



TRANSPORTATION INFORMATION OUTREACH

A Newsletter by: Lake County/City Area Planning Council (APC)

Infrastructure Bond Package will Go to Voters in November

The proposed infrastructure bond package put together by the Governor and Legislature would "provide a down payment" to the improvements and repairs needed in the State of California, said Will Kempton, Caltrans Director, when discussing transportation issues during the California Transportation Commission meeting held October 11-12, 2006.

If approved by voters on November 7, 2006, this bond package would provide \$37.3 billion for infrastructure improvements throughout the state of California.

The bond package is separated into four different pieces to make up the infrastructure finance package. One of these pieces, Proposition 1B, would provide \$19.9 billion for transportation, transit, air quality, and security projects. The transportation system would receive \$17.25 billion of the \$19.9 billion that would help alleviate California's congested and deteriorating roads.

Proposition 1A, also included in the package, includes a state constitutional amendment to "fix" Proposition 42 by providing very specific and limited access to this source of revenues for emergency purposes.

Proposition 42 funds are a vital funding component of the transportation system. Voters passed the proposition in March 2002 to ensure all sales taxes on gasoline be used strictly for transportation projects. Language in Proposition 42 allowed funds to be redirected back into the general fund in the event of a budget emergency. Proposition 1A seeks to correct this language since billions of dollars have been raided from this funding source since its passage.

The largest pot of money available in the transportation portion of the bond (1B) would provide \$4.5 billion to the "Corridor Mobility Improvement Account"

(CMIA) to reduce congestion and provide rural connectivity. Phil Dow, Senior Staff, Lake County/City Area Planning Council, stated, "This source of funds could be available to provide construction funding for our top priority highway improvement project—the Lake 29 Highway expressway."

In addition to the potential funding from the CMIA, Proposition 1B would, among other things, provide the County of Lake and cities of Lakeport and Clearlake discretionary funding for local streets and roads.

Congestion and the deterioration of the local streets and roads are the impetus behind the proposed bond package to improve the State's infrastructure.

Voters of California will have the final say on the proposed bond package when they cast their votes on November 7, 2006.

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Fall 2006

Inside this issue:

Could it be "Z" Answer?	2
Bill Kranz Leaves APC	2
New APC Exec. Director	3
Call Box Corner	3

Special points of interest:

- ◆ Vote on November 7th
- ◆ We're on the web: www.lakeapc.org



Open House a Success at Konocti

Staff of Caltrans, District 1, greeted approximately 45 attendees at their open house held October 26 at Konocti Harbor Resort and Spa.



The open house provided an opportunity to learn about the proposed Lake 29 Expressway project, and encouraged dialog between Caltrans' staff, local agencies and the public.

The purpose of the Lake 29 Expressway is to upgrade approximately an eight mile segment of Route 29 from a 2-lane highway into a 4-lane expressway to increase safety,

reduce traffic delay, and provide capacity to accommodate anticipated growth. An interchange at the Route 29/281 intersection is also being considered.

Environmental studies are currently being conducted in the project area. Because three endangered plant species have been located, additional biological studies will occur in

the Spring. Caltrans staff hopes to have environmental clearance by the end of 2008 so they can move forward with design and eventual construction of the project.

For further questions on the proposed Lake 29 Expressway project, please call staff of the Lake County/City Area Planning Council at (707) 263-7799.

Could it be “Z” Answer?

The City of Clearlake will try, once again, to get additional funds flowing into its coffers by putting a general sales tax, Measure Z, on the November ballot. Because this Measure is a general sales tax, 50% (plus one) favorable votes are needed to pass the tax.

This most recent effort to generate funds comes after Measure L, a one-half cent transportation sales tax, failed to meet the necessary two-thirds approval at the June 6, 2006 election. The defeat of that measure prolonged any solutions to the lack of funding for transportation infrastructure.

City of Clearlake maintains approximately 65 miles of paved streets and 49 miles of unpaved (gravel) streets. The majority of

the infrastructure was constructed in the 1930-40s and is unable to meet today's demands. Sadly, over 70% of the streets in the City are in either poor or very poor condition.

With the expected \$25,000 in annual rehabilitation funding for the local streets, the condition is expected to worsen to the point that most of those streets will need to be reconstructed by the year 2014.

If passed, Measure Z may produce as much as \$800,000 annually, and would be deposited into the general fund. Funds would be used to supplement existing local revenues to be used for infrastructure-related projects.

A 20-Year Expenditure Plan, broken into

five-year planning segments, was developed to describe how the proceeds of this Measure would be expended. An oversight committee would make recommendations to the Clearlake City Council regarding the proposed use of funds as well.

According to a pavement management study recently completed by Harris & Associates, the City of Clearlake had one of the worst pavement condition ratings in the State of California. Measure Z would help address improvements and annual maintenance to the local street system, since other sources of reliable transportation funds for the City of Clearlake are decreasing. Voters will determine “Z” destiny of the measure on November 7.

Bill Kranz Leaves the APC

In the early years of the regional transportation planning agency there was often controversy over the function of the organization. There were varying viewpoints regarding the State regulations that govern the agency, and ultimately, over the funding that the APC controls. That's why, when searching for an executive director in 1980, the Board solicited the services of local attorneys to provide that service. William (Bill) C. Kranz was selected to be the contracted executive director in 1980 and continued to do so until July, 2006.

