT EAST LAKE ELEMENTARY SCHOOL	School Crossing	\$1,040,000	\$0	\$2,202,220	\$3,242,220	PAED	03/12/2029	08/27/2030
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	\$364,803	\$464,803	CONST	11/30/2023	06/02/2029
01-0N470	SHOPP MINOR B	COONROD, CAREN E	020	5.3/5.3	(MNRB 0N470) 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	\$493,316	\$743,316	PAED	07/01/2025	08/01/2026
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	\$146,565	\$146,565	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	\$2,547,017	\$4,047,017	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		\$28,226,000	\$2,560,000	\$16,377,395	\$47,163,395	PAED	04/01/2031	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	\$820,000	\$0	\$247,100	\$1,067,100	CONST	07/24/2024	02/28/2025
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	\$4,251,898	\$10,239,898	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	\$439,853	\$439,853	PSE	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	MIDDLE MILE BROADBAND	\$4,859,000	\$0	\$386,574	\$5,245,574	CONST	12/03/2024	11/01/2026
01-0J930	SHOPP	KONOPA, ISRAL J	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	\$25,710,000	\$201,000	\$3,519,117	\$29,430,117	PSE	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	\$2,321,000	\$6,000	\$1,976,992	\$4,303,992	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	\$13,556,677	\$87,561,677	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	Micro-Surface	\$2,424,000	\$0	\$374,556	\$2,798,556	PSE	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	\$65,915,000	\$46,241,000	\$13,161,365	\$125,317,365	PSE	10/12/2027	12/01/2030
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	\$10,449,000	\$82,811	\$52,982,811	CONST	12/02/2019	11/04/2024

**CT Milestone Report - Lake County - October 10, 2024**

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	Past Due	3 Months	Complete
												Current Phase <sup>b</sup>	Begin Construction	End Construction
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	\$5,401,000	\$199,020	\$29,357,020	CONST	12/02/2019	11/04/2024
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	\$259,857	\$66,467,857	CONST	12/02/2019	11/04/2024
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	\$389,970	\$389,970	CONST	12/30/2019	12/30/2027
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	\$11,307,219	\$25,007,219	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	\$6,601,413	\$45,528,413	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	\$262,058	\$262,058	CONST	06/01/2022	01/03/2025
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	\$595,000	\$6,797,575	\$13,711,575	PAED	07/01/2027	01/01/2029
01-0M470	SHOPP	KONOPA, ISRAL J	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	\$6,672,340	\$16,692,340	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	APS Signal System and Census Sites Upgrade	\$447,000	\$0	\$191,331	\$638,331	PSE	06/30/2025	11/01/2025
01-0N710	MAINTENANCE	COONROD, CAREN E	029	R39.8/R39.9	LAKEPORT PARK AND RIDE MICRO-SURFACING	IN LAKE COUNTY NEAR LAKEPORT AT LAKEPORT PARK AND RIDE	LAKEPORT PARK AND RIDE MICRO-SURFACING	\$200,000	\$0	\$28,069	\$228,069	PSE	08/01/2025	11/01/2025
01-0P270	SHOPP	FLOYD, KIMBERLY R	029	R44.553/44.553	LAKEPORT LEVEL 3 CHARGING STATION	IN LAKE COUNTY IN LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	LEVEL 3 CHARGING STATION	\$0	\$0	\$2,586,809	\$2,586,809	PAED	03/27/2029	09/12/2030
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	\$106,210	\$5,770,210	CONST	04/10/2024	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	MIDDLE MILE BROADBAND	\$0	\$0	\$2,201,106	\$2,201,106	PAED	12/13/2024	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	MIDDLE MILE BROADBAND	\$0	\$0	\$2,158,981	\$2,158,981	PAED	12/13/2024	06/30/2025
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	\$681,840	\$5,281,840	PSE	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	\$23,692	\$73,692	CONST	07/11/2023	12/29/2024
01-0N260	SHOPP	KONOPA, ISRAL J	175	0/28.04	Lake 175 Drainage	In Lake County near Lakeport from the Mendocino County line to Route 29		\$33,680,000	\$0	\$2,016,240	\$35,696,240	PID	04/29/2031	12/04/2033
01-0P360	MAINTENANCE	COONROD, CAREN E	175	0/R8.2	LAKEPORT MICRO-SURFACING	IN LAKE COUNTY NEAR LAKEPORT FROM THE MENDOCINO COUNTY LINE TO 1.3 MILES EAST OF MATHEWS ROAD	LAKEPORT MICRO-SURFACING	\$1,315,000	\$0	\$139,293	\$1,454,293	PSE	06/30/2025	11/01/2025
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
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 KONOCITI BAY ROAD TO ROUTE 29	MIDDLE MILE BROADBAND	\$0	\$0	\$760,840	\$760,840	CONST	07/29/2024	12/30/2025
01-0E081	SHOPP	KONOPA, ISRAL J	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	\$492,244	\$10,297,244	CONST	10/19/2021	12/31/2024

