



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, June 2, 2021
TIME: 9:00
PLACE: City Council Chambers
14050 Olympic Drive
Clearlake, California

Audioconference

Dial-in number: 1 (669) 900-6833 / Meeting ID: 930 0814 0277# Passcode: 025264

Zoom link provided to Board Members in distribution email and to public by request.

In accordance with the modified Brown Act Requirements established by Governor Newsom's Executive Order N-29-20, and to facilitate Social Distancing due to COVID-19, Lake Area Planning Council's Board meeting will also be by audioconference. Public comments will be available during Wednesday's meeting on any agenda item. Please send comments to our Board Secretary, Charlene Parker, at cparker@dbcteam.net and note the agenda item number being addressed. Oral comments will also be accepted by telephone during the meeting when public comment is invited by the Chair.

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 May 5, 2021 Minutes

REGULAR CALENDAR

5. Caltrans Project Development Update and Asset Management Presentation (*Caltrans*)
6. Presentation and Recommended Approval of the 2021/22 Lake Area Planning Council's Budget and adoption of resolutions: (*Pedrotti*)
 - a. Resolution No. 21-22-1 Allocating 2021/22 Local Transportation Funds for Administrative Purposes
 - b. Resolution No. 21-22-2 Allocating 2021/22 Local Transportation Funds for Bicycle and Pedestrian Facilities
 - c. Resolution No. 21-22-3 Allocating 2021/22 Local Transportation Funds and Carryover Funds for Planning Projects Included in the Work Program
 - d. Resolution No. 21-22-4 Allocating 2021/22 Local Transportation Funds to Lake Transit Authority
 - e. Resolution No. 21-22-5 Allocating State Transit Assistance Funds to Lake Transit Authority
 - f. Resolution No. 21-22-6 Approving State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring Fund Transfer Agreement
 - g. Resolution No. 21-22-7 Allocation of 2021/22 Local Transportation Funds (5%) to the Consolidated Transportation Service Agency (CTSA) for Non-Emergency Medical Transportation (NEMT) Purposes

- h. Resolution No. 21-22-8 Allocating State of Good Repair Program Funding to Lake Transit Authority
- i. Resolution No. 21-22-9 Allocation of Local Transportation Funds (LTF) to the Reserve Fund
- 7. Presentation and Recommended Approval of 2021/22 Final Overall Work Program (*Pedrotti*)
- 8. Discussion and Recommended Approval of Coronavirus Response & Relief Supplement Appropriations Act Funds (*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. Grant Updates
 - ii. Regional Transportation Plan/Active Transportation Plan Update
 - iii. SR 53 Corridor Local Circulation Plan
 - iv. Local Road Safety Plan Update
 - v. Miscellaneous
 - c. Lake APC Administration Staff
 - i. Next Meeting Date – **July 14, 2021 (tentative)**
 - 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 – **June 16, 2021 (Teleconference)**
 - g. California Transportation Commission
 - i. Next Meeting Date – **June 23– 24 (Sacramento)**
 - h. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – **June 29, 2021 (Webinar)**
 - ii. CalCOG Board of Directors Meeting – **June 18, 2021 (Virtual)**
 - i. Miscellaneous

INFORMATION PACKET

- 12. a) CAPTI Comment Letter
- b) Transportation Infrastructure State Budget Proposal

ADJOURNMENT

PUBLIC EXPRESSION

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

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

To request disability-related modifications or accommodations for accessible locations or meeting materials in alternative formats (as allowed under Section 12132 of the ADA) please contact the Lake Area Planning Council office at (707) 263-7799, at least 5 days' notice before the meeting.

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED: May 27, 2021

Attachments:

Agenda Item #4 – 5/5/21 Lake APC Draft Minutes

Agenda Item #5 – Presentation

Agenda Item #6 – 2021/22 Budget

Agenda Item #7 – OWP & Staff Report

Agenda Item #8 – Staff Report & Reso

Agenda Item #11a – Summary of Meetings

Agenda Item #11biii - SR 53 Staff Report

Agenda Item #11biv – LRSP Update Staff Report

Agenda Item #11eii – CT Milestone Report - Lake County

Information Packet: a) CAPTI Letter

b) Transportation Infrastructure



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

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

Wednesday, May 5, 2021

Location: Audioconference (in response to "Shelter-in-Place" directive) n

Present

Bruno Sabatier, Supervisor, County of Lake
Moke Simon, Supervisor, County of Lake
Russ Cremer, City Council, City of Clearlake
Russell Perdock, Council Member, City of Clearlake
Stacey Mattina, City Council Member, City of Lakeport
Kenneth Parlet, Council Member, City of Lakeport
Chuck Leonard, Member at Large

Absent

Vacant Position, Member at Large

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
James Sookne, Admin Staff – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
Charlene Parker, Admin Staff – Lake APC
Nephele Barrett, Planning Staff – Lake APC
John Speka, Planning Staff – Lake APC
Danielle Casey, Planning Staff – Lake APC
Dirk Slooten (Alternate), Council Member, City of Clearlake
Rex Jackman, Caltrans District 1 (Policy Advisory Committee)
Tasha Ahlstrand, Caltrans District 1 (Policy Advisory Committee)
Scott DeLeon, Public Works Director, County of Lake
Adeline Brown, City of Clearlake
Clarissa Kincy, Mobility Manager – Lake Links

1. Call to Order/Roll Call

Chair Mattina called the meeting to order at 9:03 a.m. Secretary Charlene Parker called roll.
Members present: Sabatier, Perdock, Mattina, Cremer, Leonard

2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:02 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

3. PUBLIC EXPRESSION

Chair Mattina requested public comments including any written comments.

No public comments were presented to the council.

CONSENT CALENDAR

4. Approval of April 14, 2021 Draft Minutes

Director Cremer made a motion to approve the April 14, 2021 Lake APC minutes, as presented. The motion was seconded by Director Sabatier and carried unanimously.

Roll Call Vote: Ayes (6)-Directors Sabatier, Perdock, Cremer, Mattina, Leonard, Rex Jackman (PAC), Noes (0); Abstain (0); Absent (3) – Directors Simon, Parlet, and Vacant Member-at-Large

REGULAR CALENDAR

5. Discussion and Recommended Approval of Resolution #20-21-13 to Determine if Unmet Transit Needs are Reasonable to Meet

James Sookne noted that his staff report outlined the annual Unmet Needs process. The Lake APC has been conducting the Unmet Needs process since 2014 to identify priority transit needs for transit dependent or transit disadvantaged populations within Lake County. The Unmet Transit Needs process is a requirement of the Transportation Development Act (TDA), if any Local Transportation Funds (LTF) are used for streets and roads purposes.

The Social Services Transportation Advisory Council (SSTAC) began the process in November 2020 by reviewing the 2020/21 Unmet Needs list for additions, deletions, and corrections. The SSTAC developed a proposed list, it was presented at a public hearing to the APC Board in March, at which a finding was made that the list contained needs that met the definition of Unmet Transit Needs and referred the list to the APC and LTA staff for further analysis.

Chair Mattina announced that Director Simon has joined the meeting.

James referenced the LTA's staff analysis and responses to the list provided in the packet. James reported that this year's Unmet Transit Needs list has not changed much and said that the Unmet Needs list should be studied in the next Transit Development Plan. James identified two Unmet needs that LTA staff was actively working on. James noted the Eastbound service, allowing people to connect with service to the Sacramento area. James explained that Shasta Regional Transportation Agency (SRTA) applied for Transit and Intercity Rail Capital Program (TIRCP) for an Intercity bus service connecting to Sacramento. Unfortunately, the application was not unsuccessful. LTA is currently working with SRTA and other rural northern California transit agencies on interagency connectivity, which would include a connection from Lake County to I-5. However, due to lack of funding the unmet need for service connecting to the Sacramento region is unreasonable to meet. James stated that service for Non-Emergency Medical Transportation (NEMT) out of county locations that we are running in collaboration with Lake Links is growing. LTA was successful in obtaining an additional 5310 grant in 2019 that will allow Medi-Links to continue to provide Out-of-County NEMT services.

The group discussed if it was beneficial to keep items on the Unmet Needs list that will most likely always be unreasonable to meet, such as Fixed route service on Sundays. James replied that it was helpful to keep items on the list when applying for funds, and there was not a downside to having the items on a list. James explained that level of demand for the Fixed route on Sunday's service is not well documented. At the SSTAC meeting, it was suggested to reach out to the local churches as a way to do public outreach.

Chair Mattina requested any public comments regarding the Unmet Transit Needs. No comments were presented.

Director Cremer made a motion to approve the Resolution #20-21-13 to Determine if Unmet Transit Needs are Reasonable to Meet, as presented. The motion was seconded by Director Sabatier and carried unanimously. Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Leonard, Rex Jackman (PAC), Noes (0); Abstain (0); Absent (2) – Director Parlet, and Vacant Member-at-Large

6. Presentation of 2021/22 (Draft) Lake APC Budget

Alexis Pedrotti reported that annually in May, APC staff presents a draft budget for the APC Board to review prior to adoption of the final document in June. Alexis explained that the FY 2021/22 Local Transportation Fund (LTF) estimate through the established formula suggested an 18.73% combined two-year increase bringing the total LTF Estimate to \$1,834,040, an increase of \$292,480 over the previous year. Alexis reported that staff presented options to the Executive Committee and the APC Board in April, and after discussion, agreed by consensus to recommend “Option A” to allocate \$300,000 to the newly established LTF Reserve Account. Additional LTF funds (in accordance with existing policy) in the amount of \$78,078 for FY 19/20 and \$91,702 for FY 20/21 for a two-year total of \$169,780 would also be put in reserve. This option would set aside a total of \$469,780 of LTF Reserve funds.

Alexis gave a brief review of the various funding sources and expenditures for the upcoming 2021/22 Fiscal Year. Alexis explained that the draft budget outlines revenues and expenditures by local, state, and federal funding sources and includes some estimated carryover funds. The actual carryover amounts for all funding sources would be incorporated into the first amendment of the budget early in the new fiscal year. Alexis also called attention to the LTF Reserve funds and explained how the 2021/22 LTF reserve would be taken from the \$1,834,040.

Director Parlet Joined the meeting.

Director Sabatier asked why percentages on the Regional Surface Transportation Program (RSTP) funding do not match the amounts in the budget. Alexis responded and explained that the County of Lake receives a separate apportionment that was also included into the percentages.

Director Sabatier questioned the overall increase in revenue and asked if it was because of the CARES Act funds. Alexis replied that the majority of the increase was due to the CARES Act and CRRSAA funds. Alexis added that when everything starts opening up again, and people start traveling and spending money outside of the County, there was no guarantee that we have this continued increase in LTF funds. Lisa added that the CARES Act and CRRSAA funds used for Transit Operation assistance has helped tremendously.

Chair Mattina requested any public comments regarding the 2021/22 (Draft) Lake APC Budget. No comments were presented.

7. Discussion of 2021/22 (Draft) Overall Work Program

Alexis Pedrotti reported that the Overall Work Program (OWP) was developed to identify and budget for various planning projects in the Lake County region. The OWP is consistently funded with three funding sources, Rural Planning Assistance (RPA) funds, Planning Programming and Monitoring (PPM) funds, and Local Transportation Funds (LTF). Grant funds also contribute to the OWP funding.

Annually, the process starts in December with APC staff distributing a call for planning projects. Eligible agencies submit requests for their projects. The OWP was discussed at the February

Lake TAC meeting, and staff was directed to submit Caltrans for review, and to the APC Board for approval. Alexis reported that Caltrans planning staff and Headquarters received the Draft OWP in March. District 1 staff submitted their comments back to the Lake APC with minor comments that have been incorporated into the draft document. Alexis noted that there were a few more adjustments that will be added to the final document in June. Alexis explained that this year Planning, Programming and Monitoring (PPM) funds are slightly up from last year's allocation of \$46,000 to a mere \$56,000 in Fiscal Year 2021/22. The RPA allocation was steady at \$294,000 for FY 2021/22. The LTF funding was approximately \$142,096 for planning projects proposed in the upcoming OWP.

Alexis also explained that the draft Overall Work Program includes several ongoing work elements that help support local agency staff to coordinate planning projects for all modes of transportation in coordination with the Lake APC. Alexis noted that the upcoming OWP will include the Pavement Management Program Update, which was brought forward to the TAC. Alexis explained that, as a result of the pandemic, staff had modified the schedule for the SR53 Corridor Local Circulation Study and thought that the project could be closed by June 30. Unfortunately, after the last Technical Advisory Group meeting it was determined that the project needs more time and would be carried over into the next fiscal year.

Director Sabatier stated that he appreciates the timeline implemented for the projects within the Overall Work Program (OWP). Scott DeLeon, Public Works Director, stated that he supported the proposed draft OWP and thanked Alexis for all the hard work put into the OWP. Alexis thanked Scott and Director Sabatier for their input.

Chair Mattina requested any public comments regarding the Draft Overall Work Program. No comments were presented.

8. Discussion and Comments to the California State Transportation Agency (CalSTA) on the Draft Climate Action Plan for Transportation Infrastructure (CAPTI)

Nephele Barrett reported that in March, the California State Transportation Agency (CalSTA) developed the draft Climate Action Plan for Transportation Infrastructure (CAPTI). Nephele explained that the plan was in response to the executive orders N-19-19 and N-79-20, details how the state recommends investing transportation dollars to combat climate change and targeted to reducing greenhouse gas (GHG) emissions in transportation. The State of California has set lofty goals for reaching carbon neutrality and minimizing the effects of climate change by the year 2045 goal. They feel that they will not reach their goals with efforts to switch to zero emission vehicles (ZEV) alone, therefore CAPTI has been developed to further the goals by supporting ZEV infrastructure, active transportation projects, and climate change by reducing vehicle miles traveled. The plan proposed to reach the goals in a number of ways but particularly by providing guidance for existing transportation funding sources including SB 1 funding. Nephele explained that the document will likely guide project funding around the state for the next several years, staff feels that it was important to provide comment to CalSTA by the May 19 deadline. Nephele added that there was a lot of good things in the plan including multi-modal and increasing safety and vehicle charging infrastructure. However, the strategies for reaching some of these goals are potentially concerning for rural areas. Nephele stated that added focus on VMT reduction may result in funds shifted away from rural areas, as rural projects struggle to compete the ongoing projects that take multiple years to finish. Nephele noted the Lake 29 expressway project as a specific example and stated that the next segments might not be eligible for state funding. Nephele stated that another example was that through the screening tool CalEnviroScreen that identifies disadvantage communities used in some state funding programs, although we have some vary disadvantage communities in Lake County, through CalEnviroScreen those communities were not considers disadvantaged because they

have clean air. We want to make sure that the tools that are developed are right for everyone. The new draft CTPI has some softening language but was still concerning. Nephele closed by stating the CAPTI strategies change the conditions of SB 1 funding, which was supported by voters, and make voters concerned that their measures are not being supported. Nephele recommended that the Board identify any specific concerns and advise staff to develop a letter.

The group discussed draft CAPTI and the importance of receiving funding to finish the Lake 29 expressway project and stated that rural counties were entitled to a portion of funds. The Board directed staff to write a letter that stated how crucial it was to not change the conditions of SB1, because the voters already believe their money will not be used for what it was intended. The Board Members agreed that staff should write a strong letter to reflect the potential negative impacts for rural counties and include Lake 29 expressway concerns, and that rural counties should not be left behind because of their clean air.

Director Parlet suggested that the rural counties should work together to address these concerns. Lisa stated that this has been a topic of discussion at the North State Super Region (NSSR) and the Rural Counties Task Force (RCTF), and they plan to send letters through that avenue as well. Director Sabatier suggested that RCRC and the local agencies should sign on too.

Chair Mattina requested any public comments regarding the Draft Climate Action Plan for Transportation Infrastructure. No comments were presented.

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 9:55 a.m. and reconvened as the APC.

