



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

367 North State Street, Ukiah, CA 95482  
Administration: Suite 204 ~ 707-234-3314  
Planning: Suite 206 ~ 707-263-7799

## TECHNICAL ADVISORY COMMITTEE (TAC) MEETING AGENDA

DATE: Thursday, September 19, 2019

TIME: 10:00 a.m.

PLACE: City of Lakeport  
Large Conference Room  
225 Park Street  
Lakeport, California

Caltrans-District 1  
Teleconference  
1656 Union Street  
Eureka, California

**Teleconference Dial-In #: 866-576-7975 Passcode: 961240**

1. Call to order
2. Approval of August 22, 2019 Minutes
3. Highway Infrastructure Program Funds (*Davey-Bates*)
4. Green DOT's Web-Based OWP Dashboard (*Schwein*)
5. Discussion and Recommended Approval of the Second Amendment of the 2019/20 Overall Work Program (*Davey-Bates, Pedrotti*)
6. 2020 Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP) Project Funding Recommendation (*Casey*)
7. Announcements and Reports
  - a. Lake APC
    - i. Miscellaneous
  - b. Lake Transit Authority
    - i. Miscellaneous
  - c. Federal & State Grant Status Reports
    - i. Sustainable Transportation Planning Grant Update (*Speka*)
    - ii. Other Grant Updates (*All*)
  - d. Caltrans
    - i. Lake County Projects Update
    - ii. Other Updates
8. Information Packet
9. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
10. Next Proposed Meeting – **October 17, 2019**
11. Adjourn meeting

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

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

Posted: September 13, 2019

List of Attachments:

*Agenda Item #2 – 8/22/2019 Draft Lake TAC Minutes*

*Agenda Item #4 – Dashboard Memo*

*Agenda Item #5 – OWP Staff Report & Cost Estimate*

*Agenda Item #6 – STIP Staff Report & Documentation*

*Agenda Item #7 – Caltrans Project Update*



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## TECHNICAL ADVISORY COMMITTEE MEETING

### Draft Meeting Minutes

Thursday, August 22, 2019

9 a.m.

#### City of Lakeport

Large Conference Room

225 Park Street

Lakeport, California

#### **Present**

Doug Grider, Public Works Director, City of Lakeport

Kevin Ingram, Director of Community Development, City of Lakeport

Alexis Kelso, Caltrans District 1

Adeline Brown, City of Clearlake (by phone)

Dave Swartz, City of Clearlake (by phone)

#### **Absent**

Scott DeLeon, Public Works Director, County of Lake

Byron Turner, Community Development, County of Lake

Hector Paredes, California Highway Patrol

#### **Also Present**

Lisa Davey-Bates, Executive Director, Lake Area Planning Council

Phil Dow, Lake Area Planning Council

Nephele Barrett, Lake Area Planning Council

John Speka, Lake Area Planning Council

#### **1. Call to order**

The meeting was called to order at 9:15 a.m.

#### **2. Approval of May 23, 2019 Lake APC TAC Minutes**

Kevin motioned, Alexis seconded, to approve the May 23, 2019 minutes as written with no changes. Approved unanimously.

#### **3. Discussion of TAC Membership and Possible Development of By-Laws**

Lisa began the discussion by going over in general what was covered at the May TAC meeting with respect to items such as membership rosters, quorums and by-laws. John spoke about his research regarding by-laws, which found nothing specifying a requirement for a TAC in the "Rules" (by-laws) of the Lake APC. However, there have been several Memorandums of Understanding (MOUs) over the years between Caltrans and Lake APC that noted the existence of the TAC as an important advisory body. Based partially on the MOUs (as well as longstanding precedent), TAC membership is made up of the Director of Public Works for Lake County, the Directors of Community Development from Lake

County, Clearlake and Lakeport, respectively, the City Engineers of both Clearlake and Lakeport, the Commander of the Lake County Office of the California Highway Patrol (CHP), and a Planner from the Caltrans District 1 Office, for a total of eight “official” members.

A representative from Lake Transit Authority (LTA) has also sat on the TAC over the years, often considered to be a voting member, although there is no evidence that it was intended for them to be an “official” voting member in any written documents. Because its position on the TAC is felt to be an important voice, staff would be recommending that LTA be included as part of the official make-up to be spelled out in amended Rules of the Lake APC. The recommended total would therefore be nine members. CHP has not responded to inquiries about TAC participation. An email was sent to the current Commander, Hector Paredes, who Kevin noted has recently retired. John was to make further attempts at contacting CHP for the appropriate contact.

Kevin also suggested that a City Manager be allowed to sit in for a Community Development Director (as has been the case in Clearlake where Community Development has not had a Director for some time). The drawback to the suggestion is that the TAC is a “technical” advisory body, and “political” representatives sometimes make decisions based on political and not technical considerations. Language stating that one of the official members “or authorized technical representatives” was added in the Rules amendment, which should provide enough flexibility to cover the matter. Doug added that “City Engineers” should be changed to “Public Works Directors of Clearlake and Lakeport” to reflect the fact that full-time city engineers have become rare for both jurisdictions. The language in the draft amendment to the Rules was therefore changed to read “City Engineer or Public Works Directors of Clearlake and Lakeport.”

Further language in the Rules amendment covers what a quorum should consist of in the event of lightly attended TAC meetings. “Two-thirds of the majority present” was considered sufficient for such purposes.

Kevin made a motion to recommend the draft amendment to the Lake APC Rules, to include the text as presented to the TAC, with the additional language that “City Engineers” be changed to “City Engineers or Public Works Directors of Clearlake and Lakeport.” Nephele noted that the Rules were serving as by-laws as well as Joint Powers Agreement language and would require ratification by each of the jurisdictions making up the Lake APC before they can officially take effect. Alexis seconded the motion, which was approved unanimously.

#### **4. Discussion and Potential Identification of Projects for Highway Infrastructure Program (HIP)**

Lisa described the item that was also discussed at the May TAC meeting when potential projects were looked at that could be eligible for the two years’ worth of funding totaling just over \$400,000. For instance, the South Main/Soda Bay Rd project was considered at that time. Nephele reminded the TAC that there were certain criteria that had to be met for the federal funding. Bike and ped projects were not eligible. It was only for use on Federal Aid System projects, which is classified as roads above rural minor collectors. Projects would need to be obligated for construction by September 2021, which itself would rule out many projects that need to go through the yearlong National Environmental Protection Act

(NEPA) process. Doug mentioned that Lakeport had a number of other important projects currently in the works and would not have time or resources to pursue the funds for anything new. Clearlake did not have a project in mind that would qualify at this time. The Soda Bay Rd project is currently in the right-of-way acquisition phase and had the necessary NEPA work done. The TAC discussed the possibility of dividing the available money. However, it was felt to be too small of an amount for the work involved (e.g. NEPA, federal reporting, etc.). At this point, the money has been authorized for two years as part of the FAST ACT. As for ADA compliance, Nephele was to check on whether it would be required for any project using the funds, or only for those that currently include sidewalks that are non-compliant (in other words, streets or roads lacking sidewalks may not require ADA compliance). Ultimately, it was decided to come back in a month or two to see what projects might be a good fit for the relatively small amount of funding.