Having served as executive director for one of the longest stints in California, Bill will point out that he is anything but retired. He still is heavily involved in his legal practice in Lakeport. But now, instead of attending Area Planning Council, Lake Transit Authority, Lake SAFE, Social Services Transportation Advisory Council, Technical Advisory Committee, and other ad hoc meetings, his time between legal appointments will now be free for other pursuits. One of those pursuits involves a little white ball and is played on grass.

During Bill's tenure, the Area Planning Council became involved in a number of issues that have positively affected the lives of Lake County residents. In the 1980's the APC worked with Caltrans to re-direct the Principal Arterial highway route from the north shore along Route 20 to a southerly route using Route 53 and Route 29 from Lower Lake to Upper Lake. The APC was directly responsible for removing large trucks from the Hopland Grade segment of Route 175.

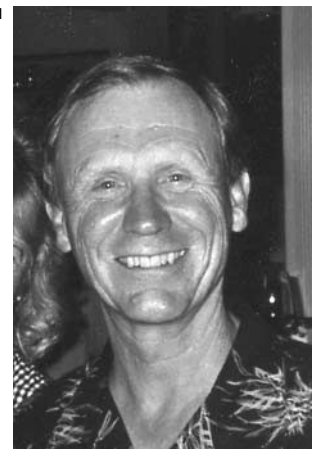
In the 1990's the APC was responsible for funding the county's first bikeways (Lakeshore Boulevard, Konocti Road, Main Street/High Street, Lake Street) through grant programs. Funding was also provided through grants for transit vehicles and sidewalks near schools (Upper Lake, Lucerne, Lakeport, Kelseyville, Clearlake, & Middletown). Funding for street and road improvements was set aside for the County and cities.

After years of study and discussion, the APC facilitated the formation of Lake Transit Authority (LTA) in the mid-90's. The

LTA now provides a comprehensive system of fixed route service that even reaches into Mendocino, Napa, and Sonoma counties. Two years ago the fleet was replaced with modern buses, and a new transit maintenance and operations center was built with grant funding obtained through the APC and LTA.

Bill can look back to a string of accomplishments during his tenure, knowing that the tiny agency he directed played a key role.

Bill resides in Lakeport with his wife, Colleen. He has two grown daughters, Jenny and Kirsten. A graduate of Gonzaga University, he is a loyal Bulldogs fan and looks forward to “March Madness” each year.



A New Executive Director for the Lake County/City Area Planning Council



Lisa Davey-Bates assumed the duties of the Executive Director position for the Area Planning Council on July 1, 2006.

Earlier this year, the APC solicited proposals to fill the vacancy created when Bill Kranz, after 26 years, elected not to pursue another contract as di-

rector. Dow & Associates was the successful consultant in this process, proposing that the Lake County/City Area Planning Council be staffed with a full-time executive director for the first time. The new director will also continue with ongoing transportation planning as well as administrative duties. That is the model employed by most other small agencies.

Lisa Davey-Bates was the logical candidate to fill the Executive Director position. Lisa had been working in various transportation planning capacities for the agency for over six years. Her experience in transportation planning includes: development of the Regional Transportation Plan, grant ap-

plications and administration, social services transportation, public transit, bikeway plans, pavement management, project programming, transportation sales tax issues, Native American coordination, and rural transportation in general.

Lisa's administrative experience spanned a ten year period with the Area I Developmental Disabilities Board. The Board is a State agency that coordinates services for the developmentally disabled on the North Coast.

Lisa also has a B.A. degree in Public Administration from the University of San Francisco. She graduated in 2001 despite working full time and raising three daughters and her dogs.

Although she resides in Ukiah with her husband, Perry, and three teen-age daughters, Lisa is very familiar with Lake County. Both sides of her family have been longtime residents of Lake County.

Lisa is excited about this new opportunity and is eager to continue working with Caltrans, the cities, tribes, and County to improve transportation in Lake County.

Call Box Corner

If you've seen a maintenance worker in an orange vest working on a call box recently, he was likely performing the long-awaited ADA enhancements and digital upgrades to the system.



Call box located on State Route 29

Somewhat obscure, call boxes may generally go unnoticed by the motoring public—that is unless the unfortunate situation arises that one is actually needed. In that case, the caller simply presses a button in the call box, and is then connected directly to a CHP dispatcher.

In addition to updating the call boxes from the old school analog service to the modern-day digital world, TTY keyboards have also been installed to all call boxes in Lake County. The ADA compliant device is intended to improve services to the hearing impaired and deaf motorists.

Revenues to provide such main-

tenance services come from a \$1 fee collected on each vehicle registered by the DMV in Lake County. Approximately \$75,000 is generated annually. Call box installations and administration for the program are also funded with this revenue source.

Currently 34 call boxes exist along State Routes 20, 29 and 53 in Lake County. It is anticipated that at least eleven additional call boxes will be installed on State Routes 20 and 175 within the next few months. Lake SAFE prioritizes call box installations so they are placed in areas with a history of elevated accidents or in isolated

Ride



**For
Information
or
Reservations
Call:
263-3334
or
994-3334**

areas where reception for common cell phones is poor or unavailable.

For more information about the call box upgrades or future installations, call Phil Dow at Lake APC (707) 263-7799.



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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC)

The Council primarily serves as the regional transportation planning agency (RTPA) for Lake County. APC also serves as the Service Authority for Freeway Emergencies (SAFE) of Lake County, administering the call box program. The APC programs and allocates various types of local, state and federal transportation funds to Caltrans, the County of Lake and the two incorporated Cities of Clearlake and Lakeport.

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This newsletter is published biannually. Interested persons and agencies can be added to the mailing list by writing or calling:

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