



# 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

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

### AGENDA

DATE: Wednesday, December 11, 2019  
TIME: 9:00  
PLACE: Umpqua Bank Caltrans-District 1  
805 Eleventh Street Teleconference  
Lakeport, California 1656 Union Street  
Eureka, California

Dial-in number: (877) 216-1555 / Access code: 249893

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

#### PUBLIC EXPRESSION

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

#### CONSENT CALENDAR

4. Approval of November 13, 2019 Minutes

#### REGULAR CALENDAR

5. Approval of Draft Lake APC Meeting Calendar (*Davey-Bates, Pedrotti*)
6. Adoption of Pedestrian Facilities Needs Inventory and Engineered Feasibility Study (*Continued from November 13*) (*Speka*)
7. Presentation and Recommended Approval of the Lake Transit Authority Bus Passenger Facilities Plan (*Speka, Consultant*)
8. Public Hearing and Adoption of 2020 Regional Transportation Improvement Program Resolution # 19-20-10 (*Casey, Barrett*)

#### RATIFY ACTION

9. Adjourn Policy Advisory Committee and Reconvene as Area Planning Council
10. Consideration and Adoption of Recommendations of Policy Advisory Committee

#### REPORTS

11. Reports & Information
  - a. Lake APC Staff Summary of Meetings – Administration and Planning Services
  - b. Lake APC Planning Staff
    - i. Sustainable Communities Transportation Planning Grant Update (*Speka*)
    - ii. Strategic Partnerships Planning Grant Update (*Speka*)
    - iii. Miscellaneous
  - c. Lake APC Administration Staff
    - i. Next Meeting Date – **January 8, 2020 (Lakeport)**
    - ii. Miscellaneous
  - d. Lake APC Directors

- e. Caltrans
  - i. SR 29 Project Update
  - ii. Lake County Project Status Update
  - iii. Miscellaneous
- f. Rural Counties Task Force
  - i. Next Meeting Date – **January 17, 2020 (Sacramento)**
- g. California Transportation Commission
  - i. Next Meeting Date – **January 29 – 30 (Sacramento)**
- h. California Association of Councils of Governments (CalCOG)
  - i. CDAC Meeting – **January 13, 2020 (Sacramento)**
- i. Miscellaneous

## INFORMATION PACKET

12.a 11/5/19 Draft SSTAC Minutes

## ADJOURNMENT

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### PUBLIC EXPRESSION

Any member of the public may speak on any agenda item when recognized by the Chair for a time period, not to exceed 3 minutes per person and not more than 10 minutes per subject, prior to the Public Agency taking action on that agenda item.

### AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the Lake County/City Area Planning Council office at (707) 263-7799, at least 72 hours before the meeting.

### ADDITIONS TO AGENDA

The Brown Act, Section 54954.2, states that the Board may take action on off-agenda items when:

- a) a majority vote determines that an “emergency situation” exists as defined in Section 54956.5, **or**
- b) a two-thirds vote of the body, or a unanimous vote of those present, determines that there is a need to take immediate action and the need for action arose after the agenda was legally posted, **or**
- c) the item was continued from a prior, legally posted meeting not more than five calendar days before this meeting.

### CLOSED SESSION

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

POSTED: December 5, 2019

### Attachments:

*Agenda Item #4 – 11/13/19 Lake APC Draft Minutes*  
*Agenda Item #5 – Meeting Calendar*  
*Agenda Item #6 – Staff Report*  
*Agenda Item #7 – Staff Report*  
*Agenda Item #8 – Staff Report, Reso, RTIP, & Affidavit*  
*Agenda Item #11a – Summary of Meetings*  
*Agenda Item #11eii – Lake County Project Status Update*  
*Information Packet – 11/5/19 Draft SSTAC Minutes*



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

Wednesday, November 13, 2019

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

### Present

Bruno Sabatier, Supervisor, County of Lake  
Russ Cremer, City Council, City of Clearlake  
Stacey Mattina, City Council Member, City of Lakeport  
Kenneth Parlet, Council Member, City of Lakeport  
Chuck Leonard, Member at Large  
Rex Jackman, Caltrans District 1 (Policy Advisory Committee)

### Absent

Moke Simon, County of Lake  
Russell Perdock, City of Clearlake  
Vacant Position, Member at Large

### Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC  
James Sookne, Admin Staff – Lake APC (by phone)  
John Speka, Planning Staff – Lake APC  
Danielle Casey, Planning Staff – Lake APC  
Cathy McKeon – Caltrans Staff

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### 1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:05 a.m. Executive Director, Lisa Davey-Bates, noted that several of the Lake APC staff were at a training and therefore she'd be the acting Secretary for the meeting and proceeded by calling roll.

Members present: Sabatier, Cremer, Mattina, Parlet, Leonard and Jackman (PAC).

### 2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:06 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

### 3. PUBLIC EXPRESSION

None

### CONSENT CALENDAR

### 4. Approval of October 2, 2019 Draft Minutes

**5. Approval of Social Services Transportation Advisory Council (SSTAC) Roster**

*Chuck Leonard made a motion, which was seconded by Kenneth Parlet, to approve Agenda Item 4, the October 2nd, 2019 minutes, and Agenda Item 5, the Social Services Transportation Advisory Council (SSTAC) Roster as presented and carried unanimously.*

Stacey Mattina informed the group that Niko Letunic, Eisen/Letunic Transportation, would be presenting Agenda Item #6 on the Pedestrian Facilities Needs Inventory and EFS, but was running late due to heavy traffic and suggested we hear from Kathy McKeon, Caltrans District 1, since she needed to leave early for another meeting.

**11e. Caltrans Update**

Cathy McKeon discussed several projects Caltrans was working on currently. Included were status reports on two bridge rail projects (Upper Lake and Kelseyville, respectively), changeable message boards, and projects at the west end of Highway 20.

Cathy continued her update informing the Lake APC Members that Governor Gavin Newsom is not supporting capacity improving projects, and she has been hearing that there will be no new money for those types of projects until at least the 2022 State Transportation Improvement Program (STIP). Cathy noted District 1 will continue to move forward with 4-lane project but wanted to caution the group that there could be funding complications.

Bruno noted one argument for the Highway 29 4-lane Expressway project is that we continue to pursue traffic calming projects on Highway 20 and that traffic will be encouraged to go South on Highway 29, thus increasing the capacity.

Rex Jackman noted that District 1 staff continues to point out the fact that all capacity increasing projects are not intended to induce traffic and congestion. Highway 29 has safety and other operational issues, and it will not necessarily increase traffic and greenhouse gases.

Lisa Davey-Bates reminded the group that all of the previous work on environmental was done as one large project as a way to provide cost savings, but several million has been invested. Lisa referenced the Value Analysis Study that was completed several years ago and that as part of that process one option was to consider several (up to 10) smaller projects if three larger projects was not financially feasible. Lisa noted that she will continue to support the full project and work with Caltrans District 1 and Headquarters to search for funding opportunities.

Bruno Sabatier added that he had been working with a committee on broadband on Highway 29. Cathy McKeon Caltrans is coordinating with the utility companies and broadband committee. Cathy will try to get a better since of the utilities/fiber optics that are being abandoned in the project area. Bruno added that a Masterplan is currently being developed to provide internet service to all in Lake County and provide competition to the smaller providers. Bruno added that the Highway 20/53 looks wonderful and seems to be operating well. Cathy noted that the project will be finished in the spring and that there will be a pass-through lane on Highway 20 at the completion of the project. Bruno had been asked if there will be reflectors on the new roundabout. Cathy said she didn't think so but that there would be on the curbs and there would be as many as 19 lights in the area. Kenny Parlet noted that the new improved paint on Highway 20 and 29 are incredible.

**7. Public Hearing and Adoption of 2020 Regional Transportation Improvement Program Resolution #19-20-10**

Danielle Casey introduced the RTIP item and explained that we would not be taking action today because the public notice was not advertised by the local newspaper as required. She will be bringing the proposed final RTIP and Resolution to the Board for action in December. Bruno thought the wording in the Resolution was a little confusing and asked for clarification of the total funding amount of \$108,000. Danielle also mentioned that there was one additional change to the language regarding the SAFE (Safer, Affordable Fuel-Efficient) Rule.

*Russ Cremer made a motion to table the item until December 11th. The motion was seconded by Kenny Parlet and passed unanimously.*

**8. Discussion and Possible Approval of Resolution #19-20-11 to Amend the Lake Area Planning Council Rules Adding Language Regarding the Technical Advisory Committee and Other Subcommittees**

John Speka introduced the item, explaining that it became apparent that there was a need to change the original language of the Rules that were adopted by the Lake APC in 1972, with one minor amendment that was approved in the early 1990s. The proposed second amendment adds language to clarify and change the committee section of the Rules. The original Technical Advisory Committee (TAC) included eight members, and this amendment adds language to include Lake Transit Authority (LTA) representation and to change the current representation of the city engineers to public works directors. The final, and perhaps most important, change was that a quorum will now be considered two-thirds of those present at a Technical Advisory Committee meeting. All member agencies will need to seek approval from their perspective jurisdictions before the amendment can be ratified.

Bruno suggested adding tribal governmental agencies into the decision-making process. Lisa noted the Mendocino Council of Governments offers the opportunity for tribal input on TAC agendas, but they rarely have any involvement. Lisa also noted that Moke Simon provides tribal representation for the Area Planning Council. The Lake APC has discussed this item previously, and staff seeks tribal input on regional planning documents, project specific plans, etc. Bruno stated more government representation, including tribal leaders, is important. John Speka added that we provide notification to tribal governments for all of our council and committee meetings as well and all regional planning projects. Chuck Leonard reiterated that Moke Simon provides tribal presentation and the tribes have not been expressing interest to be more involved. Bruno suggested the United Pomo Nations of Indians (UPNI) is a group of tribes that come together and could provide one representative. Bruno also noted each of the two cities and the County provide two possible positions of support on the Lake APC. Wanda Gray, Paratransit Services, wondered if perhaps the original founders of the Joint Powers Agreement, who bring financial commitment, had a specific reason for the initial membership. Lisa reminded the group that the Area Planning Council is a “regional” agency, and members should, as hard as it can be at times, resist the temptation of taking the position of support merely because a project may lie in their jurisdiction.