**5. 2020 State Transportation Improvement Program (STIP)**

Lisa introduced the item, noting that there would be only a small amount of funds available in the 2020 STIP year in Lake County. This is mainly due to the CTC allowing for advanced programming of funds in the last cycle, which the Lake APC used for additional funding on the Lake 29 project. The estimate identified \$189,000 for the region, with \$108,000 identified for Planning, Programming & Monitoring, leaving a total of \$81,000 for the 2020 cycle. Preparation of a RTIP will still be required by December 15. The TAC was asked whether the amount should remain unprogrammed and added to the next cycle in two years, or else added to a current project in need of additional funding. This is considered “new capacity,” which will primarily be available at the end of the 5-year programming period, so it wouldn’t likely be immediately available. Also, it couldn’t go to a portion of a project component unless the unfunded portion was using other funding sources. Two currently programmed projects from past cycles include, 1) environmental (\$211,000), design (\$563,000) and right-of-way (\$570,000) for the roundabout at the Dam Rd/Dam Rd Extension intersection, and 2) the Lakeport Blvd/South Main St intersection roundabout, which includes fairly old estimates from 2012 that may need to be augmented. The latter project includes environmental work (currently programmed \$71,000), PS&E (\$88,000), right-of-way (\$106,000) and construction (\$700,000), all seemingly low by current cost standards. A third currently funded STIP project is the County’s South Main St/Soda Bay Rd project with construction funds programmed for next year. Doug felt that some of this year’s estimated STIP funds could go towards right-of-way for Lakeport Blvd/South Main St. Staff would email TAC members to see if there were any requests for the STIP funds and an item would be put on the September agenda to provide a recommendation on what was received.

**6. Announcements and Reports**

**a. Lake APC**

**i. Miscellaneous**

Nephele mentioned that grant programs were coming out of a budget trailer bill that focused on housing. Local agency money would be available until July 2020 to help in updating housing elements.

Lisa announced Phil’s retirement party that was being held on September 26 at Rivino Winery in Ukiah.

**b. Lake Transit Authority**

### **i. Miscellaneous**

Lisa discussed a negotiated three-year agreement between Paratransit Services and its union, which averted a possible strike. Also, Lake Links, the non-profit entity that had recently been designated the Consolidated Services Transportation Agency (CTSA), had just secured a new office facility on Lakeshore Blvd in Clearlake and has begun moving in.

### **c. Federal & State Grant Status Reports**

#### **i. Sustainable Transportation Planning Grant Update**

John reported on a few of the grant projects that APC had been awarded in recent years. The Bus Passenger Facility Plan was nearing completion with the consultant beginning a final Capital Improvement Program (CIP), including the “priority stops” in each jurisdiction: near Grocery Outlet in Lakeport, Kit’s Corner in the County and a newer location decided on in Clearlake along Lakeshore Drive adjacent to Austin Park. Additional funds were needed to draw up the new design for that stop, which Lake APC authorized several months back. The final report was expected to follow soon thereafter which would be presented to the Board at a future meeting.

The Pedestrian Facilities Needs Inventory project is also nearing completion. Analyses of the 40 projects (10 each for Lakeport and Clearlake, 10 for unincorporated County areas and 10 for projects along State highways) were to be completed within the week. Phil mentioned that the study should help the region to be competitive for ATP funds in the short term, although given the current local agency workloads there is a concern that pursuit of project funding could be put off and that the information may grow stale over time.

Another project reported on was the Highway 20 Northshore Communities Traffic Calming Study. The study focuses on the communities of Nice, Lucerne, Glenhaven and Clearlake Oaks. Pedestrian refuge islands have been recommended to provide safer street crossing at certain intersections and to also solve the problem of cars passing in the left hand turn lanes. A brief phone meeting was recently held between the consultant and the Caltrans Office of Traffic Safety to see how receptive they might be to such a recommendation. They were interested in further details before they could support any suggested locations, but felt that refuge islands could be warranted on a case by case basis.

John also covered the Eleventh Street Corridor study. Potential solutions were to be presented later today after the TAC meeting, with the Technical Advisory Group for the project. The five recommendations were a range of options from those having the biggest impact on property owners within the corridor, to those that may be more realistic within the existing right-of-way. Kevin noted that the City of Lakeport is in the process of establishing an undergrounding district for utilities, which would help with the already limited sidewalk widths that currently have power poles on them. Based on the amount of funding required, the process would be slow, but the goal would complement those of the Eleventh Street project. Outreach efforts were to include a table at the County Fair the following week.

John further noted that RFPs were expected to be released next week for the two new planning grants that have been awarded to the APC. The first is for a Vehicle Miles

Traveled (VMT) baseline study to help with future traffic analyses given a new CEQA requirement to measure traffic impacts by VMT as opposed to the current measure of Level of Service (LOS), set to begin by July 2020. The second project involves an updated SR 53 Corridor Local Circulation Study. It will provide analysis of Clearlake circulation given the current and expected development along the corridor and its adjacent local roads.

Finally, John announced that a new round of sustainable community planning grants were coming soon, and that the agencies should contact APC if they were interested in having new studies prepared. Also, a Natural Resources Agency grant opportunity from Prop 68 funds was available intended for non-motorized infrastructure development projects. Kevin may have a park trail project in mind that he may be contacting APC about soon.

**ii. Other Grant Updates**

John reported on the Sign Inventory project, which is expected to have a report submitted by the end of September.

**d. Caltrans**

**i. Lake County Projects Update**

There was no project list provided for the meeting, but Alexis was available for questions. Lisa asked whether a list of projects would be provided as had been in the past. Alexis noted that the list may no longer be available, but that an online map of current projects was being developed. She also noted that at the next TAC meeting, Caltrans was hoping to have an asset manager and advanced planning branch chief give a presentation on how asset management is used to select projects. Caltrans is also scheduling to have a District Active Transportation Plan started in January 2020.

**ii. Other Updates - None**

6. **Information Packet** - None
7. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda** - None
8. **Next Proposed Meeting** – September 19, 2019
9. **Adjourn Meeting** - Meeting adjourned at 10:50 a.m.

Respectfully Submitted,

John Speka  
Lake APC Transportation Planning



In an effort to improve the effectiveness of Lake APC in developing and delivering the annual Overall Work Program, a web-based solution is being sought. The proposed solution is to build on existing software resources, making modifications to the DOT Dashboard to develop and manage the OWP. The proposed new module will include a navigable web-based OWP accessible to the public as well as an administrative module that includes the following tools:

- Fund Management (RPA, PPM, grant funds, LTF, etc.)
- OWP claim management
- State reimbursement invoice management
- Fund/payment retention management
- Work element progress with schedule and % complete graphs
- Document library
- Automated report development

The Lake APC OWP Dashboard will supplement, improve, and eventually replace the current system of spreadsheets and hard copy files regarding the OWP. This project will improve efficiency and accuracy administering the OWP.

Jeff Schwein of Green DOT Transportation Solutions will make a presentation of the current DOT Dashboard Software and discuss the proposed OWP module improvements.





## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** 2019/20 Overall Work Program - Amendment #2 (Proposed)

**DATE PREPARED:** 9/11/19

**MEETING DATE:** 9/19/19

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**SUBMITTED BY:** Alexis Pedrotti, Project Coordinator

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**BACKGROUND:**

The Lake TAC and APC have reviewed and approved the Final and 1<sup>st</sup> Amended Lake Overall Work Program (OWP) for FY 2019/20. Amendments to the Overall Work Program can be very typical in one fiscal year depending on a variety of elements. Amendments such as carryover adjustments from the previous year are made to the OWP if funding modifications need to be done to any element of the OWP. Additionally, amendments could be necessary to include new grant funded projects or to make changes to existing grant funded projects. Finally, the local jurisdictions or APC Staff may request funding support through the OWP if funds are available when a project or regional need arises.

Currently, the FY 2019/20 OWP totals \$1,010,750 in projects, which includes \$326,000 of carryover funding. The APC has been successful in receiving six grant funded planning projects, all of which are included in the current OWP. Staff is enthusiastic to be a successful recipient of these grants; however, this will require a larger amount of time for the reporting and tracking requirements of these projects.

Online project tracking and reporting for Caltrans and various other state agencies has become a reality for many local and regional agencies. The OWP tracking and project management can easily result in multiple spreadsheets with complicated formulas tracking multiple years at a time. These combined factors create an elevated chance for errors. APC and MCOG staff have been working together to explore possibilities to relieve some of the more tedious, ongoing tasks of project management.