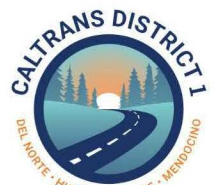
**Field Descriptions for RTPA CT Milestones Reports**

<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

- PA&E
- PS&E
- Construction



Caltrans widening of Highway 29 may see diversion of big rig traffic from Hwy 20 – Lake County Record-Bee

## **LOCAL NEWS**

### **Caltrans widening of Highway 29 may see diversion of big rig traffic from Hwy 20**



Crews perform work and inspections prior to opening new State Route 29 Troutdale Creek Bridge to traffic. – photos courtesy of Caltrans.

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By **WILLIAM ROLLER** | [wroller@record-bee.com](mailto:wroller@record-bee.com)

**UPDATED: October 23, 2024, at 1:59 PM PDT**

**LAKEPORT >>** In an October 21 press release, Caltrans issued a memo that alerted District 1 communities of impending funding for various road improvement projects.

District 1 Public Information Officer Manny Machado informed the Lake County Administration Office that \$40.5 million including more than \$22.2 million in federal IJA (The Infrastructure Investment and Jobs Act) support allocations shall go toward the construction of Segment 2B of the Lake 29 Expressway, to widen a 3-mile section of Highway 29 from two to four lanes and other improvements near Kelseyville in Lake County.

In addition, Caltrans noted there is \$1.4 million including \$51,000 in California Senate Bill 1 funding in support allocations toward pavement repair, sign, guardrail, culvert and other roadway improvements on Highway 29 from Spruce Grove Road to diener Drive near Clearlake in Lake County

**“The 40.5 million was funded from the ITIP (Interregional Transportation Improvement Program) to cover project right-of-way capital costs,” Machado said. “An additional \$3 million was also funded from the ITIP for right-of-way support costs.”**

**IPO Machado went on to clarify that \$43.5 million has been allocated to the project. “But the project is still in need of approximately \$79.5 million in construction funding, which has yet to be secured,” he added.**

**Machado also said, “If the project is able to secure construction funding the current project schedule would have construction beginning in 2028. However, delays to securing construction funding would extend this date.” There would be no diversions of traffic during construction. Also, Machado was questioned if Caltrans calculated estimates of whether the planned construction would save motorists much time to their destinations once the new lanes were in operation.**

**“Time saved is not a primary goal of the project,” Machado said. “This may be a benefit, but construction of the project will allow for increased safety on both 29 as well as within the communities along Highway 20 by encouraging existing interregional and truck traffic to utilize 29 in lieu of 20.**

**Construction of the project will allow for multimodal improvements along Highway 20 within the Northshore communities around Clear Lake. The existing Highway has narrow shoulders, many at grade intersections, limited passing opportunities and geometrics that contribute to congestion and unstable traffic flow.”**

**Originally Published: October 23, 2024 at 6:00 AM PDT**



# 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

## TECHNICAL ADVISORY COMMITTEE MEETING Meeting Minutes

Thursday, September 19, 2024  
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  
Glen March, County of Lake (Public Works Director)  
Blake Batten, Caltrans District 1  
Adeline Leyba, City of Clearlake (Public Works Department)  
Mark Roberts, City of Clearlake (Public Works Department)  
Ron Ladd, City of Lakeport  
Victor Fernandez, City of Lakeport (Community Development, Associate Planner)

### **Absent**

Mireya Turner, County of Lake (Community Development Director)  
Efrain Cortez, California Highway Patrol  
Alan Flora, City of Clearlake (City Manager/Community Development)

### **Also Present**

Lisa Davey-Bates, Lake Area Planning Council  
Nephele Barrett, Lake Area Planning Council  
John Speka, Lake Area Planning Council  
Michael Villa, Lake Area Planning Council  
Alexis Pedrotti, Lake Area Planning Council  
Jody Lowblad, Lake Area Planning Council  
Susan Slack, Caltrans, District 1 Local Assistance Engineer  
Danny Wind, Pedestrian and Bicycle Advisory Committee Member