Several members expressed concern about the proposed quorum language of the Rules amendment. A discussion ensued about the pros and cons of the language. Lisa noted that currently there is rarely a quorum and it can prevent the opportunity to move projects forward when the Technical Advisory Council does not provide direction.

*A motion was made by Bruno Sabatier to approve Resolution # 19-20-11, adding language to the existing Rules of the Area Planning Council. The motion was seconded by Chuck Leonard and approved unanimously.*

**6. Presentation and Recommended Approval of the Pedestrian Facilities Needs Inventory and Engineered Feasibility Study**

John Speka introduced the project and gave a brief summary of the work that had been done over the course of the past several months, then introduced Niko Letunic, the Project Manager. Niko provided a brief summary of the work that had been done to date, including plans reviewed (a total of 25), public outreach, online surveys (over 100 responses), and the proposed projects and costs in each of the jurisdictions.

Rex Jackman, Caltrans District 1, informed the APC Members that the new Director of Caltrans is very supportive of bicycle and pedestrian projects, and put out a call for pedestrian and bicycle needs in the State of California. He requested a tiered list of projects. This Pedestrian Facilities Needs Plan is timely and District 1's work was largely done in the case of Lake County.

Kenny Parlet made reference to the poor signage in the Lucerne area. Pedestrians are very careless, and he recommended a community effort to encourage pedestrians to use reflective wrist bands. He suggested the transit bus drivers, local businesses and others could hand them out, and maybe save lives. Wanda Gray noted she and Niko talked about opportunities to alert pedestrians and transit riders.

Russ Cremer and Bruno Sabatier both suggested the project referenced as CL-8 be extended east where the road is more dangerous. The group agreed that it would be great to have a continued sidewalk from CL-8 to CL-9. Niko appreciated the feedback and will consider those recommendations for the final plan.

*Bruno Sabatier made a motion to continue approval of the document to the next meeting with the recommended changes incorporated. The motion was seconded by Kenny Parlet and approved unanimously.*

**RATIFY ACTION**

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

Chair Mattina adjourned the Policy Advisory Committee and reconvened as the Area Planning Council.

**10. Consideration and Adoption of Recommendations of Policy Advisory Committee**

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

**REPORTS**

**11. Reports & Information**

**a. Lake APC Staff Summary of Meetings –**

Lisa Davey-Bates referenced the staff report listing each of the meetings and offered to spend more time discussing any of the meetings as needed.

**b. Lake APC Planning Staff**

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

Bus Passenger Facilities Plan - John Speka reported that next month the consultant who prepared the Bus Passenger Facilities Plan will present the proposed final document at the

December meeting. Once that document is approved, Lake APC staff will look to create MOUs with local jurisdictions to move some of the projects forward.

Eleventh Street Corridor Plan – The consultant, in coordination with Lake APC staff held a public workshop last Wednesday. Five concepts were presented at the public meeting. The first, to take full Right of Way was considered not viable as it would have significant impacts on a number of Eleventh Street homes and properties. A second concept which included couplet designs for Eleventh Street and Clearlake Avenue was also considered to be too costly and not recommended.

Two potential options that were considered in more detail included a bicycle boulevard on Tenth Street and sidewalk widening on Eleventh Street. Those options would expand the sidewalk by three feet on Eleventh Street. One would take Right of Way (expand existing sidewalk towards existing homes) but would include a bike lane as well. The second would instead have existing sidewalks expanded towards the centerline of the street and would not include bike lanes. A mini roundabout is also being considered at the intersection of Forbes and Eleventh Street. The consultant is now considering final conceptual designs.

Highway 20 Northshore Communities Traffic Calming Plan – Lake APC staff is meeting with staff of Caltrans tomorrow on feasible projects. Caltrans Safety is concerned about raised medians, but perhaps stamped or colored pavement would be an option. Flashing beacons are being considered in all four of the communities. A public workshop will be forthcoming to present some of the concepts.

Kenny Parlet noted the emergency vehicles exceed maximum speed limits and they could be a part of the problem. The original Traffic Calming Plan that was conducted several years ago was really good, and Kenny sees issues with stamped medians. He definitely recommends reducing speeds and likes the idea of traffic calming concepts but expressed concerns because he feels they often do not work.

State Route 53 Corridor Project – TJKM was the successful proposer. They conducted the previous plan that was completed several years ago. Danielle Casey will be the lead planner on this project, and the project will kick-off in the next few weeks.

Vehicles Miles Traveled Baseline Study – This county-wide project is also about to be initiated with the bulk of the consultant selection process having been recently completed.

Potential Clearlake Transit Hub Construction Funding – Lake APC staff continues to look for potential grant funding opportunities for the transit hub. Ms. Davey-Bates, James Sookne, and John Speka met with staff of the TIRCP (Transit and Intercity Rail Capital Program) in Oakland last week to see if the proposed transit hub is a viable project. They were very supportive of the project and recommend Lake County submit an application.

Bruno noted there was an issue with surveying the property in the proposed project area, and it had to be redone. The Board of Supervisors is still interested in supporting the project's intent and remain committed to the project like they have been for the past several years. There were concerns by the Masonic Lodge and they want to be assured their property is secure. The appraisal has been completed, but the recommended price to purchase the land hasn't been discussed publicly.

**c. Lake APC Administration Staff**

i. Next Meeting Date – **December 11, 2019 (Lakeport)**

ii. Miscellaneous–

Lisa noted the issues about the Local Partnership Program and that she will be attending the next workshop in conjunction with the Focus on the Future conference to share her concerns about the draft guideline language.

**d. Lake APC Directors:**

None

**e. Caltrans**

i. Lake County Project Status:

See above

ii. Miscellaneous

None

**f. Rural Counties Task Force**

i. Next Meeting Date – **November 22, 2019** (Sacramento)

**g. California Transportation Commission**

i. Next Meeting Date – **December 4 - 5 (Riverside)**

**h. California Association of Councils of Governments (CalCOG)**

i. CalCOG Directors Meeting – **December 15, 2019 (Sacramento)**

ii. Focus on the Future – **December 17 – 19 (San Diego)**

**i. Miscellaneous**

Nothing to report.

## **ADJOURNMENT**

The meeting was adjourned by Chair Mattina at 11:00 a.m.

Respectfully Submitted,

***DRAFT***

Lisa Davey-Bates  
Executive Director





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*Draft*

*2020*

*Lake Transit Authority*  
*&*  
*Lake County/City Area Planning Council*  
*Meeting Schedule*

<u>DATE</u>	<u>LOCATION</u>	<u>NOTE:</u>
JANUARY 8	Lakeport	Typically do not meet
FEBRUARY 12	Lower Lake	
MARCH 11	Lakeport	
APRIL 8	Lower Lake	
MAY 6	Lakeport / Fieldtrip	Date change CTC 13 <sup>th</sup> & 14 <sup>th</sup>
JUNE 3	Clearlake	Date change Budget Hearings 10 <sup>th</sup> & 11 <sup>th</sup>
JULY 8	Lower Lake	Typically do not meet
AUGUST 5	Lakeport	Date change CTC 12 <sup>th</sup> & 13 <sup>th</sup>
SEPTEMBER 9	Clearlake	
OCTOBER 7	TBD / Fieldtrip	Date change CTC 14 <sup>th</sup> & 15 <sup>th</sup>
NOVEMBER 4	Lower Lake	Date change 11 <sup>th</sup> Veterans Day
DECEMBER 9	Lakeport	



## LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

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**TITLE:** Discussion and Recommended Approval of the Revised Pedestrian Facilities Needs Inventory and Engineered Feasibility Study

**DATE PREPARED:** 12/4/19  
**MEETING DATE:** 12/11/19

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

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**BACKGROUND:** The Pedestrian Facilities Needs Inventory and Engineered Feasibility Study, also known as “Lake Walks,” was presented to the Lake APC Board at last month’s meeting. During the November meeting, revisions were recommended by the Board, which have been incorporated into the final draft document as follows:

Pages 12 and 16- Clearlake priority CL-08 was revised extending the previous project (from Lakeshore Drive at Redbud Park to State Route 53) to now cross the highway and include a portion of 40<sup>th</sup> Avenue to its intersection with Phillips Avenue.

Pages 12 and 17- Clearlake priority CL-09 was revised supplanting a project including Boyles Avenue from 29<sup>th</sup> Avenue to 18<sup>th</sup> Avenue and extending along 18<sup>th</sup> Avenue to Highway 53, to instead include the portion of Phillips Avenue from 40<sup>th</sup> to 18<sup>th</sup> Avenue, as well as the remaining length of 18<sup>th</sup> Avenue from Phillips Avenue to Highway 53.

Pages 36 and 41- State Route priority CT-09 was revised to supplant a project presently under construction for a multi-use path from Rancheria Road to Pine Street in Middletown, to instead involve a commercial section of Highway 175 in Cobb from the Golf Road bus stops to Cobb Mountain Elementary School and crosswalks at Golf Road and Bottle Rock Road.

The Lake APC Board will be asked to approve the document or to provide further direction prior to approval. Due to the size of the document file, it is posted for download on the project website at lakewalks.org. The link is: <https://www.lakewalks.org/documents>

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**ACTION REQUIRED:** Consider approval of the revised Lake County Pedestrian Facilities Needs Inventory and Engineered Feasibility Study

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**ALTERNATIVES:** Provide further comments and recommended revisions prior to approval at the following APC meeting.

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**RECOMMENDATION:** The Board approves of the Lake County Pedestrian Facilities Needs Inventory and Engineered Feasibility Study including the suggested revisions from last month’s meeting.



## LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

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**TITLE:** Presentation, Discussion and Recommended Approval of the  
LTA Bus Passenger Facilities Plan

**DATE PREPARED:** 12/4/19  
**MEETING DATE:** 12/11/19

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

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**BACKGROUND:** The Lake Transit Authority Bus Passenger Facilities Plan began with an award from the Sustainable Transportation Planning Grant Program in 2017. The intent of the project was to explore opportunities to improve the existing infrastructure and also to expand the information services and infrastructure to better serve the needs of new users and members of the public with greater need for transit accessibility. To accomplish this, the project developed a current assessment of bus passenger facilities and capital needs with the goal of establishing roles and responsibilities for implementing capital projects in a multi-jurisdictional context. Formal Memoranda of Understanding (MOUs) will be executed among agencies responsible for implementing improvements and maintaining facilities.

In March 2018, Lake APC entered into a contract with AECOM to prepare the study. The subsequent year and a half was spent developing an inventory of transit facilities (e.g. signage, benches, shelters, pullouts, etc.), prioritizing potential improvement projects and preparing a capital improvement program with overall cost estimates for the region. Lake Transit staff and local public works agencies, along with public outreach efforts, assisted the consultants in preparing the plan. The resulting plan also includes an evaluation of three “priority sites” within the region providing a more in-depth analysis of potential larger scale improvements to be used as models for each jurisdiction in future competitive funding opportunities.

A draft report has been made available for review and the public (along with the Board) now has the opportunity to provide comments at today’s meeting. Today’s presentation will provide a summary of the process as well as findings from the study, including a summary of the three priority sites. The Lake APC Board will be asked to approve the document or to provide direction as to what, if any, revisions it would like to see made prior to approval.

Due to the size of the document file, it is posted for download on the APC webpage: <https://www.lakeapc.org/wp-content/uploads/2019/11/LAPC-Bus-Passenger-Facility-Improvement-Plan-DRAFT-2019-11-06.pdf>.

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**ACTION REQUIRED:** Consider approval of the Lake Transit Authority Bus Passenger Facilities Plan

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**ALTERNATIVES:** Provide comments, recommended revisions and seek approval at the following APC meeting.

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**RECOMMENDATION:** The Board approves of the Lake Transit Authority Bus Passenger Facilities Plan.



## LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

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**TITLE:** 2020 Regional Transportation Improvement Program  
Public Hearing and Adoption

**DATE PREPARED:** 12/4/19  
**MEETING DATE:** 12/11/19

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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.

At the September 17, 2019 meeting the TAC moved to leave the \$81,000 unprogrammed and available for future consideration when additional funds become available. The Lake APC board concurred with this recommendation. The attached RTIP has been prepared to reflect these recommendations. The TAC recommended approval of the document at their October 17, 2019 meeting.

Summary of changes:

- Lake County
  - o Schedule Change – Construction funds moved out one additional year to 2021/22 Fiscal Year, due to delays in Right of Way acquisition for two projects.
    - Soda Bay Road Rehabilitation
    - South Main Street Rehabilitation

The attached RTIP utilizes a template which was prepared by the Regional Transportation Planning Agency Group for use by regions statewide. The purpose of this template is to make RTIP submittals more consistent and present information in an organized and transparent manner. Some of the appendices have not yet been finalized, including location maps and PPR forms for the projects.

At this meeting, we will be reviewing and adopting the 2020 Regional Transportation Improvement Program. A draft resolution has been prepared which reflects the TAC recommendation. The final version of the RTIP is to be submitted to the CTC by December 15.

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### **ACTION REQUIRED:**

1. Make finding that proper notice of meeting has been provided. Notice was published in the Record Bee on 11/20/19.
2. Receive staff report.
3. Open public hearing.
4. Receive public comments.
5. Close public hearing.
6. Action by Resolution on the 2020 Regional Transportation Improvement Program.

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**ALTERNATIVES:** Adopt the RTIP with changes.

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**RECOMMENDATION:** By resolution, adopt the 2020 Regional Transportation Improvement Program as presented and authorize staff to submit the adopted RTIP to Caltrans and the California Transportation Commission.

# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## RESOLUTION NO. 19-20-10

### RESOLUTION ADOPTING THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

#### WHEREAS,

- The Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and
- The APC, as the RTPA, is required by State law to prepare, adopt, and submit to Caltrans and the California Transportation Commission by December 15, 2019, a Regional Transportation Improvement Program (RTIP); and
- In August of 2019 the California Transportation Commission released a 2020 State Transportation Improvement Program (STIP) Fund Estimate which identifies funds available for programming by regional transportation planning agencies; and
- The 2020 STIP Fund Estimate identified a new programming target for the Lake County region of \$189,000; and
- The Fund Estimate takes into account the \$543,000 that was added to Segment 2C of the SR 29 project at the June 2019 CTC meeting and previously approved by the APC board; and
- The APC conducted a competitive application cycle for projects to utilize available funding; and
- The Technical Advisory Committee has voted to leave the remaining \$81,000 unprogrammed at this time; and
- The 2020 RTIP has been prepared which includes the following programming:

Planning, Programming & Monitoring	\$108,000
Additional Programming	\$0
<hr/>	
Total All Programming Needs:	\$108,000

- The APC also desires to make minor programming changes, including schedule changes, to existing STIP projects, as listed in the Project Programming Request Index and shown in individual Project Programming Request forms; and
- The APC desires to keep all other existing project programming intact unless otherwise identified in the RTIP document; and
- The Technical Advisory Committee has recommended approval of the 2020 Regional Transportation

Improvement Program; and

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

The APC finds that the 2020 Regional Transportation Improvement Program (RTIP) is consistent with Lake County's adopted Regional Transportation Plan; and

The APC hereby adopts the 2020 Regional Transportation Improvement Program (RTIP), including programming identified above, and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

Adoption of this Resolution was moved by Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and carried on this 11<sup>th</sup> of December 2019, by the following roll call vote:

AYES:

NOES:

ABSENT:

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

\_\_\_\_\_  
ATTEST: Lisa Davey-Bates  
Executive Director

\_\_\_\_\_  
Stacey Mattina, Chair  
APC Member

**Lake County/City Area Planning Council**  
**2020 Regional Transportation Improvement Program**  
**Adopted December, 2019**



**INSERT COVER LETTER**

# 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP)

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# **A. Overview and Schedule**

## **Section 1. Executive Summary**

The Lake County/City Area Planning Council (APC) is the Regional Transportation Planning Agency (RTPA) for Lake County. The APC is required by California State Law to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15 of each odd numbered year. This RTIP has been developed in conformance with State law and the adopted 2017 Lake County Regional Transportation Plan.

On August 14, 2019, the California Transportation Commission adopted the 2020 State Transportation Improvement Program Fund Estimate. The Fund Estimate identified a STIP programming target through FY 2024/25 of \$189,000 for the Lake County region. This estimate takes into account the \$543,000 that was added to Segment 2C of the SR 29 project at the June CTC meeting. The available funding includes \$108,000 available for Planning, Programming & Monitoring, leaving \$81,000 available for projects.

The \$81,000 available has not been programmed for new or existing projects. It will be left for future funding considerations.

## **Section 2. General Information**

- **Regional Agency Name**  
Lake County/City Area Planning Council
  
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <http://www.lakeapc.org>

**RTIP document link:** <https://www.lakeapc.org/library/plans/>

**RTP link:** <https://www.lakeapc.org/wp-content/uploads/2018/06/2017-RTP-Final.pdf>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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- **RTIP Manager Staff Contact Information**

Name Danielle Casey Title Project Coordinator  
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City/State Ukiah, CA  
Zip Code 95482  
Email caseyd@dow-associates.com  
Telephone 707-263-7799 Fax 707-463-2212

- **California Transportation Commission (CTC) Staff Contact Information**

Name	Teresa Favila	Title	Associate Deputy Director
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City/State	Sacramento, CA		
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**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

The APC has identified priority, regionally significant projects to be considered for RTIP funding. In STIP cycles when those projects do not need funding, or there are remaining funds available after providing for those projects, local agencies may apply for funding. Funds are then awarded based on adopted criteria. The project recommendations are made by the Technical Advisory Committee then presented to the APC Board, typically in November. The final RTIP and project selection is then adopted by the APC Board at a public hearing in November or December.

**Section 4. Completion of Prior RTIP Projects (Required per Section 68)**

No projects have been completed between the adoption of the RTIP and the adoption of the previous RTIP.

## **Section 5. RTIP Outreach and Participation**

### **A. RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
Regional Agency adopts 2020 RTIP	November 13, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

### **B. Public Participation/Project Selection Process**

RTIP projects are derived from the Regional Transportation Plan, which is developed through extensive public participation. The public participation process for the current RTP included public workshops held throughout the County, public events, public hearings, and surveys. Interagency and Intergovernmental involvement included outreach to all cities and the county and consultation with Tribal governments at initial stages of plan development, and throughout the process.

In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers. As described in Section B, priority regional projects have been established by the APC. When available and if needed, funding is awarded to these projects prior to other projects being considered for funding. If additional funding is available, projects are selected through a competitive process using adopted criteria.

### **C. Consultation with Caltrans District (Required per Section 17)**

Caltrans District: 1

The APC works with Caltrans in preparation of the RTIP through the Technical Advisory Committee and through participation on the Policy Advisory Committee. For regionally funded projects on the State system, the APC receives information from project managers at Caltrans regarding needed programming, which is then proposed in the RTIP. No funding of this nature is proposed in this RTIP.

## **B. 2020 STIP Regional Funding Request**

### **Section 6. 2020 STIP Regional Share and Request for Programming**

#### A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

\$189,000 STIP Target

#### B. Summary of Requested Programming –

The following table summarizes new programming.

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Planning, Programming & Monitoring		\$108,000

#### C. Summary of Programming since 2018 RTIP Approval –

The following table summarizes programming since the previous RTIP approval.