Over the past several months, APC and MCOG Staff have been participating in presentations and brainstorming sessions with Jeff Schwein of Green DOT Transportation Solutions. Jeff had presented an online transportation database to assist in project tracking and management for the Rural Counties Task Force (RCTF) that sparked staff's interest in his expertise. Jeff and his team of programmers have focused much of their energy into developing the database to manage more construction and STIP related projects. However, more recently, staff has met and collaborated with Jeff to direct more enhanced development towards the online Overall Work Program management tracking tool.

Currently, Green DOT has begun preliminary database reconstruction to add a portal for incorporating the OWP management and tracking piece to the already valuable online database. This portal will allow staff to track projects and communicate online with local agencies. These local agencies will also be able to utilize all the functions of the database at any time. A preliminary cost estimate has been provided to APC (attached) for the development and deployment of the Overall Work Program database portal. Staff feels this portal will help to eliminate many tracking spreadsheets and countless hours of manual data input.

I am requesting support from the Lake TAC to amend the current Overall Work Program to incorporate the Web-Based Overall Work Program Development; and recommended approval to the Lake APC Board of Directors to approve the 2<sup>nd</sup> Amendment to 2019/20 Work Program at the October 2, 2019 meeting.

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**ACTION REQUIRED:** Recommendation for approval to the 2019/20 Overall Work Program Second Amendment, as proposed

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**ALTERNATIVES:** Provide further input and discussion for alternative options.

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*OWP 2<sup>nd</sup> Amendment (Proposed)*  
*TAC Meeting – September 19, 2019*

**RECOMMENDATION:** Recommendation for approval to the 2019/20 Overall Work Program Second Amendment, as proposed

Main Task	Task Description/Subtask	Rates / Hours		Total Hours / Cost
		Senior Planner \$120.00	Programmer \$95.00	
<b>OWP Tab</b>	Create new OWP global menu tab		2	<b>2</b>
<b>Overall Work Programs</b>	Develop OWP list, HTML, CSS, layout	2	8	<b>10</b>
	Show Archived checkbox: when clicked, functionality to show all work programs, sorted by year		4	<b>4</b>
	Create a Work Programs table, include: Year, Invoice Source Total, State Invoices Total, Combined Total Delete, archive functionality	1	5	<b>6</b>
<b>Create New OWP</b>	When Edit/View button is clicked, display the Work Elements related to the selected OWP		5	<b>5</b>
	When Create New OWP button is clicked, a popup will display. The popup will include Beginning Year, Ending Year, and Title	1.5	1	<b>1</b>
<b>Default OWP Settings</b>	For now, the only settings will be the participating cost percentages of the funds: RPA, PPM, LTF, Other. For the time being, this will be distinct from the Fund Management global settings.	1	5	<b>6.5</b>
<b>Work Elements</b>	Database queries, display of Work Elements for OWP. Include fields: WE ID, Title, RPA, LTF, PPM, Other, Total		7	<b>7</b>
	Delete functionality, includes deleting related dependencies		4	<b>4</b>
	Trigger for Add/Edit page when Add Work Element or Edit icon for a work element is clicked.		1	<b>1</b>
<b>Add/Edit Work Element</b>	Breadcrumbs to go back to Work Elements		5	<b>5</b>
	Schedule module: The Retention tasks will be shown on the left. There will be an option to group tasks by Fund Type.		8	<b>8</b>
<b>Invoice</b>	Charts: On right of the tasks scheduling, the 4 funds will be displayed in donut charts: RPA, LTF, PPM, Other. Only funds with invoice amounts will be displayed. It will show the percentage used. Either under each chart or when hovering over a chart, it will show the stats: Total Fund \$, Total Allocated \$, and Percentage Allocated		8	<b>8</b>
	Add a documents library, which shows all supporting documents for the work element. Fields would include: Invoice #, Invoice Title, Document Title, info icon, edit icon, Delete icon. The list would have a scrollbar after a point. Document library columns will be sortable.		8	<b>8</b>
	Invoices: There would be a list of invoices. Column headings would include: Invoice #, Title, Invoice Source, RPA, PPM, LTF, Other, Actions. Actions would include: Edit and Delete		7	<b>7</b>
	When you click to add/edit an invoice, it will show the Add/Edit Invoice page.		1	<b>1</b>
	Breadcrumbs would be displayed at the top. For instance: OWP > Work Element 607 > Invoice		3	<b>3</b>
<b>Access Control</b>	Heading would be displayed like: Work Element 601 Invoice		0.5	<b>0.5</b>
	Input fields: Invoice #, Title, Description		2.5	<b>2.5</b>
	The drawdown/availability for each fund will be displayed in the "Available" section. It will list the amounts available (in dollars) for RPA, PPM, LTF, and Other.	3.5	4	<b>7.5</b>
	The Fund Allocation section will show the list of funds: RPA, PPM, LTF, Other. Each fund will have an "Amount" input field, which will represent the allocation amount (in dollars) for the particular fund. When values for funds are entered under Fund Allocation, or Retention, the values under Availability will change dynamically. If something is over allocated, it will show a red error message. We may decide to force change the allocation amount. There will also be a "Has Tasks?" checkbox. This will allow tasks to be created for this fund under the Retention section.		10	<b>10</b>
	The Retention/Tasks section allows the user to create tasks for particular funds. A list will be displayed. Add Task functionality. When an Amount for a task is entered, it will draw down the Availability.		12	<b>12</b>
<b>Admin</b>	Upload Invoice Documents: A list of documents will be displayed. Add/Delete documents functionality. When a document is added, it will show in the Documents Library for the Work Element.		6	<b>6</b>
	Integrate the access control logic to this module and each of the sections.		5	<b>5</b>
QA	Meetings and discussions, internal and with customer	25	10	<b>35</b>
	Quality insurance testing and code reviews	5	20	<b>25</b>
<b>Total Hours</b>		<b>39</b>	<b>159</b>	<b>198</b>
<b>Total Costs</b>		<b>\$4,680.00</b>	<b>\$15,105.00</b>	<b>\$19,785.00</b>



## LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

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**TITLE:** 2020 STIP Project Funding Request

**DATE PREPARED:** 9/12/19

**MEETING DATE:** 9/19/19

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**SUBMITTED BY:** Danielle Casey, Project Coordinator

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**BACKGROUND:**

Each odd-numbered year, we consider the programming of projects that are to be included in the State Transportation Improvement Program (STIP) that goes into effect July 1 of the following year. We do this by developing our Regional Transportation Improvement Program (RTIP) which programs our Regional Improvement Program (RIP) shares of funding as identified by the California Transportation Commission (CTC) in the Fund Estimate (FE).

The CTC adopted the FE for the 2020 STIP on August 14, 2019. The estimate identified a STIP programming target through FY 2024/25 of \$189,000 for the Lake County Region. Of the \$189,000, \$108,000 are programmed for Planning, Programming and Monitoring, leaving \$81,000 available for new or existing projects.

Applications for funding in the 2020 Regional Transportation Improvement Program (RTIP) were due to the Lake APC on September 10. These applications will be reviewed at the September 19 TAC meeting. The following is a summary of requests received. Complete applications are attached.

Clearlake:

Project: Dam Road/Dam Road Extension Roundabout

Funding Request: \$81,000

Current funding: \$1,344,000 RIP-State Cash

Description: In the City of Clearlake at the intersection of Dam Road Extension about 400 feet from and connected to State Route 53 at Post Mile 1.10. Construct a roundabout with multi-lane entries on all approaches and four 10 foot shared use pathways and crosswalks for pedestrians and bicycles.