- 1. Call to order**  
The meeting was called to order at 9:02 a.m.
- 2. Approval of May 23, 2024, Minutes**  
*Motion by James, seconded by Adeline, and carried unanimously to approve the May 23, 2024, minutes.*
- 3. Speed Zone Study Funding Discussion:** Lisa discussed the decades-long history of Phil Dow preparing speed zone studies as part of the work program. They have been done in a schedule of five to seven year cycles, with annual reports focusing on a city or designated



section of the county depending on when their next cycle was set to begin. The studies are required to be completed by a licensed traffic engineer as a means of justifying or changing speed limits on local streets or roads in the event that enforcement is legally challenged. While Phil retired several years ago, he agreed to continue doing the studies as an independent contractor for Lake APC, charging a fee well below market value (\$12,500 per report). He now would like to retire from this service as well. The question to TAC members is how this service should be replaced, or whether it is still considered valuable enough to continue. John reached out to the Rural Counties Task Force to ask whether other rural members had any experience with outside firms doing such studies, what the costs may be, etc. and received only one response that he was to follow up on. Lisa noted that most counties or agencies don't rely on the RTPA to do such work, instead conducting the studies in house as needed. Nephela concurred that it's unusual for RTPAs to conduct the studies for member agencies, and that individual agencies may have them prepared but that the cost of a traffic engineer approval can be expensive. As it stands, the cost of having the APC continue to take on this task is unsustainable.

Lisa asked TAC members whether or not they (or their law enforcement agencies) find value in the studies. Ron said they were helpful in preparing grant applications for both the speed and traffic count data. Lisa and Nephela noted that traffic counts and speed information can be collected upon request, however, it wouldn't include the stamp of an engineer and therefore couldn't be used as legal justification for speed enforcement. For Lake APC to continue with the studies as before, it would need to seek additional funding. Lisa added that if money wasn't requested in the OWP, then a percentage could come out of each agency's Surface Transportation Bloc Grant funds that are typically used to help fund agency staffing. She also mentioned that for APC to continue with the speed zone studies, it would need to happen through a competitive RFP process.

Nephela noted that the existing surveys are valid for seven years, and per newer legislation some can be re-certified for another one time seven year period beyond that assuming conditions haven't changed. Glen asked if Phil would be able to re-certify any of the existing studies before he leaves. Nephela responded that it was possible although it would depend on a few factors and that some may have already be re-certified at the end of the Covid mandated shelter in-place years. James added that re-certification is mainly only useful for enforcement purposes, but that the agencies may want to look at having new traffic counts done instead for grant applications, etc. Again regarding re-certification, Lisa said that the two cities had only recently had new studies done so it wouldn't be necessary for them. It wasn't certain which County roads had recently been studied or re-certified, so that would need to be looked into. Glen was to ask law enforcement whether they currently relied on the studies for enforcement, and APC staff would look at the expiration dates on the last studies conducted within the County, and report back. A final action item Lisa added was for the TAC to consider possible funding sources for new speed zone studies (e.g. reserve funds, portion of Surface Transportation Bloc Grant allotments, etc.).

#### **4. Second Amendment to FY 2024-25 OWP:**

Lexi discussed the Second Amendment to the OWP and how it related to the First Amendment with respect to carryover amounts. This second amendment focuses on changes to the originally estimated planning contract costs that have come down by about \$50,000, which was placed into the project reserve account to be used later for projects such as the Pavement Management Plan. Other matters specific to local agencies were discussed, mostly related to carryover amounts for each of the jurisdictions and how the funds will need to be expended fairly soon.

*Motion by James, seconded by Victor, and carried unanimously to approve the Second Amendment to the 2024/24 Overall Work Program.*

## 5. Announcements and Reports

### a. Lake APC

#### i. Update on Planning Grants

**Wildfire Evacuation and Preparedness Plan:** John Reported on current projects that APC staff was working on. The Wildfire Evacuation and Preparedness Plan is funded by FY 2023/24 Sustainable Transportation Planning Grant. John discussed the purpose of the project and where it currently stood in the process. Public outreach is being conducted via surveys and workshops scheduled for October 23 in Clearlake and October 24 in Lakeport. The next steps will involve priorities based on public input and a draft plan being developed included coordination protocols and standardized evacuation processes. A second set of workshops will take place to go over the draft plan at that time.

**Zero Emission Vehicle (ZEV) Infrastructure Plan:** John also reported that Lake APC was awarded another grant through the Sustainable Transportation Planning Grant program (FY 2024/25) for a Countywide Zero Emission Vehicle (ZEV) Infrastructure Plan. The project will examine the region's existing ZEV charging/fueling infrastructure and develop a plan to guide future expansion in this area. Through a collaboration of local agencies, it will evaluate regional ZEV infrastructure needs and be used to formulate recommendations for land use documents and other planning tools that guide local development. Staff had recently received a Notice to Proceed letter from Caltrans and would be preparing an RFP for consulting services in the coming weeks.

