



# TRANSPORTATION INFORMATION OUTREACH

A Newsletter by the Lake County/City Area Planning Council  
"Lake County's Regional Transportation Planning Agency"

Issue No. 3

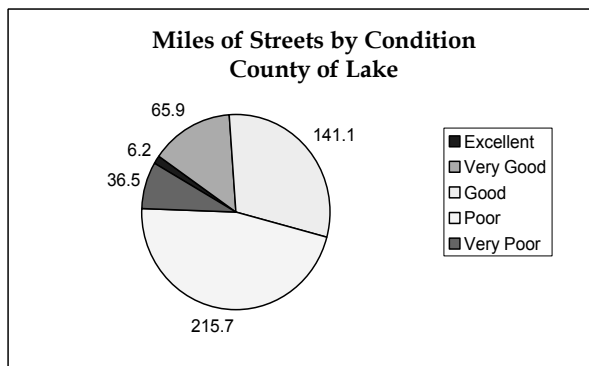
Summer 2005

## DISMAL CONDITIONS FOUND IN PAVEMENT MANAGEMENT PROGRAM UPDATE

"Of all the pavement management projects I've worked on, Clearlake has the lowest Pavement Management Index (PCI) that I've seen" reported Josh Watkins, of Harris & Associates. Josh, project manager, led the consulting team in performing the Pavement Management Program (PMP) update for all streets and roads in Lake County through the Area Planning Council's 2004/05 Transportation Planning Work Program.

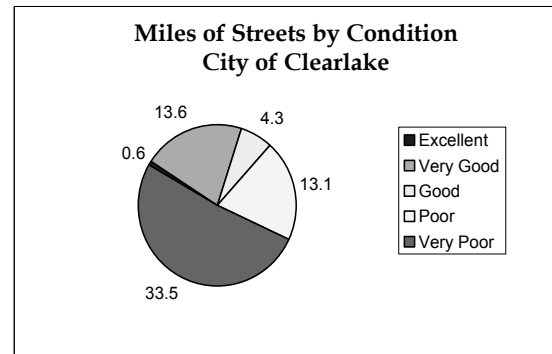
The PMP provides a management tool to inventory road pavement, assess pavement conditions, record historical maintenance, forecast budget needs, and view impacts of funding on county-wide pavement condition over time. The PMP is also a software-based tool for analyzing pavement conditions and recommending rehabilitation strategies based on funding levels. The software uses a Pavement Management Index (PCI) system to categorize pavement conditions, with 90-100 representing an excellent condition, 70-89 requiring general preventative maintenance, 50-69 needing a single chip seal or thin overlay, 25-49 requiring a thick (2.5 inch) overlay, and 0-24 identifying the need for a reconstructed surface.

Lake County's unincorporated area includes approximately 465 miles of paved roads. Currently the average PCI condition is 51 on the 100-point scale. The following chart shows the County of Lake's total pavement mileage by condition category. Over 50% of the county roads are either in very poor or poor condition.

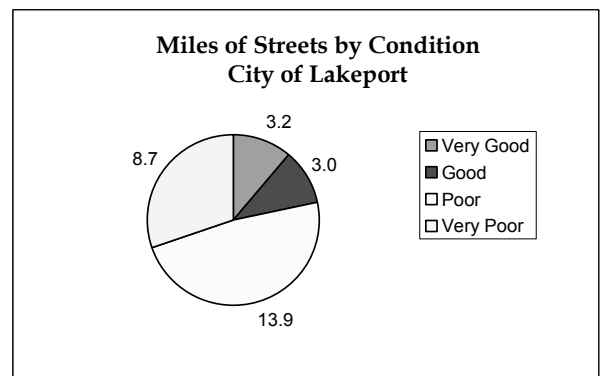


With only \$200,000 annual funding anticipated for rehabilitation to roads in the County's unincorporated area, the PCI is expected to decrease from 51 to 39 by the year 2009 and deferred maintenance costs will increase from \$12.1 million in 2005 to \$21.9 million in 2009.

City of Clearlake maintains approximately 65 miles of paved streets and 49 miles of unpaved (gravel) streets. Sadly, the average PCI condition of the paved streets is 38 on the 100-point scale. With the expected \$100,000 in annual rehabilitation funding for the local streets, the PCI is expected to fall another 16 points by the year 2014. With a PCI of 22 on the 100-point scale, the entire street system would need to be reconstructed. As shown in the graph below, over 70% of the paved streets in Clearlake are currently in either very poor or poor condition.