10. Consideration and Adoption of Recommendations of Policy Advisory Committee

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

Roll Call Vote: Ayes (8)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Leonard, Rex Jackman (PAC), Noes (0); Abstain (0); Absent (1) – Vacant Member-at-Large

REPORTS

11. Reports & Information

a. Lake APC Staff Summary of Meetings

The summary of meetings report was included for the Board's review, and staff was happy to answer any questions, however there were none.

b. Lake APC Planning Staff

i. Update on Various Grant Programs

John reported that APC staff was assisting with the City of Lakeport on an application for the Federal Lands Access Program (FLAP) for funds to make improvements to Martin Street west of the City which provides access to Cow Mountain. John noted that the Applications were due by May 27, 2021. John reported that in February staff applied for two Sustainable Transportation Planning Grant program. John explained that the first project was the Wildfire Evacuation and Preparedness Plan for the region. The plan would provide a regional reference document to secure coordination between agencies

with respect to transportation and evacuation services. The second project was to update the Transit Development Plan (TDP) and staff was expecting to hear updates in June.

ii. Regional Transportation Plan/Active Transportation Plan

John reported that staff was currently working with Caltrans and Local Public works staff to get information on short term and long-term projects for the Regional Transportation Plan (RTP). John reported that the RTP is a long-term planning document covering a 20-year time span. John reported that the Active Transportation Plan (ATP) was within the RTP however more specific in that it focuses on non-motorized modes of transportation. John stated that staff was still working on public outreach for input and community engagement through a Social Pinpoint platform.

iii. State Route 53 Corridor Project

Danielle Casey reported that the SR53 Corridor Local Circulation Study was going to be extended into the next fiscal year, however we realized that the timeline was not going to work for the completion of deliverables. Danielle reported that staff has been discussing the Draft Existing Conditions Report. Danielle noted that she looked through the Active Transportation Plan (ATP) that shows the current bike facilities such as the shared roadways, bike lanes and currently in Clearlake has the shared lanes on Olympic Drive and Lake Shore Drive, and Dam Road to Phillips. Danielle noted that the City of Clearlake recently was awarded an ATP grant that will include sidewalks and bike facility extending along Dam Road to where the roundabout and the new Transit Hub will be.

Director Cremer thanked Danielle for the comments and stated that his concerns were regarding the highway and offramps situations the area where potential frontage roads for the Dam Road Lakeshore Drive. Director Cremer reminded Danielle how important it was to tie in the new shopping center into the study. Danielle replied that Alan Flora and Rex Jackman have been active in support for the shopping center design be incorporated in the study at the TAG committee meetings.

Mayor Sloaten stated that he was glad the TAG committee was aware that staff was looking into developing 300,000 square feet of retail space and reiterated the safety concerns regarding the four pedestrians and bicyclists' deaths along Lakeshore between Dam Road and 18th Avenue, and that was unacceptable. Director Sabatier agreed with Mayor Sloaten stating for safety concerns it would be beneficial to have a bike lane through that area. Director asked if a sound wall was considered, because they provide a barrier that would potentially help with safety concerns of people crossing the highway where there was not a crosswalk. Danielle stated that we have not discussed a sound wall. Rex added that Director Sabatier points were well taken and said that it was not the main focus of this study. The main focus was ensuring that the long-term concepts were incorporated. Rex explained that Caltrans could explore the idea of more effective access control. Danielle stated that she will bring the comments back to the committee and report back at the next meeting.

iv. Local Road Safety Plan Update

Danielle Casey reported that the Local Road Safety Plan (LRSP's) for the Cities of Clearlake and Lakeport were being developed and encouraged everyone to share and give us feedback on specific areas of concerns. Danielle reported similar to the RTP staff will be doing an online survey with an interactive map for the LRSPs. Danielle explained that there was the place where you can add the safety concerns in the area you would like to. Danielle said that staff was working together with both police departments and they have provided us information on accident database.

INFORMATION PACKET

- 12 a) Comparing 375 legislation
- b) Notable Bills for Discussion

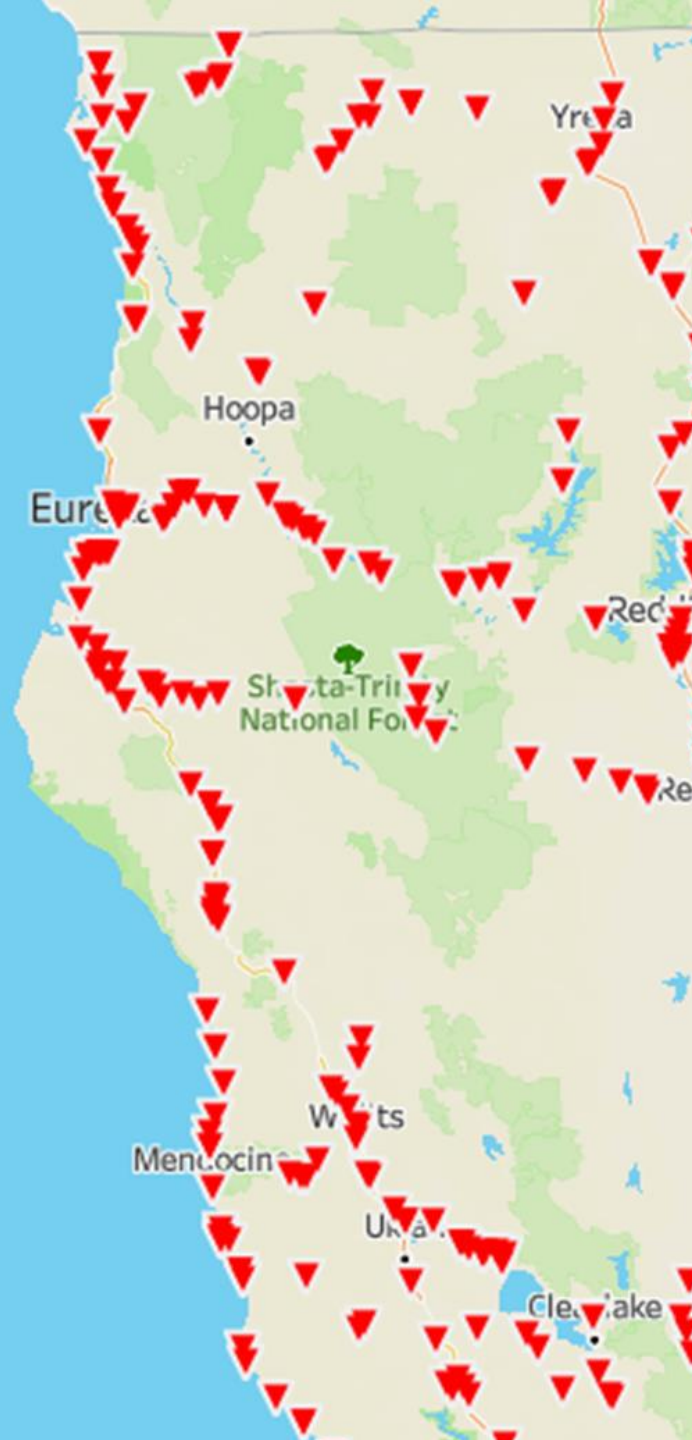
ADJOURNMENT

The meeting was adjourned by Chair Mattina at 10:40 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker
Administrative Associate



Caltrans Project Development

District 1
May 2021

Overview

State Highway Operation and Protection Program (SHOPP) Asset Management Overview

- Project Selection (Project Nomination)
- Project Portfolio Change Management

Transportation Planning Information Sheet (TPSIS)

Project Input Opportunities

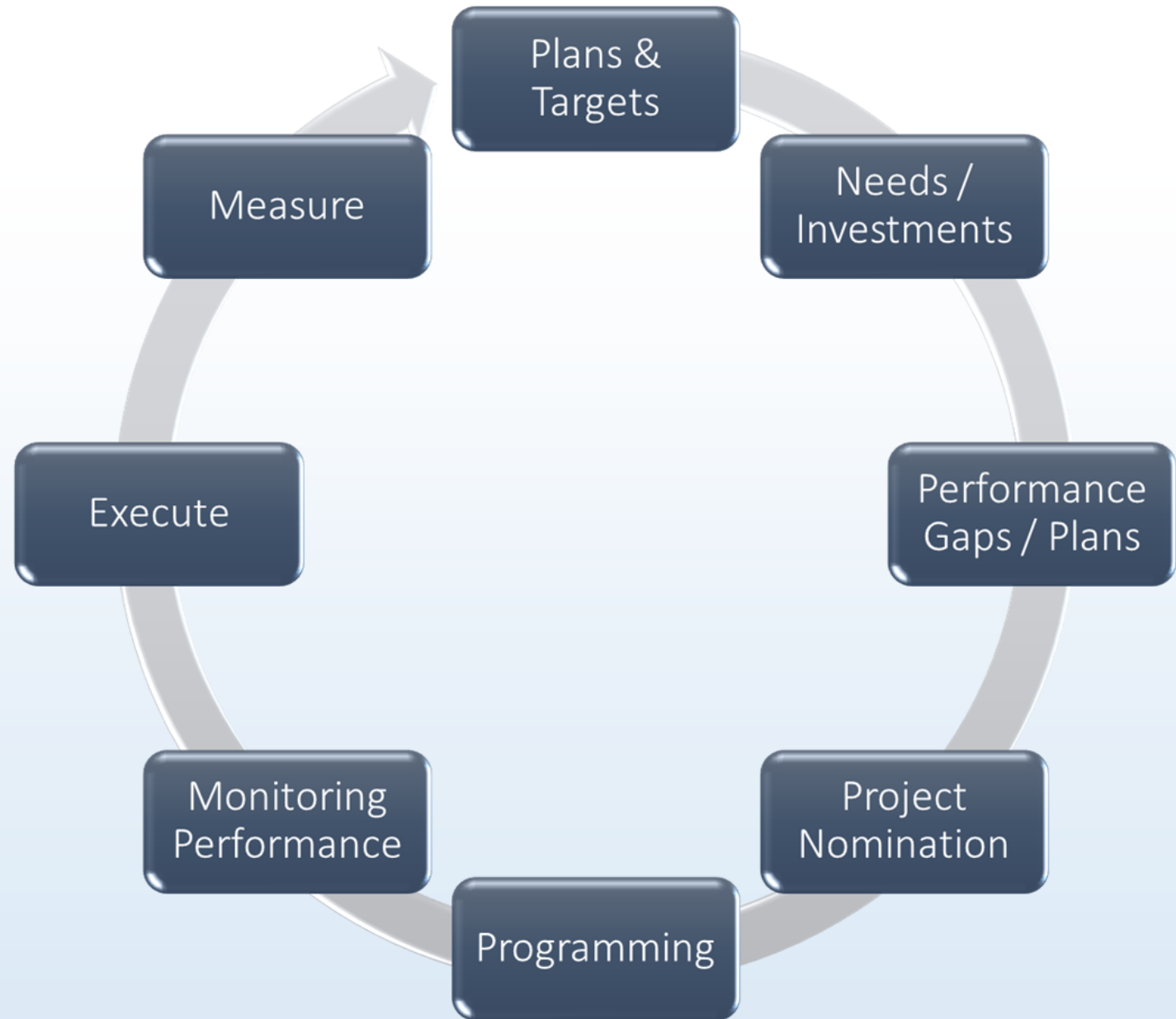
- Project Nomination
- Project Initiation Document
- Project Development

Asset Management

Caltrans' approach to investing in the State Highway System...

- Preserves assets and minimizes their whole life cost
- Provides a transparent prioritization process
- Creates a financially sustainable framework
- Provides a methodology to improve performance on a long-term basis

SHOPP Asset Management Cycle

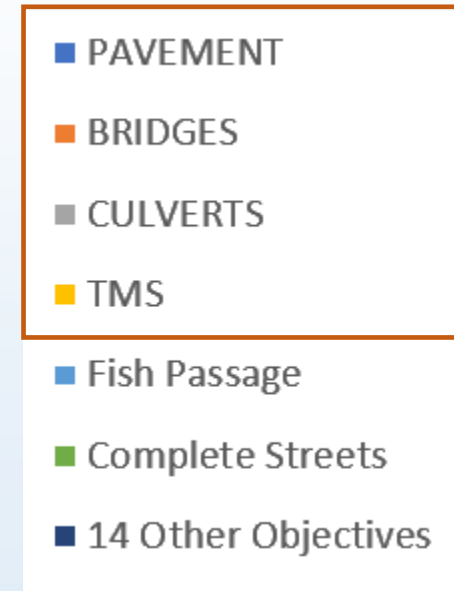
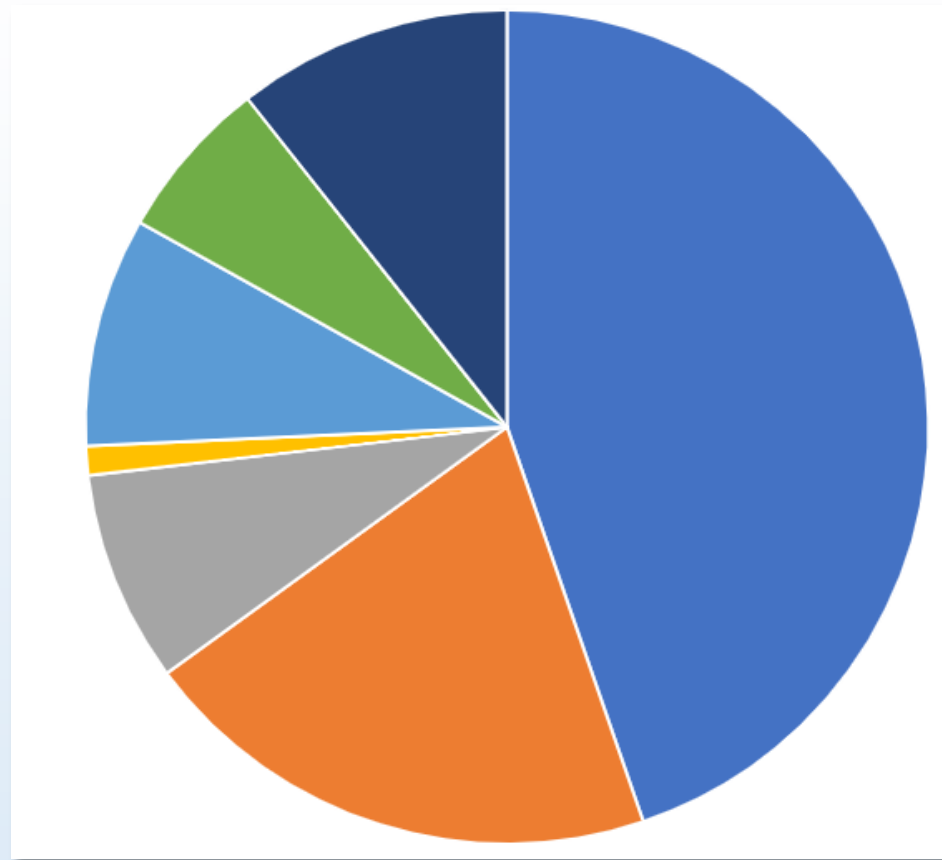


2021 SHSMP District Performance Plans



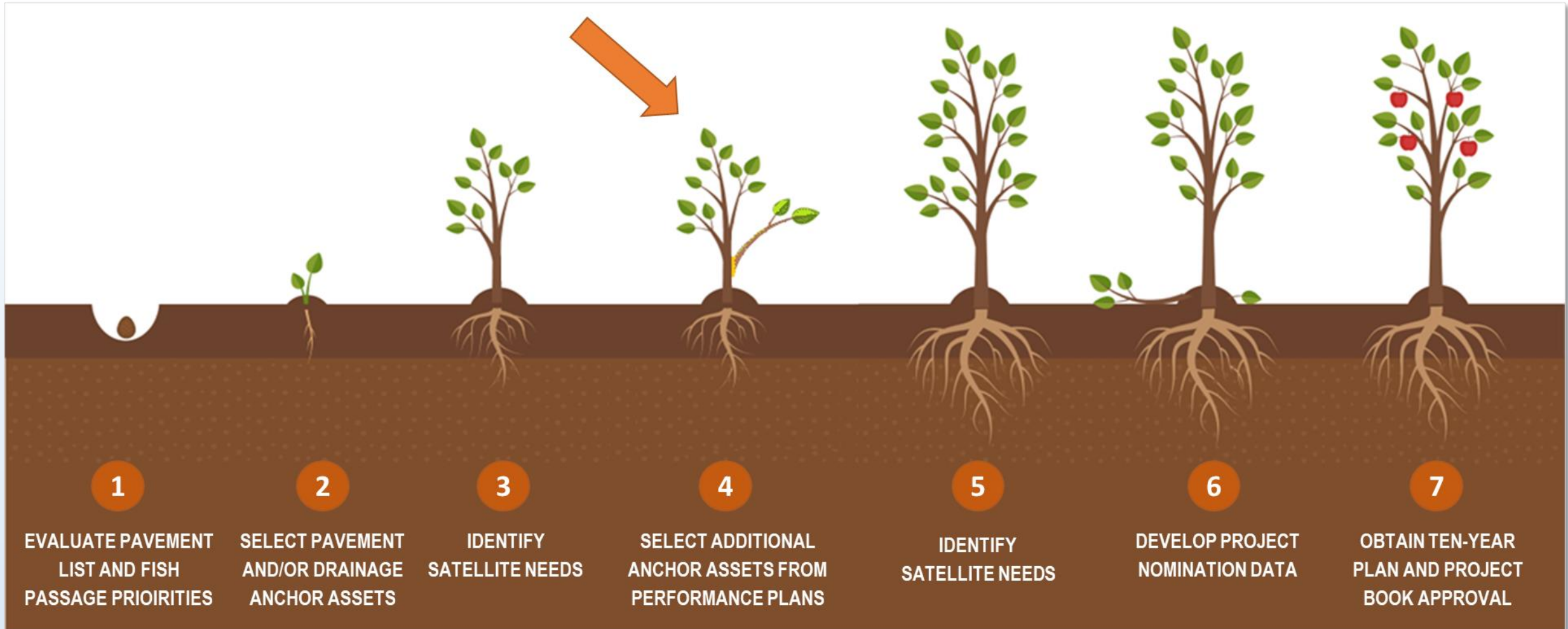
- **A District Performance Plan** is a SHOPPING list of performance targets that are a byproduct of the State Highway System Management Plan (SHSMP).
- **2019 D1 Performance Plan** had 16 Objectives with Targets and an \$849M Budget for the Ten-Year Plan. The current Ten-Year Plan can be accessed using the online project portal: dot.ca.gov/programs/asset-management/caltrans-project-portal
- **2021 D1 Performance Plan** has 20 Objectives with Targets and a budget of \$1.1B over 5 years.
- **Complete Streets and Fish Passage** are two new Objectives with Targets in the 2021 D1 Performance Plan.