**Safe Streets and Roads for All (SS4A):** The project continues to await approval of a grant agreement from a few months back. New Local Road Safety Plans will eventually result from the project, which will help determine future safety needs for each jurisdiction, and will also make local agencies eligible for capital funding for projects identified in those plans through future cycles of the SS4A program.

Glen noted that he would be meeting with local fire district chiefs on November 15 and invited TAC members to attend, especially where it might involve APC's Wildfire Evacuation and Preparedness Plan.

Finally, John mentioned that a new round of Sustainable Transportation Planning Grants is set to start up in the fall (late October). APC staff is considering re-applying for a Tribal Transportation Needs Study that was unsuccessful last year. He also asked the cities and County to let staff know if they were interested in applying for particular planning projects that APC may be able to help with.

#### ii. Regional Transportation Plan/Active Transportation Plan Update

John noted that APC was beginning the update process for both the RTP and ATP which is done every four years. The last adoption was in February 2022, so the update is expected to be adopted in February 2026. He also discussed how the City of Lakeport was currently working on its own Active Transportation Plan, which APC will likely be using in preparing its region-wide update. John went over what is typically involved in the updates, including the individual elements (e.g. Local Streets and Roads, Public Transit, etc.). For the RTP, he mentioned that he'd be working

with agency heads to develop project lists for each jurisdiction mainly involving the Local Streets and Roads element, although other elements will be brought before the TAC for discussion as well. Lisa added that staff would be bringing a list of Goals, Policies, and Objectives to go over in upcoming TAC meetings. This will also be an important part of the RTP since many grant programs look to see whether these align with grant objectives for individual projects.

**iii. Miscellaneous- None**

**b. Lake Transit Authority**

**i. Transit Hub Update-** Lisa discussed how LTA staff has been working with TIRCP program reps to move the project on to the design phase. The initial plan was to go with a “design-build” process. An RFP was released for design and construction of the transit hub but the one proposal that was received was well above what the budget could afford. Working with the TIRCP project manager, the decision was made to exclude the hydrogen fueling and bus component for the time being and to instead just focus on the transit hub, as that was considered to be a lot more straightforward. TIRCP staff approved LTA’s decision to move forward with The Leflore Group for project management of design and construction of the facility. The first step will be the design of the hub, and construction will follow in about a year. The hydrogen fueling and buses portion of the project will be paused for a year or two to determine the best path forward given the developing technologies and high costs currently involved with implementing this component.

**ii. Current Transit Projects – None**

**iii. Miscellaneous-** Lisa stated that LTA has a shortage of drivers and because of this some service is being reduced. The main cause stems from low wages offered and the overall responsibilities involved.

**c. Caltrans**

**i. Lake County Projects Update:** Blake discussed HM-4 projects on the north shore, involving pedestrian safety enhancements on SR 20 in Upper Lake and Clearlake Oaks (in construction this year), another in Lucerne (2025), and a third for school crossing improvements in Clearlake Oaks (2029). Draft Guidelines for the newest Sustainable Transportation Planning Grant program were released for a 30-day public review, comments due October 10. Included in the draft guidelines are changes to Native American for increased set asides and removal of match requirements, among others. This cycle will also mark the last round of Climate Adaptation funding. Finally, Caltrans was given the green light to pursue a grant for Konocti Corridor construction funding through the Trade Corridor Enhancement Program (TCEP). Applications are due to the CTC on November 15.

**ii. Miscellaneous- None**

**d. Regional Housing Update-** John discussed how the target date for the RTP adoption was early February 2026, which will mean that local housing elements will be due 18

months later, or around August 2027. Regional Housing Needs Assessments (RHNA) will also be coming soon from the State.

**e. Local Agency Updates**

**County of Lake:** Glen reported that public works and special districts under direction from the Board of Supervisors is putting together a Capital Improvement Program. There are currently about 47 active projects with more expected in the future.

**City of Lakeport:** Ron noted a couple of relevant projects in the City including completion of the sign replacement project through the HSIP program, and the Active Transportation Plan project in partnership with CivicWell consulting. An extension will be needed on the latter project based on delays with the consultant's internal restricting.

**City of Clearlake:** Mark Roberts reported on the "Tree" streets project, the Clearlake ballpark, and the Goose Neck landslide. The landslide project is in progress and should be completed next month. The Burns Valley/Arrowhead Rd project is in design phase and NEPA is currently being completed on that. Finally, the City is applying for Local Partnership Program (LPP) competitive funds for a project on 40<sup>th</sup> and Boyles, with applications due in November.

6. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda-** None
7. **Next Proposed Meeting** – October 24, 2024
8. **Adjourn Meeting** – Meeting adjourned at 10:18 am.

Respectfully Submitted,

John Speka  
Lake Area Planning Council