Lake County:

Project: South Main Street Rehabilitation (S. Main Street, Lakeport – Rt. 175)

Funding Request: \$41,000

Current funding: \$9,757,000

Including       \$6,725,000 RIP  
                      \$2,985,000 Demo TEA21  
                      \$47,000 Local Funds

Description: Near Lakeport, on South Main Street from Lakeport city limits to Route 175 extension. Roadway rehabilitation and bike lanes.

Project: Soda Bay Road Rehabilitation (Rt. 175 – Manning Creek)

Funding Request: \$40,000

Current funding: \$2,997,000

Including:     \$1,503,000 RIP  
                  \$1,493,000 Demo TEA 21  
                  \$1,000 Local Funds

Description: Near Lakeport, at Soda Bay Road from Route 175 extension to Manning Creek. Road rehabilitation.

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**ACTION REQUIRED:** Recommend a project(s) to utilize the available \$81,000 of RIP funding.

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**ALTERNATIVES:**

1. Leave the \$81,000 in RIP funding unprogrammed at this time. Funds can be programmed in the 2020 RTIP
  2. Postpone the TAC recommendation. This is not recommended as a draft RTIP will be provided to the APC Board in October.
- 

**RECOMMENDATION:** Recommend a project(s) to utilize the available \$81,000 of RIP funding. The selected project(s) will be incorporated into the draft RTIP which will be presented to the APC Board in October. A complete RTIP will be on the October TAC agenda before the APC Takes final action in November.



**COUNTY OF LAKE**  
**PUBLIC WORKS DEPARTMENT**  
255 N. Forbes Street  
Lakeport, California 95453  
Telephone 707-263-2341  
Fax 707-263-7748

**Scott De Leon**  
Public Works Director

September 10, 2019

Danielle Casey  
Transportation Planner/Project Coordinator  
Lake County/City Area Planning Council  
367 North State Street, Suite 206  
Ukiah, CA 95482

Subject: South Main Street (3032R) and  
Soda Bay Road (3033R)

Dear Ms. Casey:

On behalf of the County of Lake Department of Public Works, please accept the attached Project Programming Request (PPR) applications for additional funding through the 2020 STIP for the subject projects. Though these projects have languished in the past, our staff and our consultants have made tremendous progress on the right of way acquisition portion of the project over the past 6 months, and we are excited to be moving closer to construction.

This project has been determined to be a top priority regional transportation project. This corridor provides direct access into the area of South Main Street and Soda Bay Road of which the corridor's commercial developments generate 25% of the County's total sales tax revenue. Access is needed to preserve, protect, and stimulate the vitality of this important commercial and economic center of the County. The project's proposed addition of a continuous two-way left-turn lane will not only improve the level of service (reduce congestion) but will also provide significant safety enhancements associated with the multiple turning movements onto and off of this corridor to the business establishments. Completion of this project in conjunction with a separate overhead utility undergrounding project is critical to stimulate continued commercial vitality.

I acknowledge this project has taken a significant amount of time, but it has not been without some very challenging hurdles with cultural resource issues and challenging right of way acquisitions. Construction unit prices continue to climb, and the original budget numbers have been surpassed simply due to the increases in materials and labor. Any shortfall in funding will need to be made up with local funds, which are scarce, and any possibility of additional funding is greatly needed. I appreciate any consideration for award of these additional funds to Lake County for these two projects.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott De Leon", is written over a horizontal line.

Scott De Leon, Director  
Lake County Department of Public Works

Attachments

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/27/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
01	281714	0100000054		3032R			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK				Lake County			
				MPO	Element		
				Non-MPO	LA		
Project Manager/Contact		Phone		E-mail Address			
Scott De Leon		(707)263-2341		<a href="mailto:scott.deleon@lakecountyca.gov">scott.deleon@lakecountyca.gov</a>			
<b>Project Title</b>							
South Main Street Rehabilitation							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Near Lakeport, on South Main Street from Lakeport city limits to Route 175 extension. Roadway rehabilitation and bike lanes.							
<b>Component</b>							
PA&ED		Lake County					
PS&E		Lake County					
Right of Way		Lake County					
Construction		Lake County					
<b>Legislative Districts</b>							
Assembly:	1	Senate:	2	Congressional:	1		
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
Improve traffic flow and safety for motorists and bicyclists; Improve access to businesses along South Main Street and Soda Bay Road; Rehabilitate deficient pavement along corridor; Improve roadway surface drainage; Underground existing overhead utility poles within the Underground District Boundary.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
Local streets and roads		Local road operational improvement(s)			Each	1	
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions Y		
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					01/25/2007		
Circulate Draft Environmental Document				Document Type	05/11/2011		
Draft Project Report					08/25/2011		
End Environmental Phase (PA&ED Milestone)					12/19/2012		
Begin Design (PS&E) Phase					06/12/2013		
End Design Phase (Ready to List for Advertisement Milestone)					12/31/2014		
Begin Right of Way Phase					06/12/2013		
End Right of Way Phase (Right of Way Certification Milestone)					06/01/2015		
Begin Construction Phase (Contract Award Milestone)					09/07/2017		
End Construction Phase (Construction Contract Acceptance Milestone)					10/27/2017		
Begin Closeout Phase					11/27/2017		
End Closeout Phase (Closeout Report)					12/29/2017		

## ADA Notice

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/27/19

**Additional Information**

[Empty box for Additional Information]



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK,		281714	0100000054	3032R	
<b>Project Title:</b> South Main Street Rehabilitation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	2,412							2,412	Lake County
PS&E	1,300							1,300	Lake County
R/W SUP (CT)									Lake County
CON SUP (CT)									Lake County
R/W	1,200							1,200	Lake County
CON		4,845						4,845	Lake County
<b>TOTAL</b>	<b>4,912</b>	<b>4,845</b>						<b>9,757</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,412							2,412	
PS&E	1,300							1,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,200							1,200	
CON		4,845	41					4,886	
<b>TOTAL</b>	<b>4,912</b>	<b>4,845</b>	<b>41</b>					<b>9,798</b>	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	570							570	Lake County/City Area Planning Co
PS&E									\$45 PAED voted 04/27/06
R/W SUP (CT)									\$240 PAED voted 03/15/07
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>570</b>							<b>570</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	570							570	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				41				41	
<b>TOTAL</b>	<b>570</b>			<b>41</b>				<b>611</b>	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	58							58	Lake County/City Area Planning Co
PS&E									\$29 PAED voted 02/01/07
R/W SUP (CT)									\$14 RW voted 03/05/13
CON SUP (CT)									
R/W	28							28	
CON									
<b>TOTAL</b>	<b>86</b>							<b>86</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	58							58	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	28							28	
CON									
<b>TOTAL</b>	<b>86</b>							<b>86</b>	

Fund No. 3: Demo - Demonstration-State TEA21 (DEMOS21)									Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,784							1,784	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	472							472	
CON		429						429	
TOTAL	2,556	429						2,985	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	1,784							1,784	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	472							472	
CON		429						429	
TOTAL	2,556	429						2,985	

Fund No. 4: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		47						47	
TOTAL		47						47	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		47						47	
TOTAL		47						47	

Fund No. 5: RIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co \$500 PSE EXT. TO 500 \$364 PSE EXT. TO 364 \$500 PSE voted 03/05/13 \$350 RW voted 03/05/13
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	700							700	
CON		4,369						4,369	
TOTAL	1,700	4,369						6,069	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	700							700	
CON		4,369						4,369	
TOTAL	1,700	4,369						6,069	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

**Complete this page for amendments only**

Date: 08/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK		281714	0100000054	3032R	

**SECTION 1 - All Projects****Project Background**

The project was originally programmed in the 2002 STIP, the first E&P allocation was in 2006, and the first PS&E allocation was in 2013. The project has been delayed due to significant environmental issues related to cultural resources and currently by challenging right of way acquisitions.