District 1 Performance Plan

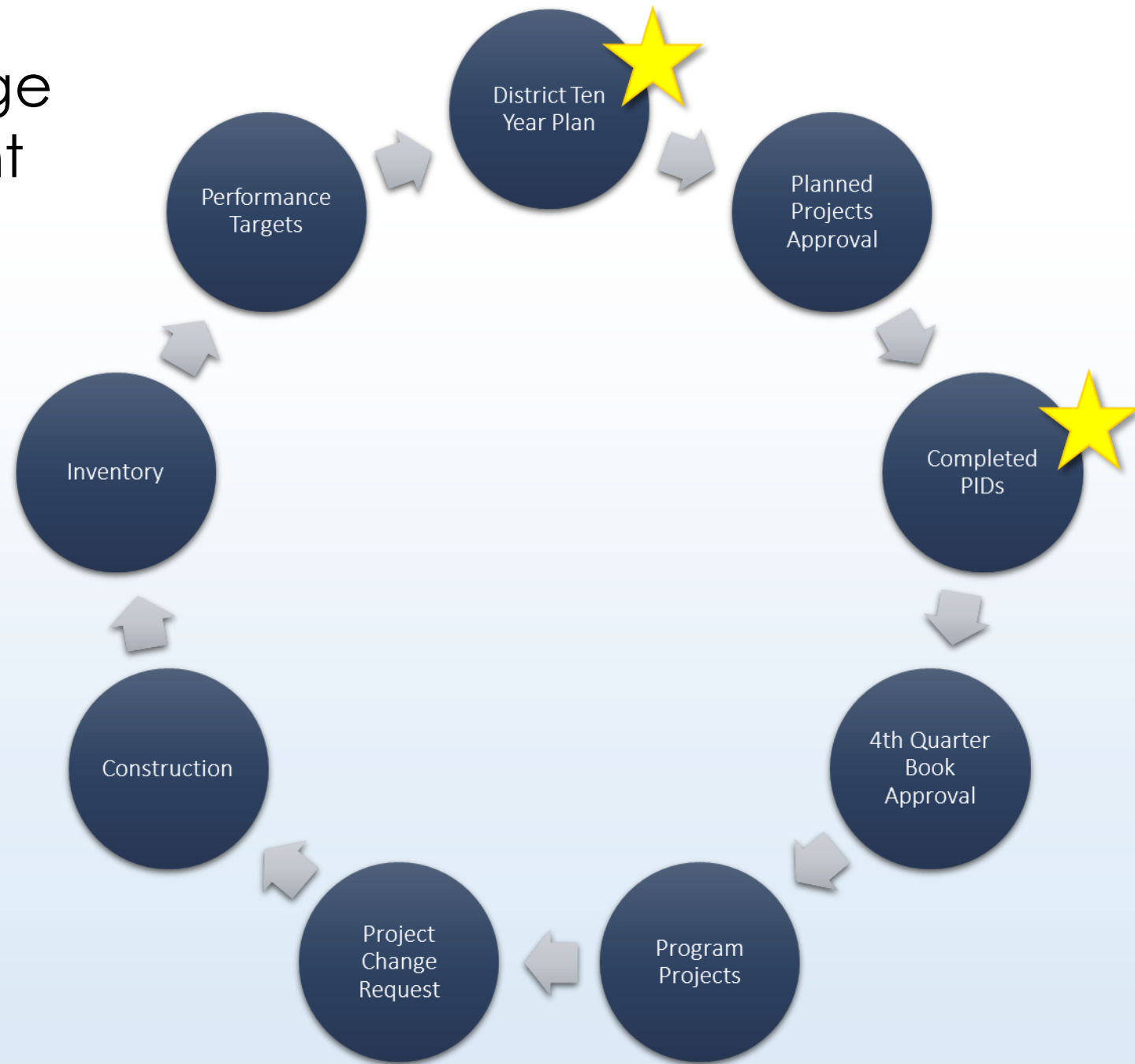


SB1

SHOPP Project Nomination



Project Change Management



2024 SHOPP Partial List

New 2024 SHOPP Candidate Anchors

Calpella Pavement (MEN-101 Post Mile 26.3/33.70; MEN-222)

Garberville Pavement (HUM-101 Post Mile T0.0/R10.3)

DaHaven to Hardy Pavement (MEN-1 Post Mile 78.9/87.85)

Prairie Creek Pavement (DN-101 Post Mile M0.1/R3.9; HUM-101 Post Mile 125.7/R131.7)

Cummings Pavement (MEN-101 Post Mile 81.4/R90.77)

Lakeport Pavement (LAK-29 Post Mile 31.6/52.5)

HUM-36 Drainage (HUM-36 Post Mile 9.17 and Post Mile 5.18; Fox and Wilson Creeks Fish Passage)

MEN-1 Drainage (MEN-1 Post Mile 88.71; Powderhouse Gulch Fish Passage)

Fernbridge Scour and Deck Rehab (HUM-211 Post Mile R77.5/78.7)

Programmed Projects Impacting 2024 SHOPP Budget

DN-101 Drainage

MEN-128 Drainage

HUM-101 Eureka Slough Bridge

RTPA Input Opportunities

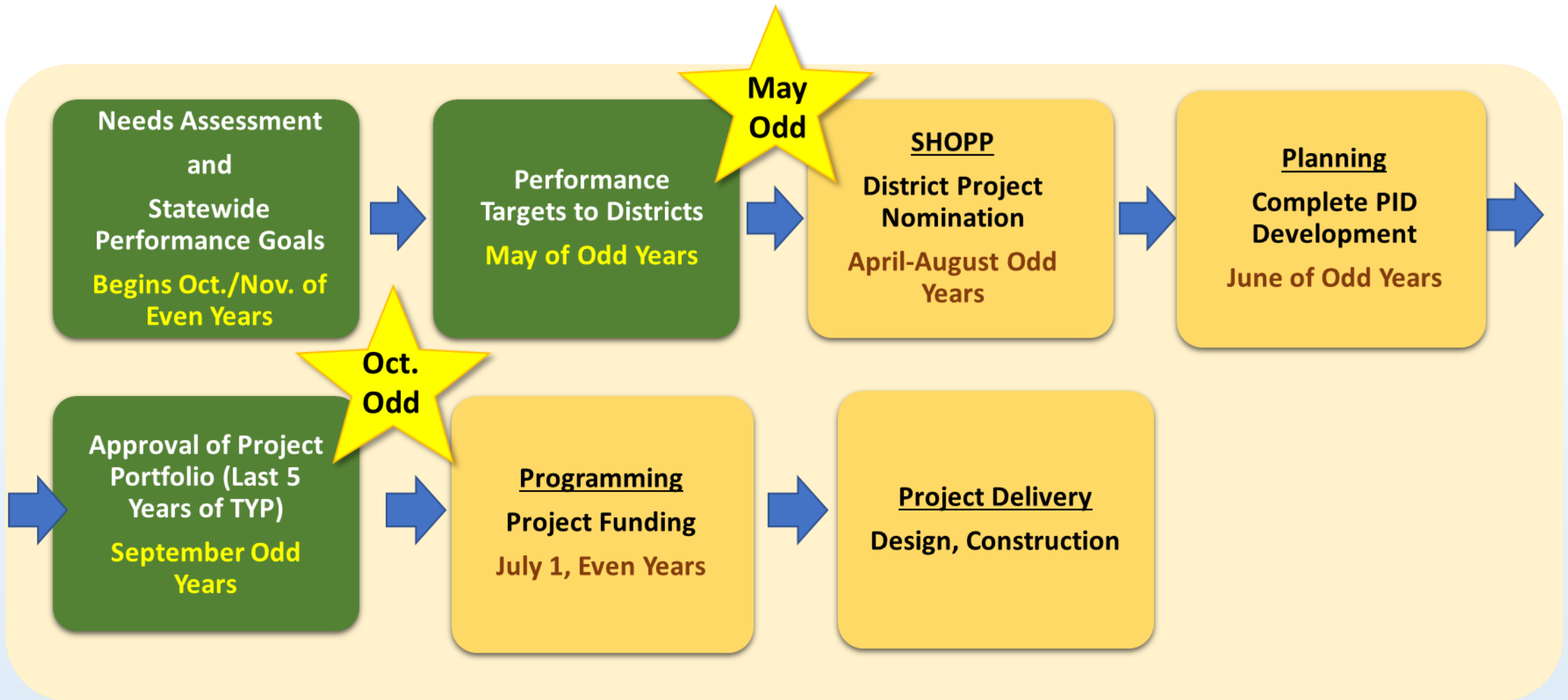
- Pre-Project Nomination
- Project Nomination
- PID Development
- Project Development



Pre-Project Nomination Input

- **Keep Bike/Ped and Community Plans up to date.** These are reviewed during project nomination. Make sure plans include on system needs too. The Sustainable Transportation Planning grant program is a potential funding source for developing planning products.
- **Provide GIS data where available.** Suggestion: Require GIS as a deliverable when consultants are preparing plans.
- **Document and communicate multimodal needs** to Caltrans Planning staff. Bike/ped needs can be added to Street Story.
- **Inform Caltrans Planning staff** and/or Local Assistance of any future projects adjacent to/on state system.

SHOPP Nomination Input



Suggested Schedule for RTPA Meetings or Check-Ins for Project Nomination Input

Project Initiation Document (PID) Input

PID Schedule

- 2 Year PID cycle starts in July of odd years.
- Safety projects can be added at any time.
- Average PID takes 6-8 months to complete. More complex projects may take 1-2 years.
- Programming approved in October of odd years.

Input Opportunities

- Project Initiation Proposal meetings
- Transportation Planning Scoping Information Sheet
- Scoping alternatives
- Quarterly status reports
- Request by RTPA (4 weeks turnaround)

SB-1 Competitive Programs Project Nomination Input

State-Sponsored PID Nominations

- March every year
- Competitive selection process. Must demonstrate alignment with State goals.
- *Past examples*
 - 0K050 – Blosser Lane (2019)
 - 0K660 – Lucerne Complete Streets Improvements (2020)
 - TBD – Broadway Middle Couplet (2021)

Grant Applications

- SCCP, TCEP, ATP
- Next round of applications expected in 2022
- Caltrans applications typically go through HQ for approval.
- Alignment with State goals is needed for letters of support for regional/local projects.
- D1 staff may be able to assist with grant applications.

Transportation Planning Scoping Information Sheet (TPSIS)

Transportation Planning Scoping Information Sheet

Proposed Project Summary

EA #		AM Tool ID #		EFIS Project ID #	
County-Route-PM					
Anchor Asset					
Proposed Project Scope					
Proposed Fund Type					

Section 1: TPSIS Summary Statements & Recommended Actions

1-1 Project Needs/Opportunities:		Refer to TPSIS Section: <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10
1-1-1 Scope:		
1-1-2 Schedule:		
1-1-3 Cost/Funding:		
1-2 Project Risks/Challenges:		Refer to TPSIS Section: <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10
1-2-1 Scope:		
1-2-2 Schedule:		
1-2-3 Cost/Funding:		
1-3 Recommended Actions:		Refer to TPSIS Section: <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10
1-3-1 Provide justification if none of identified Complete Streets needs/opportunities are included in project scope.		
1-3-2 County-Route-PM	Description of Identified Action/Planning Consideration	Justification
Prepared for use in Project Nomination by:		Received for use in Project Nomination by:
District Planning Representative (Date)		District Asset Manager (Date)

The 2020 TPSIS form contains 10 sections where information is being captured:

1. Summary and Recommended Actions
2. Tribal Government, Local Partners, and Public Engagement
3. Plan and Document Review
4. Caltrans Stakeholder Information
5. System Planning (TCR's, Corridor Plans)
6. Smart Mobility, Active Transportation, and Transit
7. Local Development and Intergovernmental Review
8. Climate Change and Environmental Considerations
9. Broadband Coordination
10. Freight Considerations

Transportation Planning Scoping Information Sheet

Section 3: Plan and Document Review

3-1 PLANNING DOCUMENTS AND SCOPING TOOLS	SUMMARY OF RECOMMENDATIONS & CONSIDERATIONS
3-1-1 Active Transportation Plans: <input type="checkbox"/> California Active Transportation Plan (CAT Plan) <input type="checkbox"/> District Bike and Ped Plan <input type="checkbox"/> Regional/Local Plan	
3-1-2 Broadband: <input type="checkbox"/> Caltrans Broadband Partnership Opportunity Map	<input type="checkbox"/> Priority1 <input type="checkbox"/> Priority2 <input type="checkbox"/> Priority3
3-1-3 Climate Change Planning: <input type="checkbox"/> Caltrans District Vulnerability Assessment <input type="checkbox"/> Caltrans Climate Change Adaptation Priority Plans <input type="checkbox"/> Local Climate Action Plan/ GHG reduction plan <input type="checkbox"/> Greenhouse gas section of EIR for RTP/SCS <input type="checkbox"/> Locally Adopted Transportation Adaptation Plan	
3-1-4 Cultural/Historic Preservation Scoping Tools: <input type="checkbox"/> Caltrans Cultural Resources Database <input type="checkbox"/> Caltrans Historic Bridge Inventory <input type="checkbox"/> Archaeological Site Sensitivity Model <input type="checkbox"/> AB52 Letter	
3-1-5 Freight Planning: <input type="checkbox"/> California Freight Mobility Plan <input type="checkbox"/> California Sustainable Freight Action Plan <input type="checkbox"/> Caltrans Safety Roadside Rest Areas (SRRA) <input type="checkbox"/> Truck Parking Study <input type="checkbox"/> Regional/Local Plan	
3-1-6 Project Planning: <input type="checkbox"/> District 10 Year Project Book <input type="checkbox"/> MONSTER List <input type="checkbox"/> Preliminary Investigation/Feasibility Study	
3-1-7 Rail and Mass Transportation Planning: <input type="checkbox"/> California State Rail Plan	

TPSIS Continued

Example: How regional and local plans are captured in the scoping process (Section 3)

Transportation Planning Scoping Information Sheet

<input type="checkbox"/> Statewide Transit Strategic Plan	
3-1-8 Regional & Local Planning: <input type="checkbox"/> Regional Transportation Plan <input type="checkbox"/> Sustainable Community Strategy <input type="checkbox"/> General and Local Plans <input type="checkbox"/> Regional Concept of Transportation Operations <input type="checkbox"/> Local Coastal Program Plan	
3-1-9 System Planning: <input type="checkbox"/> Interregional Transportation Strategic Plan (ITSP) <input type="checkbox"/> Corridor Plans (TCR, CSMP, CMCP)	
3-1-10 Tribal Planning: <input type="checkbox"/> Tribal Transportation Plan	
3-1- 11 Other (Identify): <input type="checkbox"/> _____	

Project Development

Customized Post-Programming Ongoing Communication:

- Quarterly Status Reports
- Milestone Reporting
- Project Change Request Updates
- Public Engagement Plans



Summary

- SHOPP 10 Year Plan Nomination
- New TPSIS Process
- Project Input and Communication Opportunities



Questions?