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Lake 29 Expressway – Segment 2C	Near Kelseyville from 0.6 mile north of the Junction of SR 29/281 to 0.6 mile north of the Junction of SR 29/175. Construct an approximately 3.1 mile portion of the 8-mile long, 4-lane Expressway Project.	\$543,000

**Section 7. Overview of Other Funding Included with Delivery of Regional Improvement Program (RIP) Projects**

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	Local Funds	SHOPP	DEMO	Utility Underground Funding	
Lake 29 Expressway (Segment 2C)	15630	17951		72882			106463
Lake 29 Expressway (Segment 2A)	900	5100					6000
Lake 29 Expressway (Segment 2B)	900	5100					6000
South Main St. Widening & Bike lanes	5547		47		1707	1250	8551
Soda Bay Rd. Widening & Bike lanes	1503		1		1493	1250	4247
<b>Totals</b>	<b>24480</b>	<b>28151</b>	<b>48</b>	<b>72882</b>	<b>3200</b>	<b>2500</b>	<b>131,261</b>



## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

No ITIP funding is requested.

## **Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)**

The significant corridor in the Lake County region is the SR 20 Corridor, which also includes portions of SR 29. Existing funding is programmed for an expressway project along this corridor. Additional funding is proposed in this RTIP for this project. There are no other projects planned or underway within corridors identified in the 2018 RTIP.

## **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

### **Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)**

The Lake County region does not have a Sustainable Communities Strategy or Alternative Planning Scenario. The region is not currently monitoring the performance measures listed in the RTIP template other than Pavement Condition Index on local streets and roads. However, as there are no large-scale local road rehabilitation projects included in the STIP programming for the region, this measurement is not relevant to evaluation of this RTIP. As an alternative to the suggested measures, the APC has prepared the following evaluation of the effectiveness of RTIP projects in achieving the goals and objectives of the RTP.

Below are relevant goals, policies, and objectives excerpted from the 2017 Lake County Regional Transportation Plan, adopted by the APC in February of 2018. The following tables from the RTP summarize the projects from the 2018 RTIP, all of which have been carried over from previous STIP cycles. Specific goals, objectives and policies are then listed which support each project, followed by a description of how the projects link to the objectives and policies.

## ELEMENT: OVERARCHING POLICIES

Objectives	Policies
1. Coordinate, support and encourage multi-modal regional planning activities in Lake County across all jurisdictional boundaries	1.1 - Participate in the regional planning efforts of other agencies
	1.2 - Coordinate with local and state agencies on health, security and emergency response planning efforts
	1.3 - Assist and encourage local agencies in their efforts to implement the Lake County 2030 Regional Blueprint
	1.4 - Incorporate Blueprint principles and policies into planning documents
	1.5 - Pursue funding from various sources to fund planning projects consistent with the Lake County 2030 Regional Blueprint
2. Support Complete Streets planning to improve connectivity of the transportation system	2.1 - Pursue funding in partnership with federal, state and local agencies to fund projects consistent with California's 2008 Complete Streets legislation
	2.2 - Encourage local agencies to adopt Complete Streets policies and implement Complete Streets strategies and projects
	2.3 - Incorporate Complete Streets concepts and policies into future planning documents
	2.4 – Encourage and support and encourage transit and Active Transportation planning and facility improvements
	2.5 – Utilize principles developed through the Wine Country Interregional Partnership (IRP) to identify strategies to improve the jobs-housing imbalance
	2.6 - Support effort to reduce dependency on automobile use
	2.7 – Support and facilitate the installation of electric vehicle charging stations for public use
3. Reduce Greenhouse Gas Emissions by promoting and facilitating transit use and increasing Active Transportation alternatives	3.1 - Facilitate implementation of the Countywide Safe Routes to School (SRTS) Plan and construction of SRTS projects to encourage students to walk and bike to school rather than traveling by car
	3.2 - Update the Active Transportation Plan consistent with the Regional Transportation Plan update schedule, or as needed to keep the plan current and meaningful
	3.3 - Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process
4. Reduce and mitigate environmental impacts of current and future transportation projects	4.1 - Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities
5. Increase funding for transportation planning, pre-construction activities and construction	5.1 - Pursue non-traditional funding sources for planning, pre-construction and construction of transportation projects
	5.2 - Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives and policies identified in the Regional Transportation Plan

**ELEMENT: STATE HIGHWAY SYSTEM**

**Goal:** Provide a safe, well-maintained and efficient State highway network that addresses regional and statewide mobility needs for people, goods and services.

Objectives	Policies
<p>1. Improve mobility on the state highway system throughout Lake County</p>	1.1 - Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Dr. – S.R. 175) Expressway Project
	1.2 – Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and INFRA funding for the Lake 29 (Diener Drive – SR 175) Expressway Project
	1.3 – Support periodic update of the approved environmental document for the Lake 29 (Diener Drive – SR 175) Expressway Project to ensure its long-term viability in aiding project implementation into the future
	1.4 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan
	1.5 - Identify for funding consideration projects consistent with the SR 53 Corridor Study.
	1.6 - Implement strategies and projects to encourage trucks and inter-regional traffic to use the Principle Arterial Corridor (includes portions of SR 20, 29 and all of 53) to travel through Lake County.
	1.7 - Consider strategies and improvements consistent with the Lake County 2030 Regional Blueprint Plan.
	1.8 – Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP)
	<p>2. Improve safety conditions on the State highway system serving Lake County</p>
2.2 - Coordinate with local and state agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.	
2.3 - Implement traffic calming & safety improvements along sections of highway segments that function as “Main Street” in communities including Middletown, Lucerne, Nice, and Clearlake Oaks.	
2.4 - Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR175, & SR 281) in Lake County.	
2.5 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan	
2.6 – Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Traffic Calming and Beautification Plan projects in North Shore communities	
2.7 - Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as “Main Street” in Lake County Communities	
2.8 - Consider construction of grade separations (interchanges, overpasses and underpasses) as well as roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial System	
2.9 - Facilitate the identification of State highway related safety issues within local communities and throughout the County	

Objectives	Policies
	2.10 - Coordinate with Caltrans to identify safety issues and provide input to the District 1 State Highway Operations and Protection Plan (SHOPP)
	2.11 – Support the continued development of the Upstate CA Regional ITS Plan for the North State Super Region. Upon its completion, ensure that future ITS projects affecting the Lake County region are in conformance with the goals of the Plan
3. Facilitate efficient and safe transportation of goods within and through Lake County	3.1 – Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Drive – SR 175) Expressway Project
	3.2 – As a secondary priority, identify constraints to highway freight movement on segments of the Principal Arterial System not yet programmed for improvement
	3.3 – Identify improvements to Minor Arterial segments of the State Highway system that facilitate safe and efficient goods movement
	3.4 - Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement
	3.5 - When planning and designing road projects, consider the needs of vehicles used for goods movement, including STAA trucks, and vehicles transporting agricultural commodities and products

**ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS**

**GOAL:** Provide a well maintained, safe and efficient local circulation system that is coordinated and complementary to the State highway system, and meets interregional and local mobility needs of residents, visitors and commerce.

Objectives	Policies
1. Maintain, rehabilitate and construct local streets and roads consistent with local and regional needs, city and County area plans and policies, and Complete Streets policies	1.1 - Identify local streets and reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.
	1.2 - Funding resources that may be available through the STIP will be prioritized for capital and safety projects and may not be generally available for rehabilitation projects.
	1.3 - Plan and design rehabilitation and reconstruction projects consistent with the Complete Streets Act of 2008.
	1.4 - Use the Pavement Management Program to identify and prioritize rehabilitation needs.
2. Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development	2.1 - Coordinate with state and local agencies and developers to ensure that multi-modal transportation alternatives, consistent with the Complete Streets Act, are considered in the design and construction of their transportation projects
	2.2 - Support establishment of traffic impact fees to construct new transportation facilities associated with new development
3. Improve traffic flow, capacity, safety and	3.1 - Identify for funding consideration local streets and roads capacity, safety and operational projects from funding resources available through STIP and other resources.

operations on the local transportation network	3.2 - Implement improvements identified in the Capital Improvement Program of the Roadway Needs Study.
	3.3 - Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	3.4 - Limit the approval of new direct access points to State highways
	3.5 - Plan and design local and State improvements consistent with the 53 Corridor Study
	3.6 - Plan and design improvements consistent with the Highway 20 Traffic Calming and Beautification Plan
4. Pursue Federal, State, local and private funding sources for transportation system maintenance, restoration and improvement projects consistent with this plan	4.1 - Consider development and implementation of a Transportation Impact Fee Program in coordination with Caltrans, the County of Lake, the City of Lakeport and the City of Clearlake.
	4.2 - Assist local agencies in identifying and applying for funding resources for improvements to all travel
	4.3 - Actively pursue funding including local, state, federal and private sources, including local-option sales taxes, fees and other programs

**ELEMENT: BICYCLE AND PEDESTRIAN**

**GOAL:** Provide safe, adequate and connected facilities and routes for bicycle and pedestrian travel within and between the communities of Lake County.