**Programming Change Requested**

Funding is being requested for construction to be added to FY 21/22, with the intent of constructing both phases of the project (3032R and 3033R) with the same contract.

**Reason for Proposed Change**

As previously stated, the right of way acquisitions have been challenging, and have required additional time to complete.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

It is not expected that any delay will be caused by the proposed change.

**Other Significant Information**

This is a top priority regional project that needs to be delivered. The County is spending a significant amount of local funds in order to complete the right of way phase, and any additional assistance with construction is helpful.

**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Scott De Leon		Public Works Director	9/10/19

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) Y/N						Date:	08/27/19
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
01	281724	0100000055		3033R			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK				Lake County			
				MPO	Element		
				Non-MPO	LA		
Project Manager/Contact		Phone		E-mail Address			
Scott De Leon		(707)263-2341		<a href="mailto:scott.deleon@lakecountyca.gov">scott.deleon@lakecountyca.gov</a>			
<b>Project Title</b>							
Soda Bay Road Rehabilitation							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
Near Lakeport, at Soda Bay Road from Route 175 extension to Manning Creek. Road rehabilitation.							
<b>Component</b>		<b>Implementing Agency</b>					
PA&ED		Lake County					
PS&E		Lake County					
Right of Way		Lake County					
Construction		Lake County					
<b>Legislative Districts</b>							
Assembly:	1	Senate:	2	Congressional:	1		
<b>Project Benefits</b>							
<b>Purpose and Need</b>							
Improve traffic flow and safety for motorists and bicyclists; Improve access to businesses along South Main Street and Soda Bay Road; Rehabilitate deficient pavement along corridor; Improve roadway surface drainage; Underground existing overhead utility poles within the Underground District Boundary.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
Local streets and roads		Local road lane-mile(s) rehabilitated			Miles	1.8	
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	0.9	
ADA Improvements N		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions Y		
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					01/25/2007		
Circulate Draft Environmental Document			<b>Document Type</b>		05/11/2011		
Draft Project Report					08/25/2011		
End Environmental Phase (PA&ED Milestone)					12/19/2012		
Begin Design (PS&E) Phase					06/12/2013		
End Design Phase (Ready to List for Advertisement Milestone)					12/31/2014		
Begin Right of Way Phase					06/12/2013		
End Right of Way Phase (Right of Way Certification Milestone)					01/30/2019		
Begin Construction Phase (Contract Award Milestone)					01/30/2020		
End Construction Phase (Construction Contract Acceptance Milestone)					10/30/2020		
Begin Closeout Phase					11/30/2020		
End Closeout Phase (Closeout Report)					01/01/2021		

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/27/19

**Additional Information**

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	, ,	281724	0100000055	3033R	
<b>Project Title:</b> Soda Bay Road Rehabilitation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	1,285							1,285	Lake County
PS&E	650							650	Lake County
R/W SUP (CT)									Lake County
CON SUP (CT)									Lake County
R/W	400							400	Lake County
CON		662						662	Lake County
<b>TOTAL</b>	<b>2,335</b>	<b>662</b>						<b>2,997</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	1,285							1,285	
PS&E	650							650	
R/W SUP (CT)									
CON SUP (CT)									
R/W	400	40						440	
CON		662	40					702	
<b>TOTAL</b>	<b>2,335</b>	<b>702</b>	<b>40</b>					<b>3,077</b>	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20 30 600.621
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	263							263	Lake County/City Area Planning Co
PS&E									\$53 PAED voted 04/27/06
R/W SUP (CT)									\$210 PAED voted 03/15/07
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>263</b>							<b>263</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	263							263	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			40					40	
<b>TOTAL</b>	<b>263</b>		<b>40</b>					<b>303</b>	

Fund No. 2:	RIP - STP Enhancements (STPE)								Program Code
Existing Funding (\$1,000s)									20 30 600.731
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	26							26	Lake County/City Area Planning Co
PS&E									\$26 PAED voted 02/01/07
R/W SUP (CT)									\$10 RW voted 03/05/13
CON SUP (CT)									
R/W	10							10	
CON									
<b>TOTAL</b>	<b>36</b>							<b>36</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	26							26	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	10	40						50	
CON									
<b>TOTAL</b>	<b>36</b>	<b>40</b>						<b>76</b>	

Fund No. 3: Demo - Demonstration-State TEA21 (DEMOS21)									Program Code
Existing Funding (\$1,000s)									20 20 400 000
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	996							996	
PS&E	340							340	
R/W SUP (CT)									
CON SUP (CT)									
R/W	157							157	
CON									
TOTAL	1,493							1,493	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	996							996	
PS&E	340							340	
R/W SUP (CT)									
CON SUP (CT)									
R/W	157							157	
CON									
TOTAL	1,493							1,493	

Fund No. 4: Local Funds - Local Transportation Funds (LTF)									Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1							1	
CON									
TOTAL	1							1	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1							1	
CON									
TOTAL	1							1	

Fund No. 5: RIP - National Hwy System (NH)									Program Code
Existing Funding (\$1,000s)									20 30 600 621
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	310							310	\$310 PSE EXT. TO 310 \$242 PSE EXT. TO 242 \$310 PSE voted 03/05/13 \$232 RW voted 03/05/13
R/W SUP (CT)									
CON SUP (CT)									
R/W	232							232	
CON		662						662	
TOTAL	542	662						1,204	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	310							310	
R/W SUP (CT)									
CON SUP (CT)									
R/W	232							232	
CON		662						662	
TOTAL	542	662						1,204	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

**Complete this page for amendments only**

Date: 08/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK		281724	0100000055	3033R	

**SECTION 1 - All Projects**

**Project Background**

The project was originally programmed in the 2002 STIP, the first E&P allocation was in 2006, and the first PS&E allocation was in 2013. The project has been delayed due to significant environmental issues related to cultural resources and currently by challenging right of way acquisitions.

**Programming Change Requested**

Funding is being requested for construction to be added to FY 21/22, with the intent of constructing both phases of the project (3032R and 3033R) with the same contract.

**Reason for Proposed Change**

As previously stated, the right of way acquisitions have been challenging, and have required additional time to complete.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

It is not expected that any delay will be caused by the proposed change.

**Other Significant Information**

This is a top priority regional project that needs to be delivered. The County is spending a significant amount of local funds in order to complete the right of way phase, and any additional assistance with construction is helpful.

**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects**

**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Scott De Leon		Public Works Director	9/10/19

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map





## City of Clearlake

14050 Olympic Drive, Clearlake, California 95422  
(707) 994-8201 Fax (707) 995-2653

September 10, 2019

Lake County/City Area Planning Council  
367 N. State St., Ste. 204  
Ukiah, CA 95482

RE: STIP Application for Funding

APC Staff,

Please find enclosed Project Amendment form for the 2020 STIP Application Cycle for the proposed Multi-Lane Roundabout Intersection Improvement Project at Dam Road/Dam Road Extension. Previous proposed project costs were very conservative for Plans, Specifications & Estimate at the time of submission and the City anticipates an increase in these costs. This amendment request will allow for more extensive design and regulatory compliance to ensure improved traffic and safety concerns at this intersection.

Sincerely,

A handwritten signature in blue ink that reads "Adeline B".