LAKE COUNTY/CITY AREA PLANNING COUNCIL

Regional Transportation Planning Agency

Fiscal Year 2021/22

BUDGET

Approved by Board of Directors: June 2, 2021

Prepared By:

Lake APC Staff
525 South Main Street, Suite G
Ukiah, CA 95482
(707)234-3314

CONTENTS

EXECUTIVE DIRECTOR'S INTRODUCTION

2021/22 BUDGET SUMMARY

2020/21 BUDGET SUMMARY – 2ND AMENDMENT

2019/20 BUDGET SUMMARY – 3RD AMENDMENT

SUPPORTING DOCUMENTATION:

- NOTES ON FUNDING SOURCES
- TRANSPORTATION DEVELOPMENT ACT (TDA) BUDGET CALENDAR
- PROPOSED APC RESOLUTIONS 21-22-1 THROUGH 21-22-9
- DAVEY-BATES CONSULTING ADMINISTRATIVE CONTRACT AGREEMENT FOR PROFESSIONAL SERVICES
- DOW & ASSOCIATES PLANNING CONTRACT AGREEMENT FOR PROFESSIONAL SERVICES



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

May 27, 2021

TO: Lake County/City Area Planning Council (APC) Board of Directors

FROM: Lisa Davey-Bates, Executive Director

RE: **Lake APC 2021/22 Fiscal Year Budget**

The 2021/22 budget is being submitted for your consideration at the June 2, 2021 Lake APC Board meeting. The draft budget summary was presented and reviewed at the last board meeting on May 5, 2021. This budget document includes informational items and supporting documentation that was not originally included with the draft budget summary. Following is a brief summary of the four main components of the Lake APC's Budget:

Administration

In the Transportation Development Act (TDA), funds for Administration of the agency are placed at the top of the priorities for allocation, in amounts "as necessary". The Administration budget has similar ongoing line items from year to year, such as the Davey-Bates Consulting contract agreement, travel/training expenses, board member reimbursement, Lake County Auditor-Controller's annual expense, the annual financial audit and a few annual memberships the APC participates in. Contingency funds are added to the budget to capture expenses that go above and beyond the administrative contract, or for unexpected expenditures.

Bicycle & Pedestrian

After administration is allocated, the TDA allows up to two percent of Local Transportation Funds (LTF) "for the exclusive use of pedestrians and bicycles." Lake APC allocates the full two percent annually to a separate fund, and awards funds on a competitive application basis.

Consolidated Transportation Services Agency (CTSA)

Like the Bicycle and Pedestrian allocation, once the administration is allocated, the TDA allows up to five percent of Local Transportation Funds (LTF) to be allocated in accordance with Article 4.5 "community transit services" that "link intracommunity origins and destinations," including services to the elderly or persons with disabilities. The Consolidated Transportation Service Agency (CTSA) is eligible for TDA funds under this Article.

Planning

Although the Lake APC has many functions, a major responsibility is planning and managing the Overall Work Program (OWP). After allocating Local Transportation Funds (LTF) to the Administration and Bicycle and Pedestrian funds, the APC then allocates approximately \$50,000-\$100,000 of Local Transportation Funds to complete projects under the OWP. Along with the LTF Funds, the APC also receives Rural Planning Assistance (RPA), and Planning, Programming and Monitoring (PPM) Funds to fund the OWP. Depending on the projects and monies available, the

Lake APC typically has grant funds programmed in the work program. The OWP is developed by APC staff, but is reviewed and approved by the Technical Advisory Committee (TAC), prior to be presented to the APC Board for final approval.

Transit

After allocating Local Transportation Funds (LTF) for Administration, Bicycle and Pedestrian, Article 4.5 – CTSA, and Planning funds, the balance of remaining LTF is then allocated to Lake Transit Authority (LTA), the only eligible claimant in Lake County. LTA also receives State Transit Assistance (STA) funds. This fiscal year LTA will receive STA funding in the amount of \$466,193 based the preliminary estimate provided by the State Controller's Office. LTA will also receive funding in the amount of \$99,707 from the State of Good Repair Program that was recently established as part of Senate Bill 1 (2017). All funds will be passed through the Lake APC to provide capital assistance to rehabilitate and modernize our local transit system.

In response to the COVID-19 Pandemic, congress passed, with overwhelming bipartisan support, the Coronavirus Aid, Relief, and Economic Security (CARES) Act, which was signed into law by President Trump on March 27th, 2020. The CARES Act provided over \$2 trillion for economic relief for America, of which \$25 billion was specifically allocated to help the nation's public transportation system to prevent, prepare for, and respond to COVID-19. Although the priority for the funding is operational expenses, the Federal Transit Administration (FTA) will consider expenses normally eligible under the Section 5311 and 5311(F) Program incurred after January 20, 2020 in response to the COVID-19. A total of \$653,801 of CARES ACT Funding was allocated in the Lake APC's Budget for Fiscal Year 2020/21. An estimated \$1,282,122 has been included in this year's budget for Fiscal Year 2021/22. Lake APC staff will administer the funding, which will be passed through to Lake Transit Authority.

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) was signed into law. The bill includes \$900 billion in supplemental appropriations for COVID-19 relief, including \$14 billion of which was allocated to support the transit industry during the COVID-19 public health emergency. CRRSAA funding will be disbursed through FTA apportionments to its Urbanized Area (Section 5307), Rural Formula (5311 & 5311f), Tribal Transit (5311c) and Enhanced Mobility for Seniors and Individuals with Disabilities (5310) programs. An estimated allocation totaling \$1,074,575 has been identified in the Lake APC's Budget. Like the CARES Act, these funds will be administered by Lake APC staff and passed through to the Lake Transit Authority.

CRRSAA also included an apportionment of \$911.8 million in highway infrastructure program funds for California. The California Transportation Commission (CTC) approved a distribution method of the funds with 60% going to the State and 40% to the regions, of which 50% will be allocated through the Surface Transportation Block Grant (STBG) formula and 50% through the State Transportation Improvement Program (STIP) formula. Funds apportioned to the Lake County region total \$863,816, with \$312,040 flowing through the CRRSAA Program and \$524,187.00 through the Mid-Cycle STIP (and an additional PPM of \$27,589).

I hope you find this document informational and helpful. Please feel free to contact me with any questions you may have about the 2021/22 Lake APC Budget or other issues.

Best Regards,

A handwritten signature in blue ink that reads "Lisa Davey-Bates". The signature is written in a cursive, flowing style.

Lisa Davey-Bates
Executive Director

/ldb

Enclosures

[illegible]

Local Transportation Funds (LTF)									
Administration Breakdown:									
DBC Contract Extension (July 1, 2021 to June 30, 2022)	\$	558,412	\$	-	\$	-	\$	558,412	APC & LTA Admin Contract Extension Approved 4/14/21.
Board Member Reimbursement for Meetings	\$	4,000	\$	-	\$	-	\$	4,000	\$50 per diem reimbursement to board members for meeting attendance.
Training/Travel Expenses (uncontracted)	\$	5,000	\$	-	\$	-	\$	5,000	Covers expenses for training/travel not included in contract or work program.
Lake County Auditor/Controller	\$	6,000	\$	-	\$	-	\$	6,000	Accounting services by the County of Lake Auditor's Office
Fiscal Audit	\$	11,000	\$	-	\$	-	\$	11,000	Annual requirement of TDA to audit LTF funds
Performance Audit	\$	15,000	\$	-	\$	-	\$	15,000	2018/19, 2019/20 and 2020/21 Triennial Performance Audit scheduled this year.
Membership Dues -CalCOG, NARC, NSSR	\$	8,000	\$	-	\$	-	\$	8,000	Facilitates communication between COGs, local officials, state/federal agencies & public
Contingency	\$	6,000	\$	-	\$	-	\$	6,000	Unexpected costs beyond typical annual LTF expenses
Total 2021/22 Administration Allocations	\$	613,412	\$	-	\$	-	\$	613,412	
LTF Carry-Over - Administration - 2020/21 Allocation		TBD	\$	-	\$	-	\$	-	
Bicycle and Pedestrian Reserve Fund	\$	24,413	\$	-	\$	-	\$	24,413	2% LTF Allocation for Bike and Pedestrian Purposes
LTF Carry-over -2% Bike & Ped - 2020/21 Allocation	\$	195,038	\$	-	\$	-	\$	195,038	Lakeport Balance = \$143,857+ County Balance = \$51,181
LTF 2021/22 Work Program Allocation	\$	142,096	\$	-	\$	-	\$	142,096	New OWP Planning Amount for FY 2021/22.
LTF Carry-Over from 2019/20 Work Program	\$	15,964	\$	-	\$	-	\$	15,964	Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend.
LTF (Article 4.5) 5% Allocation to CTSA - 2021/22	\$	61,031	\$	-	\$	-	\$	61,031	These funds will be allocated to Lake Links, CTSA for Lake County.
LTF Carry-over -5% CTSA- 2020/21 Allocation		TBD	\$	-	\$	-	\$	-	
LTF Allocation to Lake Transit Authority 2021/22	\$	901,386	\$	-	\$	-	\$	901,386	
LTF Carry-Over from 2020/21 LTA Allocation	\$	-	\$	-	\$	-	\$	-	FY 2021/22 Transit Allocation
LTF Reserve Accounts									No expected carryover from FY 2020/21.
LTF 5% Reserve Allocation - 2021/22	\$	91,702	\$	-	\$	-	\$	91,702	LTF Policy approved in June 2019 - Allocated 5% to LTF Reserve Fund.
LTF Carry-Over - Unrestricted Account 2020/21	\$	577,838	\$	-	\$	-	\$	577,838	Unrestricted balance (as of May 2021). FY 20/21 Closeout will be reflected in the 1st amendment.
LTF - RESERVE FUND	\$	378,078	\$	-	\$	-	\$	378,078	Reserve Account established based previous discussion and approval at 4/14/21 APC Board Meeting.
Total LTF Allocations:	\$	3,000,958	\$	-	\$	-	\$	3,000,958	
Total Local Allocations:	\$	3,000,958	\$	-	\$	-	\$	3,000,958	
STATE:									
Planning Programming & Monitoring (PPM) Funds									
Planning Programming & Monitoring (PPM) Funds	\$	56,000	\$	-	\$	-	\$	56,000	2021/22 PPM Allocation Amount
PPM Carry-Over from 2019/20 Work Program	\$	43,440	\$	-	\$	-	\$	43,440	Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend.
Total PPM Allocations:	\$	99,440	\$	-	\$	-	\$	99,440	
Rural Planning Assistance Funds (RPA)									
Rural Planning Assistance (RPA) Funds programmed in 2021/22	\$	294,000	\$	-	\$	-	\$	294,000	
RPA Carryover Funds from 2020/21 OWP	\$	12,500	\$	-	\$	-	\$	12,500	2020/21 Estimated Carryover Amount - Actuals will be reflected in the 1st Amendment.
Total RPA Funds:	\$	306,500	\$	-	\$	-	\$	306,500	
State Transit Assistance (STA) Funds									
STA Allocation to Lake Transit Authority 2021/22	\$	466,193	\$	-	\$	-	\$	466,193	2021/22 STA Alloc. - Allocation based on preliminary estimate. 1/2021
STA Carry-Over to Lake Transit Authority	\$	-	\$	-	\$	-	\$	-	2020/21 actual carryover (if any) amounts will be reflected in the 1st Amendment
Total STA Funds:	\$	466,193	\$	-	\$	-	\$	466,193	
State of Good Repair (SGR) Program Funds									
State of Good Repair Program Allocation 2021/22	\$	99,707	\$	-	\$	-	\$	99,707	2021/22 SGR Alloc. - Allocation based on estimate - Jan 2021.
State of Good Repair Program Carryover	\$	-	\$	-	\$	-	\$	-	2020/21 actual carryover (if any) amounts will be reflected in the 1st Amendment
Total SGR Funds:	\$	99,707	\$	-	\$	-	\$	99,707	
Regional Early Action Planning (REAP) Program									
Regional Early Action Planning (REAP) Funding-Carryover FY 2020	\$	150,000	\$	-	\$	-	\$	150,000	Authorized by AB 101 (2019) to provide funding to agencies responsible for RHNA to increase housing planning and accelerate housing production. Estimated Carryover - Actuals will be reflected in the 1st Amendment
Total REAP Funds:	\$	150,000	\$	-	\$	-	\$	150,000	
Total State Allocations:	\$	1,121,840	\$	-	\$	-	\$	1,121,840	
FEDERAL:									
Regional Surface Transportation Program (RSTP)									
RSTP Local Agency Distribution (2021/22):									Passes through to cities/County
Lakeport (8%)	\$	74,138	\$	-	\$	-	\$	74,138	Apportionment for FY 2020/21. Allocation will be received in 2021/22
Clearlake (22%)	\$	203,880	\$	-	\$	-	\$	203,880	
Lake County (70%)	\$	403,838	\$	-	\$	-	\$	403,838	County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
RSTP Carryover (2020/21):	\$	-	\$	-	\$	-	\$	-	2020/21 actual carryover amounts will be reflected in the 1st Amendment
Total RSTP Funds for Distribution:	\$	681,856	\$	-	\$	-	\$	681,856	
5311 Federal Funds - FFY 2021	\$	406,458	\$	-	\$	-	\$	406,458	FFY 2021-Regional Apportionment to LTA
5311 CARES Allocation - FY 2021/22	\$	786,640	\$	-	\$	-	\$	786,640	(Phase 2) -Coronavirus Aid Relief and Economic Security Funding - Approved March 2020 - Pass through funding for LTA
5311 (F) CARES Allocation - FY 2021/22	\$	495,482	\$	-	\$	-	\$	495,482	
5311 CRRSAA Allocation - FY 2021/22	\$	1,074,575	\$	-	\$	-	\$	1,074,575	Coronavirus Response and Relief Supplemental Appropriations Act - Pass through funding to LTA
Total Federal Allocations:	\$	3,445,011	\$	-	\$	-	\$	3,445,011	Updated: 5/27/21 AJP/LDB
GRAND TOTAL ALLOCATIONS	\$	7,567,809	\$	-	\$	-	\$	7,567,809	



LAKE COUNTY/CITY AREA PLANNING COUNCIL

FY 2021/22

FINAL - BUDGET SUMMARY

REVENUES

COMMENTS:

	Budget					Actual				Year-to-Date Total	
	(Proposed) Adopted: 6/2/21				Actual	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.		
LOCAL:											
Local Transportation Funds (LTF)											
Local Transportation Funds (LTF) Estimated-2021/22	\$ 1,834,040	\$ -	\$ -	\$ -	\$ 1,834,040						2021/22 LTF Estimate (2-year) combined increase of 18.73% Actual carryover for this account will be reflected in the 1st Amendment, after the FY 20/21 year closes. Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend. Actual carryover for this account will be reflected in the 1st Amendment, after the FY 20/21 year closes. No carryover is expected for 2020/21. Lakeport Balance = \$143,857+ County Balance = \$51,181 Actual carryover for this account will be reflected in the 1st Amendment, after the FY 20/21 year closes. Actual carryover for this account will be reflected in the 1st Amendment, after the FY 20/21 year closes. Unrestricted balance (as of May 2021). FY 20/21 Closeout will be reflected in the 1st amendment. Option A: Reserve Acct established based approval at 4/14/21 APC Board Mtg. (\$300k + 20/21 Reserve \$78,078)
LTF Prior-Year Unallocated LTF Revenue	TBD	\$ -	\$ -	\$ -	\$ -						
LTF Carry-Over from 2020/21 Work Program	\$ 15,964	\$ -	\$ -	\$ -	\$ 15,964						
LTF - OWP Planning Reserve Fund	TBD	\$ -	\$ -	\$ -	\$ -						
LTF Carry-Over from 2020/21 LTA Allocation	\$ -	\$ -	\$ -	\$ -	\$ -						
LTF Carry-over -2% Bike & Ped - 2020/21 Allocation	\$ 195,038	\$ -	\$ -	\$ -	\$ 195,038						
LTF Carry-over - Administration - 2020/21 Allocation	TBD	\$ -	\$ -	\$ -	\$ -						
LTF Carry-over -5% CTSA- 2020/21 Allocation	TBD	\$ -	\$ -	\$ -	\$ -						
LTF Carry-Over - Unrestricted Account 2020/21	\$ 577,838	\$ -	\$ -	\$ -	\$ 577,838						
LTF - Reserve Fund	\$ 378,078	\$ -	\$ -	\$ -	\$ 378,078						
Total Local Transportation Funds:	\$ 3,000,958	\$ -	\$ -	\$ -	\$ 3,000,958						
Total Local Revenues:	\$ 3,000,958	\$ -	\$ -	\$ -	\$ 3,000,958						
STATE:											
Planning Programming & Monitoring (PPM) Funds											
Planning Programming & Monitoring (PPM) Funds-2021/22	\$ 56,000	\$ -	\$ -	\$ -	\$ 56,000						Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend.
PPM Carry-Over Funds from 2020/21 Work Program	\$ 43,440	\$ -	\$ -	\$ -	\$ 43,440						
Total PPM Funds:	\$ 99,440	\$ -	\$ -	\$ -	\$ 99,440						
Rural Planning Assistance Funds (RPA)											
Rural Planning Assistance (RPA) Funds programmed in 2021/22	\$ 294,000	\$ -	\$ -	\$ -	\$ 294,000						2021/22 Allocation for Planning 2020/21 estimated carryover amount. Actuals will be reflected in the 1st Amendment
RPA Carryover Funds from 2020/21 OWP	\$ 12,500	\$ -	\$ -	\$ -	\$ 12,500						
Total RPA Funds:	\$ 306,500	\$ -	\$ -	\$ -	\$ 306,500						
State Transit Assistance (STA) Funds											
STA Allocation to Lake Transit Authority 2021/22	\$ 466,193	\$ -	\$ -	\$ -	\$ 466,193						2021/22 STA Alloc. - Allocation based on preliminary estimate. 1/2021 2020/21 actual carryover (if any) amounts will be reflected in the 1st Amendment
STA Carry-Over to Lake Transit Authority 2020/21	\$ -	\$ -	\$ -	\$ -	\$ -						
Total STA Funds:	\$ 466,193	\$ -	\$ -	\$ -	\$ 466,193						
State of Good Repair (SGR) Program Funds											
State of Good Repair Program Allocation 2021/22	\$ 99,707	\$ -	\$ -	\$ -	\$ 99,707						2021/22 SGR Alloc. - Allocation based on estimate - Jan 2021 2020/21 actual carryover (if any) amounts will be reflected in the 1st Amendment
State of Good Repair Program Carryover 2020/21	\$ -	\$ -	\$ -	\$ -	\$ -						
Total SGR Funds:	\$ 99,707	\$ -	\$ -	\$ -	\$ 99,707						
Total State Revenues:	\$ 971,840	\$ -	\$ -	\$ -	\$ 971,840						
FEDERAL:											
Regional Surface Transportation Program (RSTP)											
RSTP Local Agency Distribution (2021/22):	\$ 681,856	\$ -	\$ -	\$ -	\$ 681,856						Passes through to cities/County Apportionment for FY 2020/21. Allocation will be received in 2021/22 2020/21 estimated carryover amounts will be reflected in the Final
RSTP Carryover (2020/21):	\$ -	\$ -	\$ -	\$ -	\$ -						
Total RSTP Funds for Distribution:	\$ 681,856	\$ -	\$ -	\$ -	\$ 681,856						
5311 Federal Funds - FFY 2021	\$ 406,458	\$ -	\$ -	\$ -	\$ 406,458						FFY 2021-Regional Apportionment to LTA (Phase 2) -Coronavirus Aid Relief and Economic Security Funding - Approved March 2020 - Pass through funding for
5311 CARES Allocation - FY 2021/22	\$ 786,640	\$ -	\$ -	\$ -	\$ 786,640						
5311 (F) CARES Allocation - FY 2021/22	\$ 495,482	\$ -	\$ -	\$ -	\$ 495,482						
5311 CRRSAA Allocation - FY 2021/22	\$ 1,074,575	\$ -	\$ -	\$ -	\$ 1,074,575						Coronavirus Response and Relief Supplemental Appropriations Act - Pass through funding to LTA
Total Federal Revenues:	\$ 3,445,011	\$ -	\$ -	\$ -	\$ 3,445,011						
GRAND TOTAL REVENUES	\$ 7,417,809	\$ -	\$ -	\$ -	\$ 7,417,809						

ALLOCATIONS

COMMENTS:

	Budget					Actual				Year-to-Date Total	
	Adopted:	Adjustment	Adjustment	Adjustment	Estimated Actual	1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.		
LOCAL:											
Local Transportation Funds (LTF)											
Administration Breakdown:											
DBC Contract Extension (July 1, 2021 to June 30, 2022)	\$ 558,412	\$ -	\$ -	\$ -	\$ 558,412						APC & LTA Admin Contract Extension Approved 4/14/21.

Board Member Reimbursement for Meetings	\$	4,000	\$	-	\$	-	\$	-	\$	4,000					\$50 per diem reimbursement to board members for meeting attendance.
Training/Travel Expenses (uncontracted)	\$	5,000	\$	-	\$	-	\$	-	\$	5,000					Covers expenses for training/travel not included in contract or work program.
Lake County Auditor/Controller	\$	6,000	\$	-	\$	-	\$	-	\$	6,000					Accounting services by the County of Lake Auditor's Office
Fiscal Audit	\$	11,000	\$	-	\$	-	\$	-	\$	11,000					Annual requirement of TDA to audit LTF funds
Performance Audit	\$	15,000	\$	-	\$	-	\$	-	\$	15,000					2018/19, 2019/20 and 2020/21 Triennial Performance Audit scheduled this year.
Membership Dues -Ca/COG, NARC, NSSR	\$	8,000	\$	-	\$	-	\$	-	\$	8,000					Facilitates communication between COGs, local officials, state/federal agencies & public
Contingency	\$	6,000	\$	-	\$	-	\$	-	\$	6,000					Unexpected costs beyond typical annual LTF expenses
Total 2021/22 Administration Allocations	\$	613,412	\$	-	\$	-	\$	-	\$	613,412					
LTF Carry-Over - Administration - 2020/21 Allocation		TBD	\$	-	\$	-	\$	-	\$	-					
Bicycle and Pedestrian Reserve Fund	\$	24,413	\$	-	\$	-	\$	-	\$	24,413					2% LTF Allocation for Bike and Pedestrian Purposes
LTF Carry-over -2% Bike & Ped - 2020/21 Allocation	\$	195,038	\$	-	\$	-	\$	-	\$	195,038					Lakeport Balance = \$143,857- County Balance = \$51,181
LTF 2021/22 Work Program Allocation	\$	142,096	\$	-	\$	-	\$	-	\$	142,096					New OWP Planning Amount for FY 2021/22.
LTF Carry-Over from 2019/20 Work Program	\$	15,964	\$	-	\$	-	\$	-	\$	15,964					Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend.
LTF (Article 4.5) 5% Allocation to CTSA - 2021/22	\$	61,031	\$	-	\$	-	\$	-	\$	61,031					These funds will be allocated to Lake Links, CTSA for Lake County.
LTF Carry-over -5% CTSA- 2020/21 Allocation		TBD	\$	-	\$	-	\$	-	\$	-					
LTF Allocation to Lake Transit Authority 2021/22	\$	901,386	\$	-	\$	-	\$	-	\$	901,386					FY 2021/22 Transit Allocation
LTF Carry-Over from 2020/21 LTA Allocation	\$	-	\$	-	\$	-	\$	-	\$	-					No expected carryover from FY 2020/21.
LTF Reserve Accounts															
LTF 5% Reserve Allocation - 2021/22	\$	91,702	\$	-	\$	-	\$	-	\$	91,702					LTF Policy approved in June 2019 - Allocated 5% to LTF Reserve Fund.
LTF Carry-Over - Unrestricted Account 2020/21	\$	577,838	\$	-	\$	-	\$	-	\$	577,838					Unrestricted balance (as of May 2021). FY 20/21 Closeout will be reflected in the 1st amendment.
LTF - RESERVE FUND	\$	378,078	\$	-	\$	-	\$	-	\$	378,078					Reserve Account established based previous discussion and approval at 4/14/21 APC Board Meeting.
Total LTF Allocations:	\$	3,000,958	\$	-	\$	-	\$	-	\$	3,000,958					
Total Local Allocations:	\$	3,000,958	\$	-	\$	-	\$	-	\$	3,000,958					
STATE:															
Planning Programming & Monitoring (PPM) Funds															
Planning Programming & Monitoring (PPM) Funds	\$	56,000	\$	-	\$	-	\$	-	\$	56,000					2021/22 PPM Allocation Amount
PPM Carry-Over from 2019/20 Work Program	\$	43,440	\$	-	\$	-	\$	-	\$	43,440					Reflects 2020/21 actual carryover known at this point, additional CO will be reflected in the 1st Amend.
Total PPM Allocations:	\$	99,440	\$	-	\$	-	\$	-	\$	99,440					
Rural Planning Assistance Funds (RPA)															
Rural Planning Assistance (RPA) Funds programmed in 2021/22	\$	294,000	\$	-	\$	-	\$	-	\$	294,000					
RPA Carryover Funds from 2020/21 OWP	\$	12,500	\$	-	\$	-	\$	-	\$	12,500					2020/21 Estimated Carryover Amount - Actuals will be reflected in the 1st Amendment.
Total RPA Funds:	\$	306,500	\$	-	\$	-	\$	-	\$	306,500					
State Transit Assistance (STA) Funds															
STA Allocation to Lake Transit Authority 2021/22	\$	466,193	\$	-	\$	-	\$	-	\$	466,193					2021/22 STA Alloc. - Allocation based on preliminary estimate. 1/2021
STA Carry-Over to Lake Transit Authority	\$	-	\$	-	\$	-	\$	-	\$	-					2020/21 actual carryover (if any) amounts will be reflected in the 1st Amendment
Total STA Funds:	\$	466,193	\$	-	\$	-	\$	-	\$	466,193					
State of Good Repair (SGR) Program Funds															
State of Good Repair Program Allocation 2021/22	\$	99,707	\$	-	\$	-	\$	-	\$	99,707					2021/22 SGR Alloc. - Allocation based on estimate - Jan 2021.
State of Good Repair Program Carryover	\$	-	\$	-	\$	-	\$	-	\$	-					2020/21 actual carryover (if any) amounts will be reflected in the 1st Amendment
Total SGR Funds:	\$	99,707	\$	-	\$	-	\$	-	\$	99,707					
Total State Allocations:	\$	971,840	\$	-	\$	-	\$	-	\$	971,840					
FEDERAL:															
Regional Surface Transportation Program (RSTP)	\$	681,856	\$	-	\$	-	\$	-	\$	681,856					Passes through to cities/County
RSTP Local Agency Distribution (2021/22):															Apportionment for FY 2020/21. Allocation will be received in 2021/22
Lakeport (8%)	\$	74,138	\$	-	\$	-	\$	-	\$	74,138					
Clearlake (22%)	\$	203,880	\$	-	\$	-	\$	-	\$	203,880					
Lake County (70%)	\$	403,838	\$	-	\$	-	\$	-	\$	403,838					County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
RSTP Carryover (2020/21):	\$	-	\$	-	\$	-	\$	-	\$	-					2020/21 actual carryover amounts will be reflected in the 1st Amendment
Total RSTP Funds for Distribution:	\$	681,856	\$	-	\$	-	\$	-	\$	681,856					
5311 Federal Funds - FFY 2021	\$	406,458	\$	-	\$	-	\$	-	\$	406,458					FFY 2021-Regional Apportionment to LTA
5311 CARES Allocation - FY 2021/22	\$	786,640	\$	-	\$	-	\$	-	\$	786,640					(Phase 2) -Coronavirus Aid Relief and Economic Security Funding - Approved March 2020 - Pass through funding for LTA
5311 (F) CARES Allocation - FY 2021/22	\$	495,482	\$	-	\$	-	\$	-	\$	495,482					
5311 CRRSAA Allocation - FY 2021/22	\$	1,074,575	\$	-	\$	-	\$	-	\$	1,074,575					Coronavirus Response and Relief Supplemental Appropriations Act - Pass through funding to LTA
Total Federal Allocations:	\$	3,445,011	\$	-	\$	-	\$	-	\$	3,445,011					Updated: 5/27/21 AJP/LDB
GRAND TOTAL ALLOCATIONS	\$	7,417,809	\$	-	\$	-	\$	-	\$	7,417,809					



LAKE COUNTY/CITY AREA PLANNING COUNCIL

FY 2019/20

3RD AMENDED - BUDGET SUMMARY

REVENUES

COMMENTS:

	Budget					Actual				Year-to-Date Total	
	Adopted:	Amended: 8/7/19	Amended: 10/2/19	Amended: 5/6/20	Actual	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr		
LOCAL:											
Local Transportation Funds (LTF)											
Local Transportation Funds (LTF) Estimated-2019/20	\$ 1,561,560	\$ -	\$ -	\$ -	\$ 1,561,560	\$414,212	\$443,891	\$ 451,094	\$ 98,532	\$1,407,728.61	Estimated 2019/20 Revenues based on a 5.763% increase
LTF Prior-Year Unallocated LTF Revenue	\$ -	\$ -	\$ -	\$ -	\$ -						
LTF Carry-Over from 2018/19 Work Program	\$ 37,393	\$ 18,584	\$ -	\$ -	\$ 55,977						2018/19 actual carryover amount.
LTF Carry-Over from 2018/19 LTA Allocation	\$ -	\$ -	\$ -	\$ -	\$ -						No carryover amount available for 2018/19.
LTF Carry-over -2% Bike & Ped - 2018/19 Allocation	\$ -	\$ -	\$ 154,626	\$ -	\$ 154,626						Lakeport Balance = \$15,000 + County Balance = \$51,181 + Available Balance = \$88,444.55
LTF Carry-over - Administration - 2018/19 Allocation	\$ -	\$ -	\$ 31,854	\$ -	\$ 31,854						
LTF Carry-over -5% CTSA- 2018/19 Allocation	\$ -	\$ -	\$ 134,490	\$ -	\$ 134,490						These funds will be allocated to Lake Links as the re-designated CTSA.
LTF Carry-Over - Exec Directors Reserve 2018/19	\$ -	\$ -	\$ 668,854	\$ (300,000)	\$ 368,854						\$300k Allocated to LTA (Advance for FY 20/21 LTF Alloc. due to Cash Flow Issues)
LTF Carry-Over - OWP Planning Reserve Account	\$ -	\$ -	\$ 12,250	\$ -	\$ 12,250						
Total Local Transportation Funds:	\$ 1,598,953	\$ 18,584	\$ 1,002,074	\$ (300,000)	\$ 2,319,611						
Total Local Revenues:	\$ 1,598,953	\$ 18,584	\$ 1,002,074	\$ (300,000)	\$ 2,319,611						
STATE:											
Planning Programming & Monitoring (PPM) Funds											
Planning Programming & Monitoring (PPM) Funds-2019/20	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000						
PPM Carry-Over Funds from 2018/19 Work Program	\$ -	\$ 18,418	\$ -	\$ -	\$ 18,418						2018/19 actual carryover amount.
Total PPM Funds:	\$ 40,000	\$ 18,418	\$ -	\$ -	\$ 58,418						
Rural Planning Assistance Funds (RPA)											
Rural Planning Assistance (RPA) Funds programmed in 2019/20	\$ 294,000	\$ -	\$ -	\$ -	\$ 294,000						2018/19 Allocation
RPA Carryover Funds from 2018/19 OWP	\$ -	\$ 57,237	\$ -	\$ -	\$ 57,237						2018/19 actual carryover amount.
Total RPA Funds:	\$ 294,000	\$ 57,237	\$ -	\$ -	\$ 351,237						
State Transit Assistance (STA) Funds											
STA Allocation to Lake Transit Authority	\$ 670,644	\$ -	\$ -	\$ (69,377)	\$ 601,267						2019/20 STA Alloc. - Allocation based on November 2019 Revision.
STA Carry-Over to Lake Transit Authority 2018/19	\$ -	\$ -	\$ 40	\$ 21	\$ 61						2018/19 actual carryover amount + additional Interest.
Total STA Funds:	\$ 670,644	\$ -	\$ 40	\$ (69,356)	\$ 601,328						
State of Good Repair (SGR) Program Funds											
State of Good Repair Program Allocation 2019/20	\$ 93,430	\$ -	\$ -	\$ (523)	\$ 92,907						2019/20 SGR Alloc. -Allocation based on November 2019 Revision.
State of Good Repair Program Carryover	\$ -	\$ -	\$ 105,340	\$ 708	\$ 106,048						2018/19 actual carryover amount + additional Interest.
Total SGR Funds:	\$ 93,430	\$ -	\$ 105,340	\$ 185	\$ 198,955						
State Highway Account - Sustainable Communities Grant											
Eleventh Street Corridor Study (WE 609) - FY 2018/19 Carryover	\$ 97,383	\$ 2,887	\$ -	\$ -	\$ 100,270						2018/19 estimated carryover amounts will be refiled in the Final
Hwy 20 NS Traffic Calming Plan & EFS (WE 615) -FY18/19 Carryover	\$ 95,612	\$ (2,215)	\$ -	\$ -	\$ 93,397						2018/19 estimated carryover amounts will be refiled in the Final
SR 53 Corridor Local Circulation Study (WE 617)	\$ 139,000	\$ -	\$ -	\$ -	\$ 139,000						Caltrans Award letter dated May 2019.
Total SHA Funds:	\$ 331,995	\$ 672	\$ -	\$ -	\$ 332,667						
Total State Revenues:	\$ 1,430,069	\$ 76,327	\$ 105,380	\$ (69,171)	\$ 1,542,605						
FEDERAL:											
Regional Surface Transportation Program (RSTP)											
RSTP Local Agency Distribution (2019/20):	\$ 656,399	\$ -	\$ -	\$ -	\$ 656,399						Passes through to cities/County
RSTP Carryover (2018/19):	\$ -	\$ -	\$ 276,251	\$ 3,332	\$ 279,583						Apportionment for FY 2018/19. Allocation will be received in 2019/20
Total RSTP Funds for Distribution:	\$ 656,399	\$ -	\$ 276,251	\$ 3,332	\$ 935,982						2018/19 carryover amount + additional Interest deposit.
FTA Section 5304 - Sustainable Communities											
LTA Bus Passenger Facilities Plan (WE 618) FY 2018/19 Carryover	\$ 47,806	\$ (19,207)	\$ -	\$ -	\$ 28,599						2018/19 actual carryover amount.
L.C Ped Facility Needs Inventory & EFS (WE 619) FY 2018/19 Carryover	\$ 47,806	\$ 341	\$ -	\$ -	\$ 48,147						2018/19 actual carryover amount.
VMT Regional Baseline Study (WE 620) - NEW	\$ 112,433	\$ -	\$ -	\$ -	\$ 112,433						Caltrans Award letter dated May 2019.
Total FTA 5304 Funds:	\$ 208,045	\$ (18,866)	\$ -	\$ -	\$ 189,179						
5311 Federal Funds - FFY 2019	\$ -	\$ -	\$ 370,443	\$ -	\$ 370,443						FFY 2019-Regional Apportionment to LTA
5311 CARES Allocation - FY 2019/20	\$ -	\$ -	\$ -	\$ 410,298	\$ 410,298						Total alloc = Approx. \$1,367,660. Remaining 70% will be received in FY 2020/21.
Total Federal Revenues:	\$ 864,444	\$ (18,866)	\$ 646,694	\$ 413,630	\$ 1,125,161						
GRAND TOTAL REVENUES	\$ 3,893,466	\$ 76,045	\$ 1,754,148	\$ 44,459	\$ 4,987,377						

ALLOCATIONS

COMMENTS:

	Budget						Actual				
	Adopted:	Adjustment	Adjustment	Adjustment	Estimated	Actual	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	Year-to-Date Total
LOCAL:											
Local Transportation Funds (LTF)											
Administration Breakdown:											
DBC Contract (July 1, 2019 to Sept 30, 2019)	\$	121,943	\$ -	\$ -	\$ -	\$ 121,943					July 1, 2019 to September 30, 2019 based on current DBC contract.
DBC Contract Extention (Oct 1, 2019 to Sept 30, 2020)	\$	381,428			\$ -	\$ 381,428					Contract Ext October 1, 2019 to September 30, 2020 = Base Amount + CPI Increase = \$508,570 (Oct to June = \$381,427.56) *Includes LTA Administration
Board Member Reimbursement for Meetings	\$	4,000	\$ -	\$ -	\$ -	\$ 4,000					\$50 per diem reimbursement to board members for meeting attendance
Training/Travel Expenses (uncontracted)	\$	2,500	\$ -	\$ -	\$ -	\$ 2,500					Covers expenses for training/travel not included in contract or work program.
Lake County Auditor/Controller	\$	6,000	\$ -	\$ -	\$ -	\$ 6,000					Accounting services by the County of Lake Auditor's Office
Fiscal Audit	\$	9,700	\$ -	\$ -	\$ -	\$ 9,700					Annual requirement of TDA to audit LTF funds
Performance Audit	\$	-	\$ -	\$ -	\$ -	\$ -					
Membership Dues -CalCOG, NARC, NSSR	\$	5,000	\$ -	\$ -	\$ -	\$ 5,000					Facilitates communication between COGs, local officials, state/federal agencies & public
Contingency	\$	6,000	\$ -	\$ -	\$ -	\$ 6,000					Unexpected costs beyond typical annual LTF expenses
Total 2019/20 Administration Allocations	\$	536,571	\$ -	\$ -	\$ -	\$ 536,571					
LTF Carry-Over - Administration - 2018/19 Allocation	\$	-	\$ -	\$ 31,854	\$ -	\$ 31,854					Actual Admin. Reserve Carryover for 2018/19.
Bicycle and Pedestrian Reserve Fund	\$	20,500	\$ -	\$ -	\$ -	\$ 20,500					2% LTF Allocation for Bike and Pedestrian Purposes
LTF Carry-over -2% Bike & Ped - 2018/19 Allocation	\$	-	\$ -	\$ 154,626	\$ -	\$ 154,626					Lakeport Balance = \$15,000 + County Balance = \$51,181 + Available Balance = \$88,444.55
LTF 2019/20 Work Program Allocation	\$	99,317	\$ -	\$ -	\$ -	\$ 99,317					
LTF Carry-Over from 2018/19 Work Program	\$	37,393	\$ 18,584	\$ -	\$ -	\$ 55,977					2018/19 actual carryover amount.
LTF (Article 4.5) 5% Allocation to CTSA - 2019/20	\$	51,249	\$ -	\$ -	\$ -	\$ 51,249					
LTF Carry-over -5% CTSA- 2018/19 Allocation	\$	-	\$ -	\$ 134,490	\$ -	\$ 134,490					These funds will be allocated to Lake Links as the re-designated CTSA.
LTF Allocation to Lake Transit Authority 2019/20	\$	853,923	\$ -	\$ -	\$ -	\$ 853,923					
LTF Carry-Over from 2018/19 LTA Allocation		TBD	\$ -	\$ -	\$ -	\$ -					Carryover amount to be determined
LTF Reserve Accounts											
LTF Carry-Over - Exec Directors Reserve 2018/19	\$	-	\$ -	\$ 668,854	\$ (300,000)	\$ 368,854					\$300k Allocated to LTA (Advance for FY 20/21 LTF Alloc. due to Cash Flow Issues)
LTF Carry-Over - OWP Planning Reserve Account	\$	-	\$ -	\$ 12,250	\$ -	\$ 12,250					
Total LTF Allocations:	\$	1,598,953	\$ 18,584	\$ 1,002,074	\$ (300,000)	\$ 2,319,611					
Total Local Allocations:	\$	1,598,953	\$ 18,584	\$ 1,002,074	\$ (300,000)	\$ 2,319,611					
STATE:											
Planning Programming & Monitoring (PPM) Funds											
Planning Programming & Monitoring (PPM) Funds	\$	40,000	\$ -	\$ -	\$ -	\$ 40,000					2018/19 PPM Allocation Amount
PPM Carry-Over from 2018/19 Work Program	\$	-	\$ 18,418	\$ -	\$ -	\$ 18,418					2018/19 actual carryover amount.
Total PPM Allocations:	\$	40,000	\$ 18,418	\$ -	\$ -	\$ 58,418					
Rural Planning Assistance Funds (RPA)											
Rural Planning Assistance (RPA) Funds programmed in 2019/20	\$	294,000	\$ -	\$ -	\$ -	\$ 294,000					
RPA Carryover Funds from 2018/19 OWP	\$	-	\$ 57,237	\$ -	\$ -	\$ 57,237					2018/19 actual carryover amount.
Total RPA Funds:	\$	294,000	\$ 57,237	\$ -	\$ -	\$ 351,237					
State Transit Assistance (STA) Funds											
STA Allocation to Lake Transit Authority	\$	670,644	\$ -	\$ -	\$ (69,377)	\$ 601,267					2019/20 STA Alloc. - Allocation based on preliminary estimate. 1/2019
STA Carry-Over to Lake Transit Authority 2018/19	\$	-	\$ -	\$ 40	\$ 21	\$ 61					2018/19 actual carryover amount + additional Interest.
Total STA Funds:	\$	670,644	\$ -	\$ 40	\$ (69,356)	\$ 601,328					
State of Good Repair (SGR) Program Funds											
State of Good Repair Program Allocation 2019/20	\$	93,430	\$ -	\$ -	\$ (523)	\$ 92,907					2019/20 SGR Alloc. - Allocation based on estimate - Jan 2019.
State of Good Repair Program Carryover	\$	-	\$ -	\$ 105,340	\$ 708	\$ 106,048					2018/19 actual carryover amount + additional Interest.
Total SGR Funds:	\$	93,430	\$ -	\$ 105,340	\$ 185	\$ 198,955					
State Highway Account - Sustainable Communities Grant											
Eleventh Street Corridor Study (WE 609) - FY 2018/19 Carryover	\$	97,383	\$ 2,887	\$ -	\$ -	\$ 100,270					2018/19 estimated carryover amount. Actual Carryover will be adjusted in the 1st Amendment.
Hwy 20 NS Traffic Calming Plan & EFS (WE 615) -FY18/19 Carryover	\$	95,612	\$ (2,215)	\$ -	\$ -	\$ 93,397					2018/19 estimated carryover amount. Actual Carryover will be adjusted in the 1st Amendment.
SR 53 Corridor Local Circulation Study (WE 617) - NEW	\$	139,000	\$ -	\$ -	\$ -	\$ 139,000					Caltrans Award letter dated May 2019.
Total SHA Funds:	\$	331,995	\$ 672	\$ -	\$ -	\$ 332,667					
Total State Allocations:	\$	1,430,069	\$ 76,327	\$ 105,380	\$ (69,171)	\$ 1,542,605					
FEDERAL:											
Regional Surface Transportation Program (RSTP)											
RSTP Local Agency Distribution (2019/20):	\$	656,399	\$ -	\$ -	\$ -	\$ 656,399					2019/20 Actuals
Lakeport (8%)	\$	72,102	\$ -	\$ -	\$ -	\$ 72,102					Passes through to cities/County
Clearlake (22%)	\$	198,280	\$ -	\$ -	\$ -	\$ 198,280					Distributed based on population.
Lake County (70%)	\$	386,017	\$ -	\$ -	\$ -	\$ 386,017					County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
RSTP Carryover (2018/19):	\$	-	\$ -	\$ 276,251	\$ 3,332	\$ 279,583					2018/19 carryover amount + additional Interest deposit.
Total RSTP Funds for Distribution:	\$	656,399	\$ -	\$ 276,251	\$ 3,332	\$ 935,982					
FTA Section 5304 - Sustainable Communities											
LTA Bus Passenger Facilities Plan (WE 618) FY 2018/19 Carryover	\$	47,806	\$ (19,207)	\$ -	\$ -	\$ 28,599					2018/19 estimated carryover amounts will be refelcted in the Final

L.C Ped Facility Needs Inventory & EFS (WE 619) FY 2018/19 Carr	\$	47,806	\$	341	\$	-	\$	-	\$	48,147							2018/19 estimated carryover amounts will be refelcted in the Final
VMT Regional Baseline Study (WE 620) - NEW	\$	112,433	\$	-	\$	-	\$	-	\$	112,433							Caltrans Award letter dated May 2019.
Total FTA 5304 Funds:	\$	208,045	\$	(18,866)	\$	-	\$	-	\$	189,179							
<u>5311 Federal Funds - FFY 2019</u>	\$	-	\$	-	\$	370,443			\$	-							FFY 2019-Regional Apportionment to LTA
<u>5311 CARES Allocation - FY 2019/20</u>	\$	-	\$	-	\$	-	\$	410,298	\$	410,298							Total alloc approx. = \$1,367,660. Remaining 70% of Alloc will be received in FY 2020/21.
Total Federal Allocations:	\$	864,444	\$	(18,866)	\$	646,694	\$	413,630	\$	1,125,161							Updated: 4/29/20 AJP@LDB
GRAND TOTAL ALLOCATIONS	\$	3,893,466	\$	76,045	\$	1,754,148	\$	44,459	\$	4,987,377							

SUPPORTING DOCUMENTATION FOR 2021/22 APC BUDGET

- NOTES ON FUNDING SOURCES
- TRANSPORTATION DEVELOPMENT ACT (TDA) BUDGET CALENDAR
- PROPOSED APC RESOLUTIONS 21-22-1 THROUGH 21-22-9
- DAVEY-BATES CONSULTING ADMINISTRATIVE CONTRACT
AGREEMENT FOR PROFESSIONAL SERVICES
- DOW & ASSOCIATES PLANNING CONTRACT AGREEMENT FOR
PROFESSIONAL SERVICES



LAKE COUNTY/CITY AREA PLANNING COUNCIL

2021/22 BUDGET

Explanatory Notes on Funding Sources

June 2, 2021

LTF - Local Transportation Fund

- Generated from quarter-cent countywide sales tax
- Governed by the Transportation Development Act (TDA)
- Allocated by Regional Transportation Planning Agencies
- Fund estimate provided by County Auditor-Controller
- Transportation planning and public transit systems are supported by these revenues according to TDA

LTF Reserve

- Fund balance due to unanticipated funds generated above County Auditor's estimates, and/or unexpended funds from projects in the annual Work Program.

Local Agency Match

- Local matching funds are required for most state and federal grants
- Lake Transit Authority contributes the required local match for their projects
- Lake APC provides required cash match from local planning funds in Overall Work Program

PPM - Planning, Programming & Monitoring / SB 45

- Apportioned by State to Regional Transportation Planning Agencies for work associated with State Transportation Improvement Program (STIP) projects
- Up to 5% of Regional Improvement Program (RIP) funds in the STIP may be used for eligible activities
- Lake APC has programmed funds for planning work elements and Project Study Reports (PSRs)
- PPM Funds must be spent within three years of receiving them

SGR – State of Good Repair

- Senate Bill 1 (2017) established SGR to provide capital assistance to rehabilitate and modernize California's existing local transit systems
- SGR funds will be allocated under the State Transit Assistance Program
- Department of Transportation named as administrative agency, and statutes related to state-funded transit projects require a local or regional implementing agency to abide by regulations
- Department of Transportation developed guidelines for administering and distributing SGR funds
- Lake Area Planning Council as the regional implementing agency will allocate funding
- Lake Transit Authority shall provide transportation services under contract with Paratransit Services

STA - State Transit Assistance

- Generated from sales taxes on diesel
- Governed by the Transportation Development Act (TDA)
- Eligibility open only to transit operators – Lake Transit Authority (LTA)
- May be used for either Operations (subject to an eligibility formula) or for Capital. LTA typically uses for Capital purposes
- Fund estimate provided by State Controller.