<b>Objectives</b>	<b>Policies</b>
1. Facilitate and promote walking, bicycling and other active modes of transportation	1.1 – Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities
	1.2 - Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities
	1.3 - Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects
	1.4 - Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the Complete Streets Act
2. Reduce Greenhouse Gas Emissions and Vehicle Miles Traveled	2.1 – Act to reduce greenhouse gas emissions and vehicle miles traveled by increasing pedestrian and bicycle trips
	2.2 - Promote safe and convenient bicycle and pedestrian access to transit
	2.3 - Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses
3. Enhance public health through the development of active transportation projects	3.1 - Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities
4. Preserve investments in the multimodal transportation system	4.1 – Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation
	4.2 - Plan and budget for lifecycle costs when constructing new facilities for active transportation

5. Increase funding for transportation planning, design and construction	5.1 – Pursue non-traditional funding sources for planning, design and construction
	5.2 - Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, policies and objectives of the Active Transportation plan
	5.3 - Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects
	5.4 - Encourage local agencies to require new development to install, contribute to and/or maintain bicycle and pedestrian facilities, including end-of-trip facilities

**Summary and Evaluation of Projects from the Lake County  
2020 Regional Transportation Improvement Program**

<b>Local Agency</b>	<b>Project</b>	<b>PPNO</b>	<b>Goals, Policies, Objectives &amp; Performance Measures</b>	<b>Evaluation/Discussion</b>
City of Lakeport	Lakeport Blvd & South Main St Intersection Improvements	3089	LR Objective 3, Policy 3.1	This project will construct a roundabout, thereby improving the flow of traffic and increasing safety through this busy intersection.
City of Clearlake	Dam Rd/Dam Rd Extension Roundabout		LR Objective 3, Policies 3.1, 3.5, SH Objective 1, Policy 1.5	This project will provide a connection on the local road system that was identified in the SR 53 Corridor Study and will relieve traffic impacts on SR 53.
Lake County	Soda Bay Road Widening & Bike lanes	3033R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Lake County	South Main St. Widening & Bike lanes	3032R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Caltrans	Lake 29 Expressway Project (Segments 2A, 2B & 2C)	3100	O Objective 5, Policy 5.2, SH Objectives 1, 2, & 3, Policies 1.1, 1.7, 3.2	Highest priority segment of the expressway project. 60% improvement to safety (current fatality rate is 6 times average). Leverages approximately \$50 mill in other funding. Provide four lane facility, reducing collisions, reducing congestion and delay and improve efficiency of goods movement.

Key: O = Overarching Policies  
LR = Backbone Circulation and Local Roads

SH = State Highway System  
BP = Bicycle & Pedestrian

## **Section 11. Regional and Statewide Benefits of RTIP**

The existing programmed projects provide significant regional and statewide benefit. The Lake 29 Expressway Project will provide a 60% improvement to safety in an area with a history of numerous fatal accidents. The project will reduce both collisions and congestion and improve efficiency of goods movement.

This portion of SR 29 is part of the Route 20 Principal Arterial Corridor, which was identified by Caltrans as a High Emphasis Focus Route in California. This route provides a critical connection between the I-5 corridor in the Sacramento Valley and the US-101 corridor serving the north coast, and provides links between the largest population centers of Lake County. Improving this section of the Route will serve both local residents and the traveling public.

Projects on the local street and road systems will provide both safety and circulation benefits throughout the region. Complete streets and active transportation benefits will be provided through inclusion of bike lanes in the two largest local road projects, the South Main Street and Soda Bay Road Corridor improvement projects. One intersection improvement project is planned which will provide significant improvement to traffic flow and reduction of congestion in a busy commercial area of Lakeport. The Dam Road/Dam Road Extension Roundabout project will relieve congestion which is currently backing up onto SR 53.

The array of projects programmed in the RTIP serves a range of modes and provide a clear benefit to both the region and the state.

## **D. Performance and Effectiveness of RTIP**

### **Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)**

The region is not currently collecting quantitative data related to the cost effectiveness indicators listed in the RTIP template other than Pavement Condition Index on local streets and roads. We have, therefore, developed the following qualitative evaluation of the RTIP using the Rural Specific Cost Effectiveness Indicators.

**Congestion Reduction:** Two of the projects included in this RTIP are intersection improvements that will provide roundabouts at congested intersections. These intersections are all at high volume locations which experience severe congestion at peak times. They are all currently controlled by signage only. These improvements will significantly reduce vehicle idling and congestion at peak times without adding increased capacity. Two of the projects will result in reduced congestion by providing enhanced bicycle and pedestrian access through busy areas, encouraging greater use of these alternative forms of transportation and less vehicular travel in congested areas. The Lake 29 Expressway will provide passing opportunities to relieve congestion. The upgrade of this section of the Principal Arterial Corridor will help to redirect truck traffic from the narrow and winding SR 20 that runs along the north side of Clearlake.

**Infrastructure Condition:** The South Main & Soda Bay Road Corridor project will completely reconstruct a length of a busy commercial corridor with a PCI of 37 (as of 2018). Although this roughly 4 mile stretch of road will not make a significant change in the County's overall PCI, it is a significant regional route.

**Safety:** The two roundabout projects in the RTIP will result in fewer vehicle conflicts. Safety will also be significantly improved for pedestrians in several of the projects that provide new or improved sidewalks and safer crossings. The most significant safety improvement in the RTIP will be provided by the Lake 29 Expressway project. This project will provide a 60% improvement in safety along a stretch of highway which currently has accident rates that are nearly six times the statewide average.

**Environmental Sustainability:** Nearly all of the projects in the RTIP will enhance environmental sustainability in the region's transportation system. New or enhanced pedestrian facilities will increase mode share for walking and biking. Improved intersections will decrease idling, and thereby, decrease greenhouse gas emissions. Encouraging the redirection of truck traffic from SR 20, where the highway is "Main Street" for many communities will improve the environment within those communities.

### **Section 13. Project Specific Evaluation (Required per Section 19D)**

The APC is not proposing any new projects that require project specific evaluations.



## E. Detailed Project Information

### Section 14. Overview of Projects Programmed with RIP Funding

For project locations, see maps in the Section 18 Appendix.

AGENCY	PROJECT	COMPONENT	Prior	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25
Clearlake	Dam Rd/Dam Rd Extension Roundabout	E&P	211					
		PS&E		563				
		ROW			570			
Lakeport	Lakeport Blvd & S. Main Intersection	E&P	71					
		PS&E		88				
		ROW		106				
		CON				700		
Caltrans	Lake 29 Expressway 2C	ROW*	13,308					
		CON	69,274					
	Lake 29 Expressway 2A	PS&E	6000					
	Lake 29 Expressway 2B	PS&E**	6000					
Lake County	South Main Street Corridor Improvements	CON		4416				
	Soda Bay Road Corridor Improvements	CON		662				
APC	PPM		75	46	56	47	48	50
	<b>TOTAL PROPOSED PROGRAMMING</b>		<b>94,939</b>	<b>5881</b>	<b>626</b>	<b>747</b>	<b>48</b>	<b>50</b>

\*Note: The funding shown for Lake 29 Expressway Segment 2C CON is an increase of \$543 since the last STIP cycle.

Approved by CTC 6/29/2019

## **F. Appendices**

**Section 15. Project Programming Request Forms**

**Section 16. Board Resolution or Documentation of 2020 RTIP Approval**

**Section 17. Detailed Project Programming Summary Table (Optional)**

**Section 18. STIP Project Location Map**

**SECTION 15**

**APPENDIX**

**PROJECT PROGRAMMING REQUEST FORMS**

**PROJECT PROGRAMMING REQUEST**

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

General Instructions

Amendment (Existing Project) Y/N					Date:	12/02/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
01		0119000090	3002P			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK				Lake County/City Area Planning Council		
				MPO	Element	
				Non-MPO	LA	
Project Manager/Contact		Phone		E-mail Address		
Lisa Davey-Bates		(707)263-7799				
<b>Project Title</b>						
Planning, Programming and Monitoring						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Planning, Programming and Monitoring						
<b>Component</b>						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction Lake County/City Area Planning Council						
<b>Legislative Districts</b>						
Assembly:	1	Senate:	2	Congressional:	1	
<b>Project Benefits</b>						
<b>Purpose and Need</b>						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis	N
Inc. Sustainable Communities Strategy Goals N		Reduces Greenhouse Gas Emissions			N	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			<b>Document Type</b>			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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**PROJECT PROGRAMMING REQUEST**

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

Date: 12/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	, ,		0119000090	3002P	
<b>Project Title:</b> Planning, Programming and Monitoring						

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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Lake County/City Area Planning
R/W									
CON	1,887	46	46	47				2,026	Lake County/City Area Planning
<b>TOTAL</b>	<b>1,887</b>	<b>46</b>	<b>46</b>	<b>47</b>				<b>2,026</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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,887	46	56	47	48	50		2,134	
<b>TOTAL</b>	<b>1,887</b>	<b>46</b>	<b>56</b>	<b>47</b>	<b>48</b>	<b>50</b>		<b>2,134</b>	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
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									\$86 CON voted 07/16/98
R/W SUP (CT)									\$26 CON voted 09/10/99
CON SUP (CT)									\$81 CON voted 07/01/00
R/W									\$52 CON voted 07/03/01
CON	1,887	46	46	47				2,026	\$155 CON voted 04/03/03
TOTAL	1,887	46	46	47				2,026	\$64 CON voted 03/03/05
									\$67 CON voted 06/07/07
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,887	46	56	47	48	50		2,134	
<b>TOTAL</b>	<b>1,887</b>	<b>46</b>	<b>56</b>	<b>47</b>	<b>48</b>	<b>50</b>		<b>2,134</b>	