Adeline Brown  
Engineer Tech/Construction Manager  
City of Clearlake

Amendment (Existing Project) Y/N					Date:	08/27/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
01		0119000038	3125			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK	53	1.1	1.2	Clearlake, City of		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Adeline Brown		(707)994-8201		abrown@clearlake.ca.us		
Project Title						
Dam Road/Dam Road Extension Roundabout						
Location (Project Limits), Description ( Scope of Work)						
In the City of Clearlake at the intersection of Dam Road Extension about 400 feet from and connected to State Route 53 at Post Mile 1.10. Construct a roundabout with multi-lane entries on all approaches and four 10 foot shared use pathways and crosswalks for pedestrians and bicycles.						
Component						
		Implementing Agency				
PA&ED	Clearlake, City of					
PS&E	Clearlake, City of					
Right of Way	Clearlake, City of					
Construction	Clearlake, City of					
Legislative Districts						
Assembly:	4	Senate:	2	Congressional:	3	
Project Benefits						
This high growth area has a number of businesses, including Walmart, Konocti Education, Woodland Community College with only						
Purpose and Need						
This project will relieve the traffic congestion on both local, Dam Road and State, SR 53. The project will also eliminate traffic from backing up onto the State SR 53. Pedestrian safety will be enhanced with the shared-use pathways and crosswalk that are separated from the traffic lanes.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Intersection(s) modified			Each	1
ADA Improvements	N	Bike/Ped Improvements	Y	Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals		N		Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					08/01/2019	
Circulate Draft Environmental Document			Document Type	11/15/2019		
Draft Project Report					08/15/2019	
End Environmental Phase (PA&ED Milestone)					12/01/2019	
Begin Design (PS&E) Phase					07/01/2020	
End Design Phase (Ready to List for Advertisement Milestone)					03/01/2021	
Begin Right of Way Phase					01/01/2021	
End Right of Way Phase (Right of Way Certification Milestone)					06/15/2021	
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

ADA Notice

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	53, ,		0119000038	3125	
Project Title: Dam Road/Dam Road Extension Roundabout						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)		211						211	Clearlake, City of
PS&E			563					563	Clearlake, City of
R/W SUP (CT)									Clearlake, City of
CON SUP (CT)									Clearlake, City of
R/W				570				570	Clearlake, City of
CON									Clearlake, City of
<b>TOTAL</b>		<b>211</b>	<b>563</b>	<b>570</b>				<b>1,344</b>	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		211						211	
PS&E			644					644	
R/W SUP (CT)									
CON SUP (CT)									
R/W				570				570	
CON									
<b>TOTAL</b>		<b>211</b>	<b>644</b>	<b>570</b>				<b>1,425</b>	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		211						211	Lake County/City Area Planning Co
PS&E			563					563	
R/W SUP (CT)									
CON SUP (CT)									
R/W				570				570	
CON									
<b>TOTAL</b>		<b>211</b>	<b>563</b>	<b>570</b>				<b>1,344</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		211						211	
PS&E			644					644	
R/W SUP (CT)									
CON SUP (CT)									
R/W				570				570	
CON									
<b>TOTAL</b>		<b>211</b>	<b>644</b>	<b>570</b>				<b>1,425</b>	

**PROJECT PROGRAMMING REQUEST**

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*Complete this page for amendments only*

Date: 08/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK	53		0119000038	3125	

**SECTION 1 - All Projects**

**Project Background**

The project will provide a roundabout at Dam Road and Dam Road Extension. It will consist of multi-lane entries on all intersection approaches. Shared use pathways and crosswalks will be provided at each splitter island. Pedestrian crossings will be provided on all legs of the roundabout. The project limits of the approach will conform to the existing roadway at the SR53/Dam Road Caltrans signal.

**Programming Change Requested**

Additional monies requested will be for PS&E.

**Reason for Proposed Change**

This amendment will provide for additional monies to fund extensive design/review and regulatory compliance.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

**Other Significant Information**


**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects**

**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Adeline Brown		Engineer Tech	9/10/2019

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

# Quarter 3



## SHOPP 10-Year Project Book

Quarterly Project Book  
 2019 Q3

Summarize Projects by:  
 Project Cost

# of Projects

185

Senate Bill 1 Eligible Projects

88

Total Project Cost

\$2,739.8M

Average Project Cost

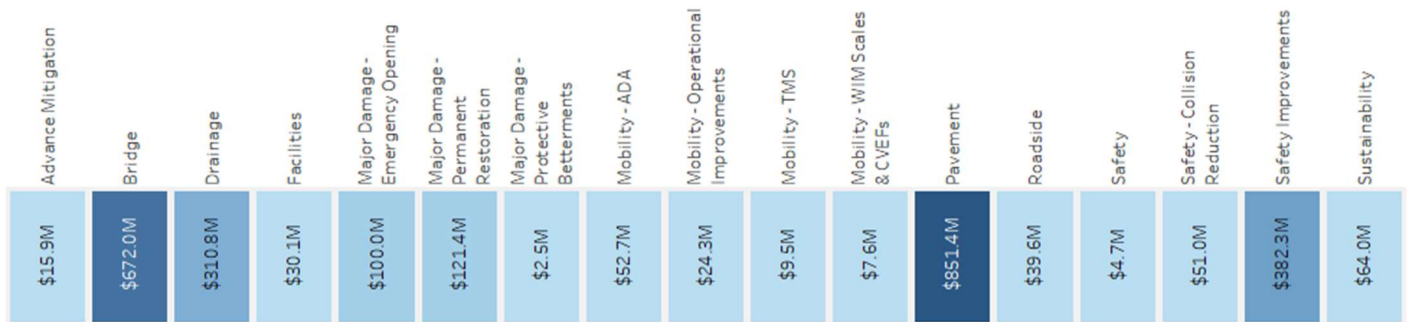
\$14.8M

### Projects by Fiscal Year



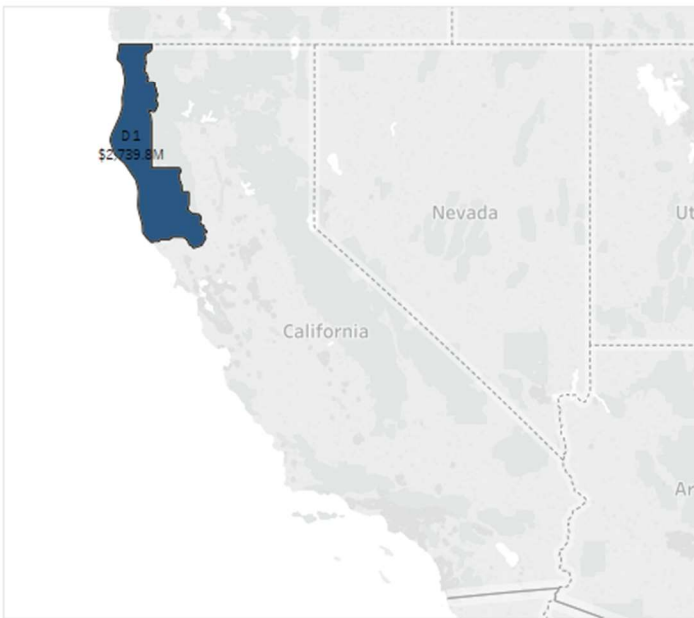
Select fiscal year(s) to display in this report (using CTRL-click or click-hold-drag).

### Projects by Activity Category

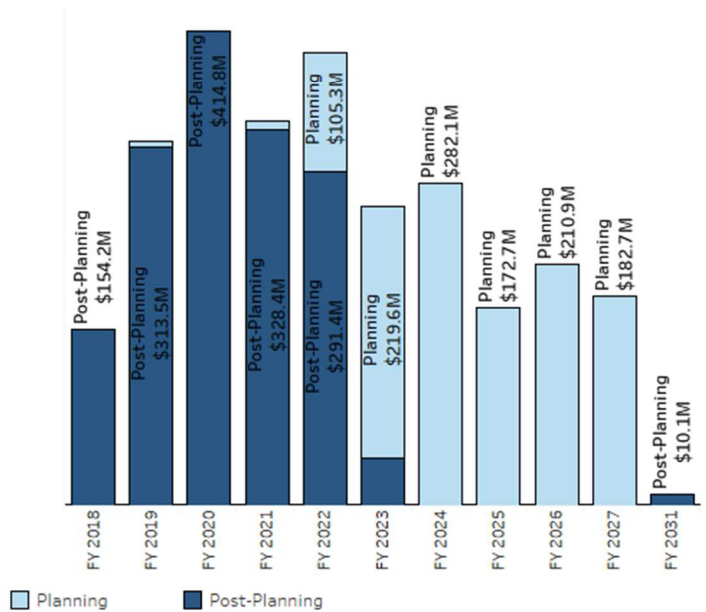


Select activity type(s) to display in this report (using CTRL-click or click-hold-drag).