The City of Lakeport has approximately 29 miles of paved streets. The PMP reports 78% of those streets are in either very poor or poor condition, with the average PCI of 43. The expected level of annual funding at just \$200,000 for street rehabilitation will decrease the current PCI of 43 to 39 by the year 2014. Deferred maintenance costs will increase from the current \$1.5 million in 2005 to \$4.7 million in 2014.



Concerned with the streets in the City of Lakeport, voters passed Measure I at the general election held November 2, 2004. Measure J, accompanied by Measure I, earmarked funds to be used to repair and maintain the City streets, park and community service facilities and to expand public services and programs. The City of Lakeport expects to receive \$400,000 annually, however only \$200,000 will be allocated for street maintenance and rehabilitation. PCI projections would have been much worse in the year 2014 if the City of Lakeport did not have the sales tax revenues to rely upon.

Residents throughout Lake County had a similar opportunity to vote on a retail transactions and use tax at the rate of one-half cent on taxable sales during a special election held on June 3, 2003. At least 85% of funds generated by the sales tax would have been used for rehabilitation and maintenance of streets and roads. Revenues were anticipated to be approximately \$2 million during the first year and over \$48 million over the 20-year life of the sales tax measure. The County of Lake would have received 45% of the revenues, City of Clearlake 24%, and City of Lakeport 31%. Unfortunately, this measure received only 50.2% of the two-thirds votes required to pass the measure.

Voters in the state of California, however, overwhelmingly passed Proposition 42 in March 2002. This new funding source permanently dedicates sales taxes on gasoline to transportation maintenance and improvement projects. However, language in the law permits the Governor and Legislature to suspend Proposition 42 during state fiscal emergencies. Because California has been in fiscal crisis since voters passed the initiative, local streets and roads have received little benefit from this legislation.

The inability to maintain and rehabilitate streets and roads because of the lack of transportation funds flowing into Lake County has contributed to the poor PCI results in the recent Pavement Management Program update. Recommendations were made by Harris & Associates as a result of the PMP Update to begin to turn this scenario around.

At a minimum, the annual budget for asphalt pavement work alone in the unincorporated area of Lake County needs to be increased to \$1.3 million, which would begin to improve the overall pavement condition while slowing the growth of the deferred maintenance backlog. At that budget, the overall PCI would increase from 51 in the year 2005 to a PCI of 52 in 2009.

By raising the City of Clearlake's annual budget from \$100,000 to \$450,000 the overall pavement condition would improve from the current PCI of 38 to 40 after

treatments are applied in the year 2014.

Harris & Associates also recommended increasing the City of Lakeport's annual budget from the current \$200,000 to \$450,000. At this budget level, the overall PCI would increase from 43 in 2005 to 70 in the year 2014. With the anticipated increase in annual revenues generated from Measures I and J, the challenges facing the City of Lakeport are sure to be less than those facing the City of Clearlake and the unincorporated areas of Lake County.

## 2005 REGIONAL TRANSPORTATION PLAN GOES ON TOUR

Lake County/City Area Planning Council (APC) staff is eager to hear from residents interested in the future of the transportation system in Lake County. The draft 2005 Regional Transportation Plan (RTP), a long-range transportation planning document, is currently being circulated throughout the county to give individuals the opportunity for review and comment prior to its final adoption in September 2005.

Regional transportation plans incorporate all forms of transportation such as the State highway system, the local road system, transit, aviation, bicycling and pedestrian means of travel. Both short and long-term transportation needs are identified in the document, and suggested actions to solve such needs are included. Since the 2001 Regional Transportation Plan included major revisions, staff focused primarily on interagency coordination and public, Native American, and private sector involvement during the 2005 RTP update.

If you are interested in reviewing the draft 2005 Regional Transportation Plan, please visit [www.lakeapc.org](http://www.lakeapc.org). Copies will also be available in all libraries throughout Lake County. Although several opportunities have previously been offered for public comment, two workshops will be held during the first week of August at the following locations to provide a final comment and answer period relating to the 2005 Regional Transportation Plan:

**August 3, 2005 / 3:00-6:00pm**

Lamkin-Sanchez Transit Operations Center  
9240 Highway 53  
Lower Lake, California

**August 4, 2005 / 3:30-6:00 pm**

Lakeport Senior Center  
527 Konocti Avenue  
Lakeport, California

If you have questions regarding the 2005 RTP, please call Lisa Davey-Bates at Dow & Associates, (707) 463-1806.