**SECTION 16**  
**APPENDIX**  
**BOARD RESOLUTION**

**SECTION 17**

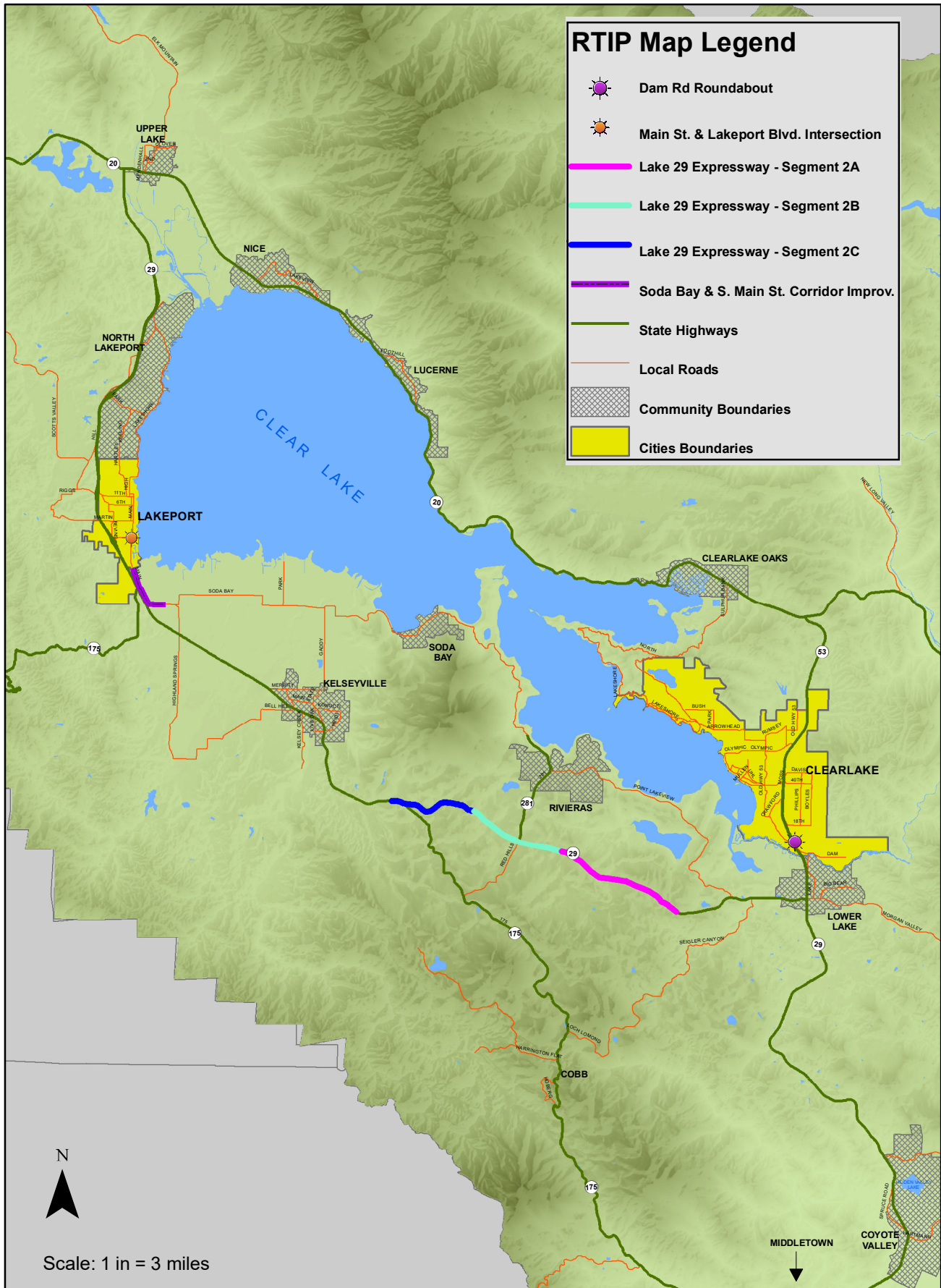
**APPENDIX**

**DETAILED PROGRAMMING SUMMARY TABLE**

**SECTION 18**  
**APPENDIX**  
**STIP PROJECT LOCATION MAP**



# REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM PROJECT LOCATION MAP



MAP DEVELOPED BY:  
A. PEDROTTI  
LAKE COUNTY/CITY AREA PLANNING COUNCIL  
387 N. STATE STREET, SUITE 204  
UKIAH, CA 95482

**LAKE COUNTY, CALIFORNIA**

Lake County Publishing  
**Lake County Record-Bee**

2150 S. Main St., PO Box 849  
Lakeport, CA 95453  
(707) 263-5636  
advertising@record-bee.com

2110531

LAKE COUNTY / CITY AREA PLANNING COUNCIL  
367 NORTH STATE STREET, STE 204  
UKIAH, CA 95482

**Affidavit of Publication  
STATE OF CALIFORNIA  
County of Lake**

I, Molly E. Lane, being first duly sworn, depose and say: That at and during all the dates and times herein mentioned I was, and now am the legal clerk of the Lake County Record-Bee, a newspaper published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and which is, and has been, established, printed and published at regular intervals, to-wit: Daily (except Sunday and Monday) in the City of Lakeport, County and State aforesaid, for more than one year preceding the date of the publication below mentioned, a newspaper of general circulation, as that term is defined by Section 6,000 et al, of the Government Code of the State of California, and is not and was not during any said times, a newspaper devoted to the interests or denomination, or for any members of such classes, professions, trades, callings, races or denominations.

That at, and during all of said dates and times herein mentioned, affiant had and now has knowledge and charge of all notes and advertisements appearing in said newspaper; that the notice of which the annexed is printed copy, was published each week in the regular and entire issue of one or more number of the said newspaper during the period and times of publication thereof, to-wit:

For 1 issue published therein on the following date, viz: 11/20/2019;

that said notice was published in said newspaper proper and not in a supplement; that said notice, as so published, was set in type not smaller than nonpareil, and was preceded with words printed in black face type not smaller than nonpareil, describing and expressing in general terms the purport and character of said notice, as fully appears from the exact copy of said notice, which is hereto annexed as aforesaid.

Executed this 25th day of November, 2019 at Lakeport, California. I hereby declare under penalty of perjury that I have read the foregoing and that it is true and correct.



Molly E. Lane, Legal Clerk

Legal No. **0006427514**

**RB20471**

**NOTICE IS HEREBY GIVEN** that the Lake County/City Area Planning Council (APC), which is the regional transportation planning agency for Lake County, will hold a public hearing on **Wednesday, December 11, 2019, at 9:00 a.m.** or as soon thereafter as possible, at the offices of Umpqua Bank, 805 Eleventh Street, Lakeport, CA 95453 to consider the following item:

**Public Hearing - Adoption of 2020 Regional Transportation Improvement Program**

The APC will hold a public hearing to consider adoption of a Regional Transportation Improvement Program (RTIP) which will program approximately \$189,000 for transportation projects in Lake County over the next five years.

The purpose of this public hearing is to receive public testimony prior to formal adoption of the 2020 RTIP. For further information, please contact the APC offices at 707-263-7799.

Lisa Davey-Bates  
Executive Director  
PUBLISH: 11/20/2019



## LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

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**TITLE:** Meetings Attended by APC Staff

**DATE PREPARED:** December 4, 2019

**MEETING DATE:** December 11, 2019

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**SUBMITTED BY:** Lisa Davey-Bates, Executive Director

---

**BACKGROUND:**

Since our last Lake County/City Area Planning Council (APC) meeting packet, Administration and Planning staff has attended (or will have attended) the following statewide and local meetings on behalf of APC:

1. Lake APC Meeting 11/13/19  
Lakeport  
(Davey-Bates, Speka, Casey)
2. Hwy 20 Northshore Traffic Calming Plan Project Meeting 11/14/19  
Teleconference  
(Davey-Bates, Speka)
3. Eleventh Street Corridor Study TAG Meeting 11/18/19  
Teleconference  
(Davey-Bates, Speka)
4. Caltrans District 1 Tribal Transportation Summit 11/19/19  
Ukiah  
(Barrett)
5. Local Partnership Program Workshop 11/19/19  
Teleconference  
(Davey-Bates, Barrett)
6. Caltrans District 1 SHOPP Meeting 11/20/19  
Ukiah  
(Barrett)
7. Hwy 20 Northshore Traffic Calming Plan Project Meeting 11/20/19  
Teleconference  
(Davey-Bates, Speka)
8. Rural Counties Task Force (RCTF) 11/22/19  
Sacramento  
(Barrett)
9. Metropolitan Transportation Commission Legislative Workshop 11/22/19  
San Francisco  
(Casey)
10. Transit & Intercity Rail Capital Program (TIRCP) Quantification Methodology 11/22/19  
Webinar  
(Davey-Bates, Sookne, Speka)

- |                                                                                                 |         |
|-------------------------------------------------------------------------------------------------|---------|
| 11. Hwy 20 Northshore Traffic Calming Plan Project Meeting<br>Teleconference<br>(Speka)         | 12/3/19 |
| 12. Caltrans Invoice Training<br>Willits<br>(Casey)                                             | 12/3/19 |
| 13. Hwy 20 Northshore Traffic Calming Plan Project Workshop<br>Nice/Clearlake Oaks<br>(Speka)   | 12/3/19 |
| 14. ATP Guidelines Workshop<br>Webinar<br>(Barrett)                                             | 12/5/19 |
| 15. Caltrans/RTPA Quarterly Meeting<br>Teleconference<br>(Barrett)                              | 12/4/19 |
| 16. Opinion Polling for Transportation Tax Project<br>Teleconference<br>(Barrett, Speka, Casey) | 12/6/19 |

I will provide information to Board members regarding the outcome of any of these meetings as requested.

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**ACTION REQUIRED:** None.