### District Project Costs and Counts



### Projects in Planning and Post-Planning Phases



Activity Category	Begin PM	County	EA	EFIS	End PM	Route	SHOPP ID	Prog Total Project Cost (\$K)
Bridge - Health	36.1	DN	43640	010000193	36.1	101	9014	\$82,390
Bridge	8.2	DN	0B090	0100020444	8.7	101	13126	\$33,373
Roadside	33.41	DN	0C470	0112000287	33.41	199	13151	\$5,033
Mobility - ADA	25.8	DN	0C660	0113000023	27.3	101	16236	\$8,617
Mobility - Operational Improvements	R5.1	DN	0F240	0115000094	R5.6	101	16414	\$4,235
Safety	33.4	DN	0F430	0116000005	33.9	199	16424	\$4,685
Facilities	28.1	DN	0F760	0116000060	28.1	199	16443	\$8,187
Major Damage - Permanent Restoration	12.5	DN	0F280	0115000099	16.3	101	16494	\$52,578
Bridge	39.8	DN	0F310	0115000108	39.8	101	16887	\$10,009
Safety - SI	10.23	DN	0G130	0116000128	10.69	199	17515	\$2,990
Major Damage - Permanent Restoration	21.23	DN	0G210	0116000137	21.23	101	17537	\$18,227
Sustainability/Climate Change	33.41	DN	0G720	0117000053	33.41	199	18712	\$0
Pavement	R3.9	DN	0J210	0118000190	23.6	101	20247	\$43,097
Pavement	23.593	DN			46.492	101	20248	\$0
Sustainability/Climate Change	26.9	DN			27	101	20500	\$0
Major Damage - Emergency Opening	14.8	DN	0H700	0118000075	15.1	101	21082	\$12,535
Major Damage - Emergency Opening	R33.0	DN	0H760	0118000101	42	001	21084	\$6,285
Bridge	11.4	HUM	0C500	0112000292	34.52	036	9246	\$28,061
Pavement	78	HUM	0E040	0113000100	79.8	101	9278	\$4,259
Bridge	17.8	HUM	0e770	0115000009	87.9	101	9320	\$16,000
Bridge	27.7	HUM	0A110	0112000211	27.7	101	11251	\$19,001
Bridge	var	HUM	0G140	0116000129	var	001	11281	\$16,293
Safety - Collision Reduction	80.8	HUM	0C970	0113000094	87.8	101	13017	\$9,715
Bridge	79.9	HUM	0E000	0113000091	84.7	101	13032	\$13,655
Drainage	6.8	HUM	40950	010000158	42.1	254	13148	\$3,663
Roadside	102.9	HUM	0C440	0112000284	105.2	101	13152	\$7,843
Safety - SI	77	HUM	0C710	0113000031	77.5	101	13206	\$5,382
Bridge	79.78	HUM	0A120	0113000109	86.77	101	13303	\$12,654
Pavement	69.9	HUM	0C570	0113000009	75.2	101	13324	\$40,261
Sustainability/Climate Change	R16.1	HUM	0E030	0113000099	R16.4	299	13439	\$5,069
Sustainability/Climate Change	21.5	HUM	0C150	0113000016	23.5	036	13440	\$5,711
Mobility - ADA	75.3	HUM	0B620	0112000156	77.6	101	13472	\$8,971
Safety - Collision Reduction	0.1	HUM	0E010	0113000090	1.6	036	13533	\$13,878
Safety - Collision Reduction	87.54	HUM	0G580	0117000023	89.32	101	14178	\$9,622
Safety - SI	78.03	HUM	0E680	0114000123	79.44	101	15649	\$10,016
Pavement	R39.2	HUM	0F360	0115000115	R48.3	101	15896	\$17,383
Drainage	11.8	HUM	48770	0114000071	26.73	101	15993	\$6,171
Mobility - Operational Improvements	79.9	HUM	0F220	0115000092	86.1	101	16408	\$12,027
Mobility - Operational Improvements	88.3	HUM	0E890	0115000043	88.6	101	16428	\$8,086
Safety - SI	38.98	HUM	0F680	0116000044	39.5	299	16430	\$6,560
Facilities	60.4	HUM	0C110	0112000229	60.4	101	16431	\$10,455
Safety - SI	10.46	HUM	0F160	0115000076	10.81	036	16442	\$5,074
Bridge	79.5	HUM	0F200	0115000088	80.2	101	16446	\$709
Safety - Collision Reduction	88.2	HUM	0E650	0114000117	88.3	101	16450	\$6,160
Bridge	2.5	HUM	0F530	0116000018	2.7	200	16610	\$6,630
Bridge	12.26	HUM	0F600	0116000029	12.26	096	16813	\$2,621
Bridge - Health	R23.91	HUM	0F500	0116000014	R23.91	036	16814	\$3,322
Mobility - ADA	77.3	HUM	0G420	0116000186	78.9	101	16895	\$8,797
Drainage	1.98	HUM	0F620	0116000035	37.75	299	17073	\$8,742