## **PROPOSITION 42 LATE, BUT NOT GREAT NEWS**

After suspending Proposition 42 funds to Lake County in the amount of \$800,000 over the past two years for streets and roads maintenance and rehabilitation projects, the Governor has proposed "one-time" funding as part of the Traffic Congestion Relief Program (AB 2928) in the proposed 2005/06 California State Budget. The County of Lake expects to receive approximately \$552,000, Clearlake \$61,000 and Lakeport \$23,000. This amount is a drop in the bucket compared to the amount of funds needed to address the critical state of the streets and roads in Lake County. In conjunction with Proposition 42 funds, another \$830,000 was lost in the previous two years for improvement and rehabilitation projects that could have been programmed in the State Transportation Improvement program (STIP) for state highway and local improvement projects in Lake County.

Proposition 42 funds are not expected to permanently begin flowing into Lake County until Fiscal Year 2008/09. Total revenues for Lake County are expected to be approximately \$1.5 million during the first year. The County of Lake's estimated revenues are \$1.3 million, the City of Clearlake \$140,000 and the City of Lakeport \$50,000. Unlike gasoline tax, which is assessed by the gallon and unaffected by fuel prices, sales taxes on Proposition 42 revenues vary with fuel prices. For example, sales taxes on fuel generate considerably more revenues when gas is \$2.50 per gallon than \$2.00 per gallon.

Proposition 42 is the major source of funding for improvements to local streets and roads, including rehabilitation and maintenance. As we all patiently await the new source of funding, we must keep in mind the Legislature could change the formula by which the money is allocated, or redirect the tax revenues back into the general fund in a budget emergency.

## **RRM DESIGN GROUP PRESENTS HIGHWAY 20 PLAN**

After several months of working with local citizens, Caltrans, departments within the County of Lake, redevelopment agency staff, and Dow & Associates, concept designs have been developed depicting needs and desired outcomes to be included in the Highway 20 Northshore Traffic Calming and Beautification Plan. These concepts were presented by RRM Design Group at a public meeting held in Lakeport on May 18. Public expression resulting from that meeting, along with

"report cards" which were used to grade the three concepts at previous meetings, assisted the consultant in identifying any changes needed prior to preparing the final report.

According to the graphic concept developed by RRM Design Group, recommended enhancements within the community of Nice will include an entry statement such as a gateway, landscape/hardscape medians, decorative crossings, parallel parking, Class II bike path (north side), 6' sidewalks on both sides of Highway 20, street lights, stoplight at Sayre, street trees in bulb-outs from Sayre to Hudson, one-way traffic at Manzanita and Hinman Park, and sheltered bus stops.

Proposed improvements to the community of Lucerne include bulb-outs at intersections, landscaped medians, decorative crossings, and a roundabout at Thirteenth and Highway 20.

Clearlake Oaks concepts include an entry statement, roundabout, decorative crossings, streetlights throughout, sheltered bus stops in existing locations, street trees in bulb-outs, 6' sidewalks with a lakeside Class I bike path, road realignments at Island, Pine and High Valley, and landscaped medians.

RRM Design Group has been working closely with the communities of Nice, Lucerne, and Clearlake Oaks to develop this Plan to enhance the revitalization efforts along State Route 20 that the County is undertaking to create attractive, walkable town centers that will attract private investment and result in increased tourism. Members of the Area Planning Council will be shown a presentation of the draft Highway 20 Northshore Traffic Calming and Beautification Plan at their meeting on September 14<sup>th</sup> in Lower Lake. Questions regarding the Plan can be addressed by calling Phil Dow or Loretta Ellard at Dow & Associates, 463-1806.

## **AREA PLANNING COUNCIL ON-LINE AT LAST**

APC staff and board members have been concentrating their efforts to better inform and educate Lake County residents on transportation-related issues and needs. The newly developed APC website is the most recent tool in accomplishing this goal. Visit [www.lakeapc.org](http://www.lakeapc.org) to review recently posted information that may be of interest to you. If you would like to comment or make a request regarding this website, please feel free to call Lisa Davey-Bates at (707) 463-1806. This website is intended to be user-friendly, and comments are encouraged to help make it the best that it can be.



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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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#### TRANSPORTATION INFORMATION OUTREACH

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

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