RPA - Rural Planning Assistance

- This program is funded by the State for required Overall Work Program (OWP) mandated planning functions

- RPA funds are received on a reimbursable basis. The majority must be expended in the year in which they are received, however beginning July 1, 2009, Caltrans began allowing 25% of RPA funds to be carried-over into the following OWP.
- Due to the COVID-19 Pandemic Caltrans has authorized a one-time exception increasing the maximum carryover amount to 40% of the RPA Funding be carried over into the upcoming Overall Work Program.

RSTP – Federal/Regional Surface Transportation Program, Section 182.6(d)(1)

- Under ISTEA legislation originally and continued in subsequent federal transportation bills
- RSTP is for regional discretionary transportation uses, in compliance with U.S. Code, Title 23 and California Constitution, Article 19
- As allowed, Lake APC exchanges for state funds by agreement with Caltrans, eliminating federal requirements
- Lake APC policy allocates new RSTP apportionments by population formula to County and Cities and requires the local agencies to submit Expenditure Reports prior to receiving additional funding

Caltrans Sustainable Transportation Planning Grant Program

- This program replaced the Consolidated Planning Grant Program, which included Community Based Transportation Planning, Environmental Justice, and Transit Planning grants
- Funded by Federal Transit Administration (FTA, Section 5304) and State Highway Account.

Active Transportation Program:

With the passage of MAP-21 in March 2012, the construct of the Federal transportation bill significantly changed how transportation projects will be funded/allocated. MAP-21 was a two-year transportation bill and a portion of the funding was allocated to the States.

- In September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation-Senate Bill 99 and Assembly Bill 101. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation
- The ATP is a competitive program, and is administered by the Division of Local Assistance, Office of Active Transportation and Special Programs
- The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals: Increase the proportion of trips accomplished by biking and walking, Increase safety and mobility for non-motorized users, Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals, Enhance public health, Ensure that disadvantaged communities fully share in the benefits of the program, and Provide a broad spectrum of projects to benefit many types of active transportation users.
- On December 4, 2015, President Barack Obama signed the Fixing America's Surface Transportation Act (FAST Act), a five-year authorization of highway, transit, safety, and rail programs. The FAST Act continued the Transportation Alternatives Program (TAP), which provided a slight increase of funding over the five year period to the Active Transportation Program.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

Transportation Development Act (TDA) Budget Calendar

January	County Auditor provides annual estimate of Local Transportation Funds (LTF) revenues to Lake APC by due date February 1.
February	Lake APC Staff prepares preliminary draft budget, including available LTF, State Transit Assistance (STA), Capital Reserve, and planning grant funds for Administration, 2% Bike and Pedestrian, Planning and Transit allocations.
March	APC Staff advises eligible claimants in the county of the County Auditor's estimate and anticipated area apportionments by population.
April	Claimants submit requests for LTF and STA Funding to Lake APC
September	Claimants submit reports on extension of services to Lake APC
June	Lake APC adopts the annual budget, allocating funds for Administration, Bicycle & Pedestrian, Planning and Transit.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 21-22-1

ALLOCATION FOR 2021/22 ADMINISTRATIVE PURPOSES

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

WHEREAS, the projected reasonable administrative expenses for the Area Planning Council for fiscal year 2021/22 will be approximately the sum of \$613,412; and WHEREAS, the projected expenses are necessary and reasonable,

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby allocates the sum of \$613,412 for the administrative purposes pursuant to Public Utilities Code Section 99233.1 and hereby authorizes the Executive Director to expend said funds on all reasonable and necessary administrative purposes, including each of the following:

1. Payment for the fiscal audits of 2020/21 for the APC, Lake Transit Authority and SAFE in the approximate sum of \$11,000.
2. Payment to the Lake County Auditor's Office for services to be performed in the year 2020/21 in the approximate sum of \$6,000.
3. Payment to Davey-Bates Consulting for services as the Administration and Fiscal Services Contractor in the sum of \$558,412 in the following monthly installments:
 - July 2021 through June 2022 - \$46,534.33/month
4. Payment to the Area Planning Council members in the sum of \$50.00 for each meeting attended up to \$4,000.
5. Membership dues to CalCOG, NARC and NSSR in the amount of \$8,000.
6. Contingency funds in the amount of \$6,000 to be used as necessary to cover unexpected costs such as member travel expenses, conference calling, committee dues, etc.
7. For the Lake County/City Area Planning Council's staff training/travel expenses in the sum of \$5,000 to be used for travel not included in the contract or Work Program.
8. Payment for the Triennial Performance Audits for FY 2018/19, 2019/20, 2020/21 for the APC, Lake Transit Authority and SAFE in the approximate sum of \$15,000.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 2nd day of June 2021, 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

RESOLUTION 21-22-2

ALLOCATION OF 2021/22 BICYCLE AND PEDESTRIAN PURPOSES

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

WHEREAS, bicyclists and pedestrians have special needs in Lake County; and

WHEREAS, the Area Planning Council, the County of Lake and the City of Lakeport, and City of Clearlake have adopted the Lake County Bike Plan; and

WHEREAS, the Lake County Bike Plan contains as a stated policy that 2% of the fund balance remaining after allocation for administrative purposes be set aside for bicycle and pedestrian purposes:

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby allocates the sum of \$24,413 for bicycle and pedestrian purposes pursuant to the Public Utilities Code Section 99233.3 and directs that such funds be held until approval of a specific claim utilizing said funds.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 2nd day of June 2021, 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

RESOLUTION 21-22-3

ALLOCATION FOR 2021/22 WORK PROGRAM

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

WHEREAS, the Area Planning Council has approved the proposed 2021/22 Work Program; and

WHEREAS, the expenditure of funds implements the major planning process that takes place by the Area Planning Council; and

WHEREAS, the expenditure of funds is deemed to be reasonable and necessary; and

WHEREAS, 2020/21 Work Program has carry-over funding into the 2021/22 Work Program; and

WHEREAS, funds are also available from State Rural Planning Assistance; the Federal Transit Authority; and Senate Bill 45;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby allocates the sum of \$142,096 to be expended upon the 2021/22 Work Program pursuant to Public Utilities Code Section 99400(c) and Administrative Code Section 6646.

Adoption of this Resolution was moved by Director_____, seconded by Director_____, and carried on this 2nd day of June 2021, 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

RESOLUTION 21-22-4

2021/22 ALLOCATION TO LAKE TRANSIT AUTHORITY

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

WHEREAS, transportation needs have been identified throughout Lake County, including within the City of Lakeport and the City of Clearlake, including transportation to the elderly, handicapped and persons of low income; and

WHEREAS, a Joint Powers Agency known as Lake Transit Authority, has been established to provide public transportation services and transportation services to the elderly and handicapped throughout Lake County, the City of Lakeport, and the City of Clearlake; and

WHEREAS, by Resolution Lake County, City of Lakeport, and City of Clearlake have each authorized Lake Transit Authority to claim its apportionment of those funds designated as Local Transportation Funds, received by the Area Planning Council pursuant to the Transportation Development Act; and

WHEREAS, Lake Transit Authority has entered into a contract with Paratransit Services to provide transportation services in Lake County, the City of Lakeport, and City of Clearlake; and

WHEREAS, the proposed expenditure of funds by Lake Transit Authority is in accordance with the Lake County Regional Transportation Plan of 2017;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby allocates from the Local Transportation fund the sum of \$901,386 to Lake Transit Authority for transportation purposes pursuant to Public Utilities Code Section 99262, for use by Lake Transit Authority for the purpose of providing transportation services in fiscal year 2021/22.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 2nd day of June 2021, 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

RESOLUTION 21-22-5

ALLOCATION OF STA FUNDS TO LAKE TRANSIT AUTHORITY

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

WHEREAS, the State legislature has created the State Transit Assistance Fund with the intent to offset reductions in Federal operating assistance, to give priority consideration to claims to offset the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, county-wide or area-wide public transportation needs; and

WHEREAS, there are transportation needs in Lake County, City of Lakeport, and City of Clearlake; and

WHEREAS, Lake Transit Authority has been formed to provide transportation services in Lake County, the City of Lakeport and the City of Clearlake; and

WHEREAS, Lake Transit Authority has entered into a contract with Paratransit Services to provide the necessary transportation services; and

WHEREAS, the level of passenger fares and charges provided in the contract shall enable the operator to meet the fare revenue requirements of Public Utilities Code Sections 99268.2, 99268.3, 99268.5 and 99268.9 as they may be applicable to this claimant; and

WHEREAS, the claimant is making full use of Federal funds available under the Federal Transportation Act; and

WHEREAS, the sum of the claimant's allocation from the State Transit Assistance fund and from the Local Transportation fund does not exceed the amount the claimant is eligible to receive during the fiscal year; and

WHEREAS, the claimant is eligible for the allocations from the State Transit Assistance fund for such purposes;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby allocates the sum of \$466,193 to Lake Transit Authority from the State Transit Assistance funds pursuant to Public Utilities Code Section 99313.3 to partially fund the contract entered into between Lake Transit Authority and Paratransit Services to provide public transportation services within Lake County, City of Lakeport, and City of Clearlake in fiscal year 2021/22.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 2nd day of June 2021, 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

RESOLUTION 21-22-6

APPROVAL OF 2021/22 STIP PLANNING, PROGRAMMING AND MONITORING (PPM) FUND TRANSFER AGREEMENT

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 for Lake County; and

WHEREAS, the APC has programmed STIP Planning Programming & Monitoring (PPM) funding in its 2021/22 Overall Work Program for the implementation of the transportation planning process brought about by the passage of SB45, which became effective January 1, 1998; and

WHEREAS, the APC is required to execute a STIP Planning, Programming & Monitoring Program Fund Transfer Agreement in order to receive 2021/22 funding;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake County/City Area Planning Council hereby approves the 2021/22 STIP Planning, Programming & Monitoring Program Fund Transfer Agreement and authorizes the Executive Director to execute the agreement.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 2nd day of June 2021, 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

RESOLUTION 21-22-7

ALLOCATION OF 2021/22 LOCAL TRANSPORTATION FUNDS (5%) TO THE CONSOLIDATED TRANSPORTATION SERVICE AGENCY (CTSA) FOR NON-EMERGENCY MEDICAL TRANSPORTATION (NEMT) PURPOSES

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

WHEREAS, Lake Transit Authority, hereinafter referred to as LTA, was created in February 1996 pursuant to Government Code Sections 6500 and following to provide public transportation services throughout Lake County, the City of Lakeport, and the City of Clearlake; and

WHEREAS, in July 1996, the Lake County/City Area Planning Council adopted Resolution 96-01 designating the LTA as the Consolidated Transportation Services Agency (CTSA) with the charge to coordinate or consolidate social service transportation services in Lake County; and,

WHEREAS, a need exists to coordinate services to provide better Non-Emergency Medical Transportation services for seniors, low-income and the disabled populations in Lake County; and

WHEREAS, the Lake APC, in coordination with LTA, received funding through a Transit Technical Planning Assistance grant to develop a Non-Emergency Medical Transportation (NEMT) Plan; and

WHEREAS, in February 2011, the Lake County/City Area Planning Council, adopted the Non-Emergency Medical Plan; and

WHEREAS, the goal of the Plan was to get a better assessment of the NEMT needs in Lake County, to consider program alternatives, and research potential funding options; and

WHEREAS, under Public Utilities Code, Article 3, Section 99233.7 certain conditions allow the Regional Transportation Planning Agency to allocate 5% of the Local Transportation Funds to the Consolidated Transportation Service Agency (CTSA); and

WHEREAS, in order to provide coordinated NEMT services in Lake County there is a need to establish a reliable funding source to establish a NEMT Brokerage Program.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby allocates the sum of \$61,031 to the Consolidated Transportation Service Agency for Non-Emergency Medical Transportation (NEMT) purposes for FY 2021/22 pursuant to the Public Utilities Code Section 99233.7.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 2nd day of June 2021, 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

RESOLUTION 21-22-8

ALLOCATION OF STATE OF GOOD REPAIR PROGRAM FUNDING TO LAKE TRANSIT AUTHORITY

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

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, Lake Transit Authority has been formed to provide transportation services in Lake County, the City of Lakeport and the City of Clearlake; and

WHEREAS, Lake Transit Authority has entered into a contract with Paratransit Services to provide the necessary transportation services; and

WHEREAS, the sum of the claimant's allocation from the State of Good Repair fund does not exceed the amount the claimant is eligible to receive during the fiscal year; and

WHEREAS, these State of Good Repair funds will be allocated under the State Transit Assistance (STA) Program formula to eligible agencies pursuant to Public Utilities Code (PUC) section 99312.1.

WHEREAS, the claimant is eligible for the allocations from the State of Good Repair fund for such purposes;

WHEREAS, the goal of the SGR Program is to provide funding for capital assistance to rehabilitate and modernize California's existing local transit systems.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby allocates the sum of \$99,707 to Lake Transit Authority from the State of Good Repair funds pursuant to Public Utilities Code (PUC) section 99312.1 for transportation purposes, for use by Lake Transit Authority in fiscal year 2021/22.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 2nd day of June 2021, 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

DRAFT

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 21-22-9

2021/22 ALLOCATION OF LOCAL TRANSPORTATION FUNDS (LTF) TO THE RESERVE FUND

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

WHEREAS, the Area Planning Council is the Regional Transportation Planning Agency for Lake County, and

WHEREAS, the Area Planning Council is responsible for administering revenues generated by ¼ cent of the general sales tax collected in Lake County; and

WHEREAS, the Area Planning Council is responsible for administering Local Transportation Funds in accordance with the Transportation Development Act (TDA); and

WHEREAS, the Lake Area Planning Council created an LTF Reserve Policy at their regular Area Planning Council Board of Directors Meeting on June 12, 2019; and

WHEREAS, the Reserve Policy states an initial balance shall be established at \$300,000, with subsequent years allowing for five (5) percent of the official LTF Estimate for the next fiscal year, rounded to the nearest thousand be allocated to the LTF Reserve; and

WHEREAS, in fiscal years 2019/20 and 2020/21 there were surplus Local Transportation Funds that could have been transferred to the LTF reserve account, but the Area Planning Council decided against that because of the uncertainty with the COVID-19 crisis, and

WHEREAS, LTF revenues collected during FY 2020/21 continued to exceed the LTF Estimate, which provided comfort to the Area Planning Council to allocate funds to the LTF Reserve Fund account with an initial allocation of \$300,000, and furthermore allocating 5% of the LTF Estimate for FY 2019/20 in the amount of \$78,078, and \$91,702 in FY 2021/22.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby allocates from Local Transportation Funds the sum of \$469,780 to the LTF Reserve Fund for transit purposes pursuant to the Local Transportation Fund Reserve Policy, for use by Lake Transit Authority.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 2nd day of June 2021, 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

AGREEMENT FOR PROFESSIONAL SERVICES

WITH

DAVEY-BATES CONSULTING

This Agreement is entered into on September 26, 2014, by and between the Lake County/City Area Planning Council, hereinafter referred to as "APC", and Davey-Bates Consulting (DBC), hereinafter referred to as "CONTRACTOR."

WITNESSETH:

WHEREAS, APC may retain independent contractors to perform special, technical, expert, or professional services; and

WHEREAS, APC wishes to extend to the residents of the County certain services which CONTRACTOR is equipped, staffed, licensed and prepared to provide; and

WHEREAS, CONTRACTOR is willing and able to perform duties and render services which are determined by APC to be necessary or appropriate for the welfare of residents of County; and

WHEREAS, APC believes the provision of these services to the residents is in their best interests, and CONTRACTOR agrees to perform such duties and render such services, as outlined more specifically below:

NOW, THEREFORE, The APC and CONTRACTOR agree as follows:

1. WORK TO BE PERFORMED

The term of this Agreement shall be from October 1, 2014 through September 30, 2019.

CONTRACTOR has been selected by APC to provide those services, tasks and products detailed in CONTRACTOR'S Scope of Services, Implementation Plan & Schedule, Company Background & Experience, and Cost Plan & Narrative (Exhibit A), which was prepared in response to APC's Request for Proposals.

If CONTRACTOR is requested to provide additional services not included with the Scope of Services, APC and CONTRACTOR may amend this agreement to provide for those services based upon the rates of payment specified in Table B and C of Exhibit A.