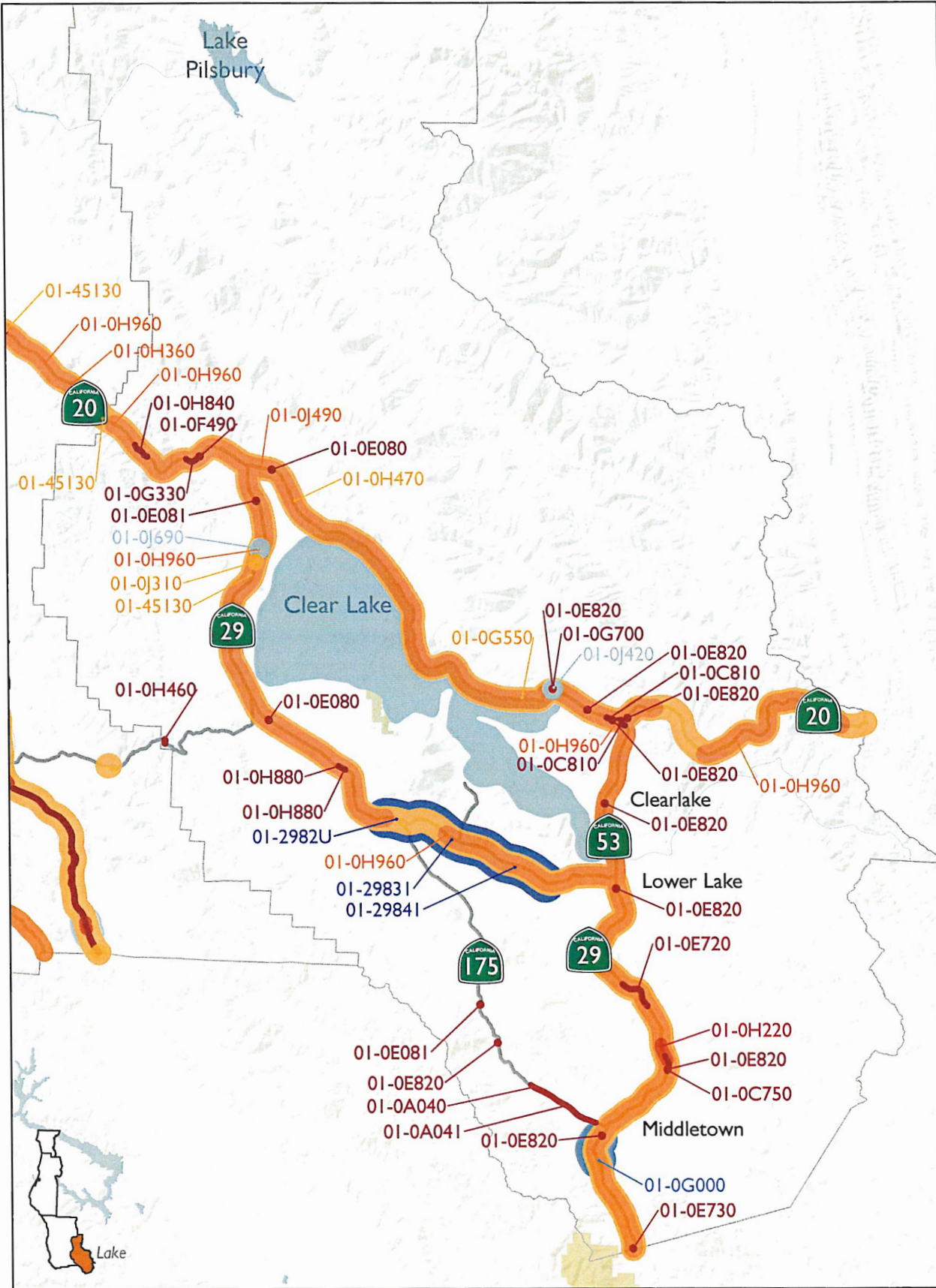
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**ALTERNATIVES:** None identified.

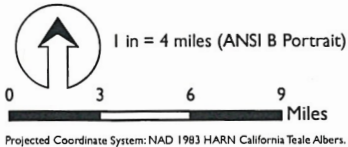
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**RECOMMENDATION:** None. This is for your information only.

# CURRENT LAKE COUNTY PROJECTS



**Caltrans** North Region GIS  
 June 07, 2019  
 Caltrans is not liable to any party for any cost or damages, including any direct, indirect, special, incidental, or consequential damages, arising out or about the access or issue of, or inability to access or use, this map.



- SHOPP
- Planning
- Maint.
- Minor B
- SHOPP (EMERGENCY OPENING)
- Minor A
- Safe RTS (CT OVERTSIGHT)
- STIP / STIP RIP / STIP IIP

Program Category	EA	Project Nickname	County	Rte	PM Start	PM End	Project Description-Long	Target Construction Year (FY)	Const Cost Estimate (\$k)
MINOR B	01-0H930	MNRB DAY LABOR 4	D01-Various DN, HUM, LAK, MEN	VAR	0.000	0.000	IN DEL NORTE, HUMBOLDT, LAKE AND MENDOCINO COUNTIES ON VARIOUS ROUTES AND AT VARIOUS LOCATIONS	In Construction - Ongoing	291
SHOPP	01-0G050	DISTRICT WIDE CURVE WARNING	D01-Various DN, HUM, LAK, MEN	VAR	0.000	0.000	IN LAKE, MENDOCINO, HUMBOLDT AND DEL NORTE COUNTIES AT VARIOUS LOCATIONS	2020	1,323
MINOR B	01-0J030	LAK-MEN-20 MBGR	D01-Various LAK & MEN	020	0.000	0.000	IN LAKE AND MENDOCINO COUNTIES ON ROUTE 20 AT VARIOUS LOCATIONS	2021	150
SHOPP (Emergency Opening)	01-0H210	Storm Repairs near Hopland	D01-Various LAK & MEN	175	0.000	0.000	IN MENDOCINO COUNTY NEAR HOPLAND FROM 1 MI EAST OF BUCKMAN DR-RD 105B TO 0.3 MI EA OF MOTORCYCLE PARK ENT & IN LAKE CO FROM 0.5 TO 3.0 MI EA OF MEN-LAK COUNTY LINE	In Construction - Ongoing	11,500
MINOR B	01-45130	Develop Disposal Site	D01-Various LAK & MEN	VAR	0.000	0.000	IN MENDOCINO AND LAKE COUNTIES ON ROUTES 20 AND 29 AT VARIOUS LOCATIONS	2021	0
SHOPP	01-0E830	MT KONOCTI TMS	D01-Various LAK & MEN	VAR	0.000	0.000	IN LAKE and MENDOCINO COUNTIES AT VARIOUS LOCATIONS	2021	1,770
SHOPP	01-0E850	LaDicino Guardrail	D01-Various LAK & MEN	VAR	0.000	0.000	IN LAKE AND MENDOCINO COUNTIES ON VARIOUS ROUTES AT VARIOUS LOCATIONS	2020	2,965
SHOPP (Emergency Opening)	01-0J370	LAK-MEN Fire Damage Repairs	D01-Various LAK & MEN	VAR	0.000	0.000	IN LAKE AND MENDOCINO COUNTIES AT VARIOUS LOCATIONS	2019	10,500
SHOPP	01-0H840	BLUE LAKES SAFETY	Lake	020	2.000	2.800	IN LAKE COUNTY ABOUT 6 MILES WEST OF UPPER LAKE FROM 0.6 MILE WEST OF IRVINE AVENUE TO 0.1 MILE EAST OF MID LAKE ROAD	2023	12,639
SHOPP	01-0G330	LAKE 20 SHOULDERS	Lake	020	5.100	5.800	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST TO 0.3 MILES EAST OF WITTER SPRINGS ROAD	2021	7,661
SHOPP	01-0F490	Bachelor Creek Bridge	Lake	020	5.800	5.800	IN LAKE COUNTY NEAR UPPER LAKE AT BACHELOR CREEK BRIDGE	2021	3,806
MAINT	01-0J490	NICE OVERLAY	Lake	020	8.300	14.800	IN LAKE COUNTY AT NICE FROM ROUTE 20 TO 2.0 MILES WEST OF MORRISON CREEK BRIDGE	2020	1920
MINOR B	01-0H470	Pomo Way Intersection Lighting	Lake	020	10.900	11.400	IN LAKE COUNTY NEAR NICE FROM 0.3 MILE WEST TO 0.3 MILE EAST OF POMO WAY	2020	168
MINOR B	01-0G550	Clearlake Oaks MGS Guardrail	Lake	020	26.540	26.630	IN LAKE COUNTY NEAR CLEAR LAKE OAKS AT BERYL WAY	2020	290
SHOPP	01-0G700	Clearlake Oaks Charging Station	Lake	020	28.400	28.400	IN LAKE COUNTY IN CLEARLAKE OAKS AT THE CLEARLAKE OAKS MAINTENANCE STATION	2019	490
SHOPP (Emergency Opening)	01-0J420	Fence and Security Improvements	Lake	020	28.400	28.400	IN LAKE COUNTY NEAR CLEARLAKE OAKS AT HIGH VALLEY RD-RD 220	2019	285
SHOPP	01-0E730	Lake 29 Widening and Truck Lane	Lake	029	0.000	0.000	IN LAKE COUNTY AT LOWER LAKE AT VARIOUS LOCATIONS FROM 0.1 MI SOUTH OF C ST TO 0.2 MI NORTH OF BELL PARK AVE	2020	8,234