Activity Category	Begin PM	County	EA	EFIS	End PM	Route	SHOPP ID	Prog Total Project Cost (\$K)
Safety - SI	30.7	HUM	0F470	0116000011	37.7	299	17208	\$17,278
Safety - SI	20.5	HUM	0F460	0116000010	30.15	299	17209	\$9,805
Safety - SI	14.65	HUM	0F690	0116000045	15.65	299	17235	\$3,232
Pavement	R90.1	HUM	0F820	0116000067	109.6	101	17275	\$50,631
Bridge	124.49	HUM	0F960	0116000109	124.49	101	17391	\$10,178
Safety - SI	87.89	HUM	0G510	0117000013	91.47	101	18006	\$2,983
Roadside	57.14	HUM	0G610	0117000027	67.79	101	18135	\$11,318
Sustainability/Climate Change	0.4	HUM	0G710	0117000052	0.4	096	18342	\$1,169
Safety - SI	77.9	HUM	0H200	0117000128	79.5	101	18636	\$10,539
Drainage	0	HUM	0H240	0117000140	43	254	18710	\$4,477
Bridge	M53.9	HUM	0A111	0116000148	M53.9	101	18757	\$5,433
Sustainability/Climate Change	4.18	HUM	0E790	0115000021	4.18	254	18761	\$17,299
Major Damage - Permanent Restoration	25.4	HUM	0G921	0117000220	26	036	18984	\$1,473
Major Damage - Permanent Restoration	27	HUM	0H191	0117000211	28	096	18986	\$9,906
Pavement	0	HUM	0H560	0117000236	R5.5	299	19286	\$18,216
Pavement	R11.0	HUM	0H580	0117000238	R22.5	299	19288	\$22,280
Pavement	13.48	HUM	0H610	0117000241	36.12	036	19292	\$38,437
Drainage	0.5	HUM	0H640	0117000245	54.3	101	19295	\$27,475
Drainage	56.6	HUM	0H650	0117000246	137.1	101	19296	\$1,560
Pavement	R22.5	HUM			R29.2	299	20246	\$0
Pavement	T0.0	HUM			R10.3	101	20254	\$0
Pavement	L0.0	HUM			46.53	254	20343	\$0
Pavement	0	HUM			5.13	255	20349	\$0
Pavement	13.2	HUM			33.8	169	20362	\$0
Mobility - WIM Scales & CVEFs	56	HUM	0H670	0117000249	56.1	101	20418	\$0
Major Damage - Permanent Restoration	19	HUM	0H021	0118000107	33	169	20848	\$10,270
Major Damage - Permanent Restoration	4.36	HUM	0H800	0118000110	4.62	254	20851	\$1,448
Major Damage - Permanent Restoration	110.6	HUM	0B421	0117000078	113.8	101	21049	\$800
Pavement	R48.68	HUM			58.788	101	21137	\$0
Bridge	77.5	HUM			78.7	211	21152	\$0
Safety - SI	28.5	LAK	29811	0114000043	31.6	029	13237	\$66,050
Bridge	VAR	LAK	0E080	0113000122	VAR	020	13549	\$4,278
Safety - SI	9.6	LAK	0C750	0113000046	10.3	029	13875	\$9,557
Safety - SI	31.27	LAK	0C810	0113000060	32	020	13897	\$10,190
Safety - SI	5.2	LAK	0G330	0116000170	5.55	020	15709	\$13,029
Mobility - TMS	VAR	LAK	0E820	0115000033	VAR	001	16419	\$4,883
Mobility - TMS	VAR	LAK	0E830	0115000034	VAR	001	16421	\$4,627
Safety - Collision Reduction	VAR	LAK	0E850	0115000037	VAR	020	16427	\$5,953
Safety - SI	12.78	LAK	0E720	0115000003	14.35	029	16438	\$14,266
Safety - SI	17.74	LAK	0E730	0115000004	20.73	029	16439	\$10,777
Safety - SI	34.13	LAK	0E640	0114000116	34.42	029	16440	\$2,262
Safety - Collision Reduction	VAR	LAK	0G050	0116000118	VAR	000	16465	\$4,855
Bridge - Health	5.84	LAK	0F490	0116000013	5.84	020	16811	\$5,245
Sustainability/Climate Change	28.4	LAK	0G700	0117000051	28.4	020	18341	\$912
Roadside	10.08	LAK	0H220	0117000138	10.88	029	18706	\$2,805
Safety - SI	0.26	LAK	0H460	0117000226	0.42	175	19029	\$5,770
Pavement	11.39	LAK			R35.0	029	20277	\$0
Pavement	0	LAK			8.2	020	20288	\$0
Pavement	R35.0	LAK			52.5	029	20290	\$0

Activity Category	Begin PM	County	EA	EFIS	End PM	Route	SHOPP ID	Prog Total Project Cost (\$K)
Safety - SI	R34.9	LAK	0H880	0118000122	R35.23	029	20909	\$7,090
Bridge	42.4	MEN	40140	0100000155	43.3	001	9132	\$61,592
Bridge	43.3	MEN	40110	0100000154	44.2	001	9133	\$5,500
Bridge	48	MEN	43480	0100000672	62.1	001	9139	\$27,371
Major Damage - Permanent Restoration	11.5	MEN	0B530	0114000035	11.8	162	11178	\$22,821
Bridge - Health	17.7	MEN	0A840	0113000058	18	271	11243	\$9,817
Roadside	58.9	MEN	0C450	0112000285	82.5	101	11314	\$15,384
Bridge	VAR	MEN	0E240	0114000002	VAR	001	13118	\$5,776
Mobility - ADA	59.8	MEN	0B220	0112000110	62.1	001	13454	\$8,569
Bridge - Health	33.63	MEN	0E090	0113000123	33.63	020	13544	\$39,382
Bridge	31.3	MEN	0E110	0113000125	31.3	001	13550	\$12,416
Bridge	VAR	MEN	0F510	0116000015	VAR	001	13636	\$6,924
Safety - SI	R37.84	MEN	0E470	0114000072	R38.34	020	13899	\$4,075
Pavement	0	MEN	41550	0114000107	R26.8	128	14023	\$21,233
Pavement	62.1	MEN	36270	0116000031	78.9	001	14186	\$15,113
Pavement	0	MEN	0F440	0116000008	15	001	15897	\$16,602
Pavement	R0.0	MEN	46630	0116000024	R9.6	101	16407	\$16,015
Safety - SI	16.94	MEN	0E860	0115000038	17.15	020	16441	\$5,511
Major Damage - Protective Betterments	42.3	MEN	0E940	0115000048	42.5	001	16448	\$2,527
Safety - SI	41.77	MEN	0C550	0112000300	42.33	001	16451	\$3,943
Bridge	59.7	MEN	0E111	0115000109	59.7	001	17110	\$22,356
Safety - SI	6.5	MEN	0F710	0116000047	9.5	001	17257	\$4,070
Bridge	52.6	MEN	43481	0116000101	52.6	001	17258	\$60,220
Safety - SI	71.26	MEN	0G060	0116000120	71.36	001	17457	\$5,195
Safety - SI	24.7	MEN	0G430	0116000188	24.9	020	17919	\$3,659
Safety - SI	17.49	MEN	0G480	0117000009	17.72	162	17926	\$3,119
Safety - SI	65.13	MEN	0G600	0117000026	65.49	001	18136	\$5,048
Mobility - ADA	9.9	MEN	0H140	0117000115	11.2	101	18672	\$16,333
Pavement	R0	MEN	0H150	0117000116	25.7	162	18673	\$45,056
Pavement	R33.73	MEN	0H160	0117000117	R43.20	101	18674	\$52,888
Pavement	48.96	MEN	0H170	0117000119	55.06	101	18675	\$14,163
Facilities	20.4	MEN	0H270	0117000143	20.4	001	18707	\$7,150
Sustainability/Climate Change	4.3	MEN	0H260	0117000142	4.3	128	18708	\$0
Advance Mitigation	6.55	MEN	0H440	0117000222	87.9	001	18956	\$10,584
Safety - SI	19.1	MEN	0H450	0117000225	19.6	020	19035	\$5,483
Bridge	8.2	MEN	0A131	0117000223	8.2	162	19166	\$13,339
Pavement	55	MEN	0H550	0117000235	64.9	101	19285	\$31,522
Pavement	21	MEN	0H570	0117000237	R26.3	101	19289	\$46,128
Pavement	87.85	MEN	0H590	0117000239	105.58	001	19290	\$25,502
Pavement	33.7	MEN	0H600	0117000240	R51.0	001	19291	\$31,573
Mobility - WIM Scales & CVEFs	41.17	MEN	0H660	0117000248	41.17	101	19408	\$4,210
Pavement	R26.0	MEN			R33.73	101	20240	\$0
Pavement	81.4	MEN			T91.3	101	20245	\$0
Pavement	R103.0	MEN	0J990	0119000128	T106.8	101	20250	\$0
Pavement	14.9	MEN			33.7	001	20274	\$0
Pavement	R38.3	MEN			44.1	020	20282	\$0
Pavement	0	MEN			7.308	271	20340	\$0
Bridge	0.01	MEN			11.28	001	20348	\$0
Advance Mitigation	18.5	MEN	0H441	0118000077	71.36	001	20526	\$5,292



Activity Category	Begin PM	County	EA	EFIS	End PM	Route	SHOPP ID	Prog Total Project Cost (\$K)
Facilities	45.9	MEN			45.9	101	20620	\$0
Major Damage - Emergency Opening	39.7	MEN	0H710	0118000076	39.7	128	20718	\$2,800
Major Damage - Permanent Restoration	19.6	MEN	0H780	0118000106	20	271	20847	\$8,431
Major Damage - Permanent Restoration	1.4	MEN	0H810	0118000111	1.7	101	20852	\$7,035
Safety - SI	20	MEN	0J120	0118000171	20.3	020	21052	\$4,094
Bridge	17.7	MEN	0A841	0118000130	18	271	21146	\$377