Program Category	EA	Project Nickname	County	Rte	PM Start	PM End	Project Description-Long	Target Construction Year (FY)	Const Cost Estimate (\$k)
SAFE RTS (CT Oversight)	01-0G000	Middletown Path	Lake	029	4.150	5.140	IN LAKE COUNTY IN MIDDLETOWN FROM RANCHERIA ROAD TO CENTRAL PARK ROAD	2020	0
SHOPP	01-0C750	Lake 29/Hartmann Road Roundabout	Lake	029	9.600	10.300	IN LAKE COUNTY NEAR MIDDLETOWN FROM PUTAH CREEK BRIDGE TO 0.9 MILES SOUTH OF HIDDEN VALLEY LAKE	In Construction - Ongoing	4,701
PLANNING	01-0H220	Hidden Valley Pull-Outs	Lake	029	10.080	10.880	IN LAKE COUNTY FROM 0.3 MILE TO 1.2 MILES NORTH OF PUTAH CREEK BRIDGE	2023	1,048
SHOPP	01-0E720	Coyote Grade Shoulder Widening	Lake	029	12.700	14.500	IN LAKE COUNTY NEAR LOWER LAKE FROM 0.8 MILE NORTH OF SPRUCE GROVE RD-S TO 0.5 MILE SOUTH OF HOFACKER LN	2021	12,662
STIP	01-29841	LAK-29 EXPRESSWAY SEGMENT 2A	Lake	029	23.600	26.900	IN LAKE COUNTY NEAR LOWER LAKE ON ROUTE 29 FROM 3.3 MILES NORTH OF JUNCTION 29/53 TO 1.0 MILE SOUTH OF JUNCTION 29/281	2023	50,200
STIP	01-29831	LAK-29 EXPRESSWAY 2B	Lake	029	26.100	29.100	IN LAKE COUNTY NEAR KELSEYVILLE ON ROUTE 29 FROM 1.8 MILES SOUTH TO 1.2 MI NORTH OF JUNCTION 29/281 & ON ROUTE 281 FROM JUNCTION 29/281 TO 0.3 MI WEST OF JUNCTION 29/281	2023	66,800
STIP/SHOPP Combined	01-2982U	LAK-29 COMBINED	Lake	029	28.500	31.600	IN LAKE COUNTY NEAR KELSEYVILLE ON RTE 29 FROM 0.6 MI TO 3.7 MILES NORTH OF RTE 281 AND ON RTE 175 FROM SO JCT RTE 29 TO 0.3 MI EAST OF SO JCT RTE 29	2020	66,208
SHOPP	01-0H880	Kelsey Creek L Turn Channelization	Lake	029	34.900	35.230	IN LAKE COUNTY NEAR KELSEYVILLE FROM KELSEY CREEK BRIDGE TO 0.1 MILE NORTH OF KELSEY CREEK ROAD	2023	2,443
MINOR B SHOPP (Emergency Opening)	01-0J310	LAKEPORT MS OVERLAY	Lake	029	46.700	46.700	IN LAKE COUNTY NEAR LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	2020	265
SHOPP	01-0J690	Repair Culvert	Lake	029	47.340	47.340	IN LAKE COUNTY NEAR LAKEPORT AT REINKING UC #14-76	2020	0
SHOPP	01-0H460	LAK-175 Curve Improvement	Lake	175	0.200	0.420	IN LAKE COUNTY NEAR HOPLAND FROM 0.2 to 0.4 MILE EAST OF THE MENDOCINO COUNTY LINE	2022	2,389
SHOPP	01-0A041	MIDDLETOWN MITIGATION	Lake	175	25.000	27.500	IN LAKE COUNTY NEAR MIDDLETOWN FROM PUTAH CREEK BRIDGE TO DRY CREEK BRIDGE	2020	600
SHOPP	01-0A040	Lak 175 -Middletown Shoulders	Lake	175	25.000	27.500	IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.1 MI EAST OF PUTAH CREEK BRIDGE #14-021 TO DRY CREEK BRIDGE #14-020	2019	11,433
SHOPP	01-0C810	LAK 20/53 Intersection Improvement	Lake	VAR	0.000	0.000	IN LAKE COUNTY NEAR CLEARLAKE OAKS ON ROUTE 20 FROM 0.5 MILE WEST TO 0.2 MILE EAST OF ROUTE 53 AND ON ROUTE 53 FROM 0.4 MILE SOUTH OF ROUTE 20 TO ROUTE 20	2019	6,514
SHOPP	01-0E080	Manning & Polk Jones Cattle Pass	Lake	VAR	0.000	0.000	IN LAKE COUNTY ON ROUTES 20 & 29 AT VARIOUS LOCATIONS	2021	1,387

Program Category	EA	Project Nickname	County	Rte	PM Start	PM End	Project Description-Long	Target Construction Year (FY)	Const Cost Estimate (\$k)
SHOPP	01-0E081	Morrison, Robinson & Kelsey Creek	Lake	VAR	0.000	0.000	IN LAKE COUNTY NEAR UPPER LAKE ON ROUTE 29 AT ROBINSON CREEK BRIDGE AND ON ROUTE 175 AT KELSEY CREEK BRIDGE	2022	5,075
SHOPP	01-0E820	EAST LAKE CO TMS	Lake	VAR	0.000	0.000	IN EAST LAKE COUNTY AT VARIOUS LOCATIONS	2021	1,801
SHOPP	01-42780	Lak 20/29/53 Culvert Rehab	Lake	VAR	0.000	0.000	IN LAKE COUNTY AT VARIOUS LOCATIONS ON ROUTES 20 AND 29	2019	3,948



# *Information*

# *Packet*



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

## SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING

### Draft Meeting Minutes

Tuesday, November 5, 2019

1:30 p.m.

#### Lake Links

14420 Lakeshore Drive

Clearlake, California

**Present:** Michelle Dibble – Vice-Chair, Tavi Granger, Karen Dakari, Holly Goetz (Phone), Karl Parker

**Staff Present:** James Sookne, Saskia Rymer-Burnett (Phone)

1. **Call to Order and Introductions**

The meeting was called to order at 1:33 p.m.

2. **Public Input**

No members of the public were present.

3. **Approval of Draft August 20, 2019 SSTAC Meeting Minutes**

Tavi motioned, Karen seconded, to approve the August 20, 2019 minutes as amended. Approved unanimously.

4. **SSTAC Membership Roster Update**

James reminded everyone that the “*Potential Transit Rider Over 60*” position on the SSTAC is vacant since Paul was shifted to the second “*CTSA Representative*” position at the last meeting.

5. **FY 2020/21 Unmet Transit Needs Process**

James provided the group with a copy of the adopted definitions for the unmet needs process as well as last year’s list. James stated that with the implementation of Medi-Links, **#4 Non-Emergency Medical Transportation to Out of County Locations** has been partially met. There currently isn’t any service to get people to San Francisco; however, the Pay-Your-Pal program does help to get some people to locations other than Santa Rosa. James suggested that the group remove **#8 Periodically re-evaluate the LTA transfer policy to ensure it is fair and equitable to everyone** since it is a policy issue and not an unmet need. Michelle said that she’d like each member of the SSTAC to go back to their respective agencies and seek out additional information regarding unmet needs from the clients that are served. Michelle also asked if we could go through each unmet need on last year’s list.

**#1 – Eastbound service to Spring Valley** James stated that more information is needed to determine if this is just a couple people seeking service or if there is really a need. Karl stated that Spring Valley is an area where people are very spread.

**#2 East bound service, allowing people to connect with service to the Sacramento area** This service had been included in a Transit and Intercity Rail Capital Program (TIRCP) grant as a leg of a

larger system. Unfortunately, that leg was cut and wasn't included in the grant awarded to the Shasta Regional Transportation Agency. This is something that is still discussed by LTA but it comes down the cost to run the service versus the number of people that would actually use the service.

**#3 Non-Emergency Medical Transportation to outlying areas** This unmet need is similar to providing service Spring Valley in that much of the outlying areas of Lake County are quite rural and very spread out. The Pay-Your-Pal programs helps with this unmet need.

**#4 Non-Emergency Medical Transportation to out of county locations** Already discussed

**#5 Fixed route service on Sundays** Traditionally, Sunday service is lower than Saturday service and Saturday service is approximately 60% of weekday service. Michelle asked if requests for Sunday service (or any requests) are being tracked. James stated that he hasn't received any requests for Sunday service since he's been working with LTA. Michelle asked how we find out when requests are made. James stated that people usually send an email to the address on the website (and Rider's Guide) or to the dispatcher. The emails that administrative staff receive are then forwarded to Wanda Gray, the Project Manager for LTA's operations contractor, for further review.

**#6 Expanded transit service and Mobility Training to accommodate job placement for developmentally disabled** LTA currently provides service during the time that many places of employment are open. Karen stated that People Services also provides transportation for their clients. Additionally, Redwood Coast Regional Center can provide transportation for their clients. This need should stay on the list as further mandates for job placement will be coming in the future.

**#7 NEMT after normal business hours** This is an issue for people who either being discharged from a hospital or need to be transferred to a different facility from the hospital. Hospitals are turning to ambulance services and taxis to get patients from the hospital to their destinations.

**#8 Periodically re-evaluate the LTA transfer policy to ensure it is fair and equitable to everyone** This was determined to not be an unmet need and should be removed from the list.

The group decided to go back to their respective agencies to try to gather more feedback from their clients regarding unmet needs. The SSTAC will reconvene in February to develop the FY 20/21 Unmet Transit Needs list.

Tavi made a motion to continue the FY 20/21 Unmet Transit Needs Process at the next SSTAC meeting in February 2020. Karen seconded the motion and it passed unanimously.

## 6. Update on Lake Links

### a. Mobility Manager Report

Karl stated that Lake Links has officially moved to their new location and have been up and running there for about two weeks. He stated that more signage and advertising will be needed to spread the word. The Pay Your Pal program is still running smoothly. There are currently 104 clients enrolled and an additional 25 applications that are pending. Karl stated that Lake Links anticipates running out of 5310 funding for the program in February. He said that Lake Links submitted an application for additional 5310 funding for the program but even if that application was successful, there would be a several-month gap in funding.

Karl stated that Medi-Links was finally launched and so far, have been able to provide two trips. There were additional requests but they were given without enough notice to provide them. Since the launch of the program came later than expected, there is a lot of grant money left to spend. The silver lining to this is it allows Lake Links and LTA to expand the service from just 1 day a week to 5 days a week.

Karl provided the group with a draft of the new brochure for the Medi-Links program. Once the brochure is finalized, he is going to do a major advertising campaign to spread the word of the new program. Karl stated that Lake Links now accepts credit/debit cards for Medi-Links.

**7. Update on Lake Transit Projects and Grants**

**a. Bus Passenger Facility Plan Grant**

This project is wrapping up. James has already reviewed the administrative draft and it is fine. It will go out for public review shortly. He stated that he still needed to review the data tables to make sure they are accurate. Karl asked when this report will be presented to the LTA Board. James stated that the report should be going to the Board after the public comment period closes.

**8. Update on Lake Transit Authority (LTA) Meetings**

The main thing on the upcoming agenda is going to be formal approval for providing transportation assistance to and from the Warming Center in Lakeport.

**9. Update on Human Services Transportation Programs**

**a. People Services**

The PSPS was a bit of a challenge for People Services but nothing that was major.

**b. Other programs and plans**

None

**10. Discussion of Issues and/or Concerns of SSTAC Members**

None.

**11. Next Proposed Meeting – Sometime in February 2020 (TBD)**

**12. Announcements/Good of the Order**

None.

**13. Adjourn Meeting - Meeting adjourned at 2:56 p.m.**

Respectfully Submitted,

James Sookne  
Lake APC Administration