2. COMPENSATION

Compensation for fiscal and administrative services as set forth in Exhibit A is fixed dollar amount for each fiscal year, payable in monthly installments, at the convenience of the Lake County Clerk-Auditor:

Fiscal Year 2014/15: \$185,222 (October 1 through June 30, 2015)

Fiscal Year 2015/16: \$248,556

Fiscal Year 2016/17: \$250,333

Fiscal Year 2017/18: \$252,314

Fiscal Year 2018/19: \$254,524

Fiscal Year 2019/20: \$63,631 (July 1 through Sept. 30, 2019-based on FY 2018/19 rates)

CONTRACTOR will also receive compensation for providing administrative services to the Lake Service Authority for Freeway Emergencies (SAFE) program. Compensation for SAFE administration as set forth in Exhibit A is also a fixed dollar amount for each fiscal year, payable in monthly installments by the Lake County Clerk-Auditor:

Fiscal Year 2014/15: \$10,937 (October 1 through June 30, 2015)

Fiscal Year 2015/16: \$14,661

Fiscal Year 2016/17: \$14,748

Fiscal Year 2017/18: \$14,846

Fiscal Year 2018/19: \$14,955

Fiscal Year 2019/20: \$3,739 (July 1 through Sept. 30, 2019-based on FY 2018/19 rates)

An annual Cost of Living Adjustment (COLA) will be applied to the base proposals (above) for APC and SAFE administration, based on the California Consumer Price Index (All Urban Consumers, California Department of Industrial Relations, Division of Labor Statistics and Research).

3. SUBCONTRACTING

CONTRACTOR may subcontract portions of the agreed upon services. Subcontractors shall maintain the same standard of services as is required of CONTRACTOR. CONTRACTOR shall continue to remain responsible for fulfilling the terms of this Agreement.

4. SERVICES TO BE PROVIDED

CONTRACTOR agrees to perform the services set forth in Exhibit A.

Execution of this Agreement by the APC shall constitute CONTRACTOR's authority to proceed immediately with the performance of the work described by Exhibit A, provided that evidence of insurance has been received by the APC as specified under Section 9 below.

CONTRACTOR acknowledges that timely performance of services is an important element of this Agreement and will perform services in a timely manner consistent with sound professional practices.

5. FINANCIAL RECORDS

APC, CONTRACTOR and all subcontractors shall maintain all source documents, accounting records, and other supporting papers connected with performance of work under this Agreement for a minimum of three (3) years from the date of final payment, or until annual audit resolution is achieved, whichever is later.

All such supporting information shall be made available for inspection and audit by representatives of State of California Department of Transportation (State), the California State Auditor, and auditors representing the federal government which pertain to services performed and determination amounts payable under this Agreement.

CONTRACTOR will provide an adequate financial management and accounting system as required by 48 Code of Federal Regulations (CFR) Part 16.301-3, 48 CFR Part 31 and 49 CFR Part 18.

6. COMPLIANCE WITH LAWS AND ORDINANCES

CONTRACTOR, in the conduct of the services contemplated within this agreement, shall comply with all statutes, State or Federal as may be applicable, and all ordinances, rules and regulations enacted or issued by the County of Lake.

7. COMPLIANCE WITH LICENSING REQUIREMENTS

CONTRACTOR will comply with all necessary licensing requirements and must obtain appropriate licenses and display the same in a location that is reasonably conspicuous.

8. OWNERSHIP OF EQUIPMENT

CONTRACTOR shall furnish necessary office equipment to perform services under this Agreement. Title to all property acquired by CONTRACTOR in connection with this Agreement or the services rendered pursuant thereto shall vest in CONTRACTOR.

9. INSURANCE

CONTRACTOR, at its expense, shall secure and maintain at all times during the entire period of performance of this Agreement, insurance as set forth herein with insurance companies acceptable to the APC for the APC's protection, its elected or appointed officials, employees and volunteers, CONTRACTOR and subcontractor from any and all claims which may arise from operations under this Agreement, whether operations be by CONTRACTOR or by a subcontractor, or by anyone directly or indirectly employed by either of them.

CONTRACTOR shall provide to the APC Certificates of Insurance evidencing minimum coverage as specified below:

Automobile Liability - Vehicle/Bodily Injury - \$100,000
Each Person, \$300,000 Each Occurrence, Vehicle/Property
Damage - \$100,000 Each Occurrence, and Uninsured
Motorists \$100,000 each Person/\$300,000 each occurrence

OR

Combined Single Limit Vehicle Bodily Injury and Property
Damage Liability - \$1,000,000 Each Occurrence

AND

General Liability - \$2,000,000, Personal Injury -
\$1,000,000, and Each Occurrence Limit - \$1,000,000

AND

Worker's Compensation and Employer's Liability: Limits
as required by the labor code of the State of California.

In the event of breach of any provision of this Section, or in the event any notice is received which indicates any required insurance coverage will be diminished or canceled, the APC, at its option, may, notwithstanding any other provision of this Agreement to the contrary, immediately declare a material breach of this Agreement and suspend further work pursuant to this Agreement.

CONTRACTOR shall not commence work, nor shall it allow its employees or subcontractors or anyone to commence work contemplated through this Agreement until all insurance required hereunder has been submitted to and accepted by the APC. Failure to submit proof of insurance as required herein may result in awarding said Agreement to another bidder.

Insurance coverage in a minimum amount set forth herein shall not be construed to relieve CONTRACTOR for liability in excess of such coverage, nor shall it preclude the APC from taking such other action as is available to it under any other provisions of this Agreement or otherwise in law.

Before beginning the work, the CONTRACTOR shall furnish to the APC satisfactory proof that it has secured, for the period covered under this Agreement, Workers Compensation Insurance for all persons whom it may employ in carrying out the work completed under this Agreement, in accordance with the "Workers Compensation and Insurance Act", Division IV of the Labor Code of the State of California and any acts amendatory thereof. Such insurance shall be maintained in full force and effect during the period covered by this Agreement.

10. STATE AND FEDERAL REQUIREMENTS

Consultant will comply with all Federal, State and Local laws and ordinances as may be applicable to the performance of work under this Agreement.

Non-Discrimination Clause. a.) In the performance of work under this Agreement, APC, CONTRACTOR and its sub-consultants shall not unlawfully discriminate, harass, or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, denial of family and medical care leave and denial of pregnancy disability leave. b.) APC, Consultant and its sub-consultants shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. APC, Consultant and its sub-consultants shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations are incorporated into this Agreement by reference and made part hereof as if set forth in full. c.) APC, Consultant and its sub-consultants shall each give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other labor agreement. d.) APC, Consultant and its sub-consultants will permit access to all records of employment, employment advertisements, application forms, and other pertinent data and records by the State Fair Employment Practices and

Housing Commission or any other agency of the State of California designated by State to investigate compliance with this section.

Disadvantaged Business Enterprise (DBE) Obligation. APC, CONTRACTOR and its subconsultants shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The consultant shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Failure by the consultant to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

Title VI of the Civil Rights Act of 1964. The CONTRACTOR agrees to comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, California Civil Code section 51(b) and the regulations of the U.S. Department of Transportation issued thereunder in 49 CFR Part 21.

Equal Employment Opportunity. In connection with the performance of this Agreement, the CONTRACTOR shall not discriminate against any employee or applicant for employment because of race, color, age, creed, sex, or national origin. Such action shall include, but not be limited to, employment, upgrading, demotion or transfer, recruitment, or recruitment advertising, layoff or termination, rates of pay or other forms of compensation and selection for training, including apprenticeship.

11. INDEPENDENT CONTRACTOR

Both the APC and CONTRACTOR agree and acknowledge that the relationship between them is that of public entity and independent contractor and shall in no event be considered that of employer/employee. The APC shall compensate CONTRACTOR by payment of the gross amounts due to CONTRACTOR, and CONTRACTOR shall be solely responsible for any federal, state, and local taxes and withholdings that may be applicable.

12. FINANCIAL INTEREST

The CONTRACTOR covenants that it has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services hereunder. The CONTRACTOR further covenants that in the performance of this Agreement, no person having any such interest shall be employed or subcontracted.

13. CONTRACT TERMS

The terms of this Agreement shall be for an initial period of five (5) years from October 1, 2014 through September 30, 2019, however, this Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR.

APC may terminate this Agreement for any reason by giving written notice to CONTRACTOR at least one hundred twenty (120) days in advance of the effective date of such termination.

In the event this Agreement is terminated prior to September 30, 2019, CONTRACTOR shall

be paid on a prorated basis for only that portion of the contract term during which CONTRACTOR provided services pursuant to this Agreement.

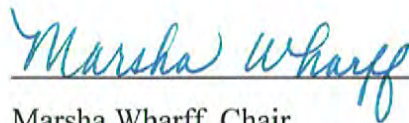
14. TIME

Time is of the essence.

15. EXTENT OF AGREEMENT

This Agreement and all exhibits made a part hereof constitute the entire Agreement between the parties. In case of conflict or inconsistency between this Agreement and any exhibits, this Agreement shall control. This Agreement shall not be modified except by written agreement of both parties.

IN WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Agreement in duplicate as of the day and year first written above.



Marsha Wharff, Chair
Lake County/City Area Planning Council



Lisa Davey-Bates, Owner
Davey-Bates Consulting

Federal ID No.: 47-1862937

LAKE COUNTY/CITY AREA PLANNING COUNCIL

**PROFESSIONAL SERVICES AGREEMENT WITH DAVEY-BATES
CONSULTING**

AMENDMENT NO. 1

Amendment No. 1 is entered into this 8th day of April, 2015 by and between the Lake County/City Area Planning Council, herein after referred to as “APC” and Davey-Bates Consulting, hereinafter referred to as “Contractor”.

WITNESSETH

WHEREAS, an Agreement was entered into on September 26, 2014 to perform fiscal and administrative services to the APC; and

WHEREAS, the term of this agreement was for the period from October 1, 2014 through September 30, 2019; and

WHEREAS, SECTION 1 – WORK TO BE PERFORMED, of this Agreement states CONTRACTOR shall provide services, tasks and products detailed in CONTRACTOR’S PROPOSAL, or Exhibit A, of the AGREEMENT for professional services with Davey-Bates; and

WHEREAS, SECTION 15 – EXTENT OF AGREEMENT, of the Agreement states there shall not be modifications except by written agreement of both parties; and

WHEREAS, in the second paragraph Lake APC Cost Plan Summary of CONTRACTOR’S Proposal (Page 22) states, “....a “lump sum bid” and includes all expenses necessary to conduct administrative services for Lake APC. To clarify, costs include...trainings and conferences... and all other operating expenses”; and

WHEREAS, the CONTRACTOR’S Cost Plan Summary of the Proposal shall be revised from “lump sum bid” to “not to exceed bid” to clarify language of Proposal; and

WHEREAS, the CONTRACTOR’S Cost Plan Summary will be revised to replace wording of “trainings and conferences” to “mileage and routine travel”; and

WHEREAS, additional language is hereby added to clarify that travel for COG officers, and fees for trainings and conferences shall be funded separately by APC; and

WHEREAS, it is now mutually agreed by APC and CONTRACTOR that the CONTRACT TERMS of this Agreement should be amended to provide the above-mentioned clarifications.

NOW, THEREFORE, we agree as follows:

The Cost Plan Summary of the CONTRACTOR’S Proposal shall now be a “not to exceed” contract for compensation, and that travel beyond mileage and routine travel shall be funded separately by APC.

IN WITNESS WHEREOF, the parties hereto, by their duly authorized representatives, have affixed their hands on the day and year this Amendment No. 1 first above written.

LAKE COUNTY/CITY AREA PLANNING COUNCIL DAVEY-BATES CONSULTING

BY: Marsha Wharff 4-8-15
Marsha Wharff, Chair Date

BY: Lisa Davey-Bates 4/8/15
Lisa Davey-Bates, Owner Date

LAKE COUNTY/CITY AREA PLANNING COUNCIL
PROFESSIONAL SERVICES AGREEMENT WITH DAVEY-BATES
CONSULTING

AMENDMENT NO. 2

Amendment No. 2 is entered into this 10th day of January, 2018 by and between the Lake County/City Area Planning Council, herein after referred to as “APC” and Davey-Bates Consulting, hereinafter referred to as “Contractor”.

WITNESSETH

WHEREAS, an Agreement was entered into on September 26, 2014 to perform Fiscal and Administrative Staffing Services to the APC; and

WHEREAS, the term of this agreement was for the period from October 1, 2014 through September 30, 2019; and

WHEREAS, SECTION 15 – EXTENT OF AGREEMENT, states there shall not be modifications except by written agreement of both parties; and

WHEREAS, Amendment No. 1 was approved on April 8, 2015 to provide clarification to the original CONTRACTOR’S PROPOSAL, or Exhibit A, of the AGREEMENT for professional services with Davey-Bates Consulting; and

WHEREAS, Lake Transit Authority’s Executive Director and support staff are currently provided by Davey-Bates Consulting as part of the Fiscal and Administrative Services Agreement to the APC; and

WHEREAS, on April 4, 2017, Mark Wall, Lake Transit Authority – Transit Manager, announced his intention to retire in the upcoming months; and

WHEREAS, an Ad-Hoc Committee of the Lake Transit Authority comprised of Directors: Jeff Smith, Chair, Stacy Mattina, Vice-Chair and Chuck Leonard met on May 9, 2017 to discuss various options for the transition of the roles and responsibilities of the Transit Manager; and

WHEREAS, in the most recently adopted Transit Development Plan & Marketing Plan (2015) several options for succession were considered (Chapter 10); and

WHEREAS, the Ad-Hoc Committee supported the concept presented as option three in Chapter 10 of the Transit Development Plan to modify the scope of work of the Lake APC Administrative and Fiscal Services Contract to include all duties of the Transit Manager; and

WHEREAS, on November 8, 2017 at their regular meeting, the Lake Transit Authority Board of Directors voted unanimously to request that the APC consider seeking a proposal from Davey-Bates Consulting to amend their current contract to build a team to replace the existing Transit Manager’s scope of work; and

WHEREAS, on December 13, 2017, at their regular meeting, the APC voted unanimously to request a contract amendment proposal from Davey-Bates Consulting to include the roles and responsibilities of the Transit Management scope of work into the existing agreement; and

WHEREAS, Exhibit A (attached) provides job descriptions, resumes and an update to Table B of the original DBC proposal of July 9, 2014 outlining the Scope of Services and Rates of Payment for additional services to be provided by Davey-Bates Consulting; and

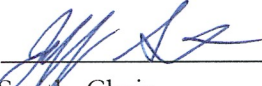
WHEREAS, it is now mutually agreed by APC and CONTRACTOR that the CONTRACT TERMS of this Agreement should be amended to provide the above-mentioned additional services to its existing agreement.

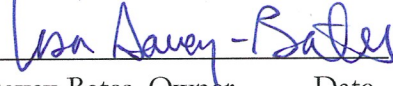
NOW, THEREFORE, we agree as follows:

The additional services outlined by the CONTRACTOR in Exhibit A shall be added to the existing work performed in the Professional Services Agreement between APC and Contractor, Davey-Bates Consulting. ALL OTHER TERMS AND CONDITIONS of the original agreement dated September 26, 2014 shall remain in full force and effect unless amended in writing by both **APC** and **CONTRACTOR**.

IN WITNESS WHEREOF, the parties hereto, by their duly authorized representatives, have affixed their hands on the day and year this Amendment No. 2 above written.

LAKE COUNTY/CITY AREA PLANNING COUNCIL DAVEY-BATES CONSULTING

BY:  1/23/2018
Jeff Smith, Chair Date

BY:  1/28/18
Lisa Davey-Bates, Owner Date

LAKE AREA PLANNING COUNCIL
ADMINISTRATIVE AND FISCAL SERVICES
Table – B (Revised, in accordance with Amendment #2)

		2017/18	
Position	Hours per Week	Hourly Rate	Annual Cost
Lisa Davey-Bates, Principal	30	\$117.68	\$156,754
Nephele Barrett, Program Manager	8	\$88.06	\$31,667
Alexis Pedrotti, Admin/Plng Assist.	18	\$65.07	\$55,425
Charlene Parker, Office Assistant	24	\$43.28	\$46,117
Transit Manager	40	\$86.53	\$159,217
Yearly Total			\$449,180

Rates reflect Rate and CPI Increases consistent with the original proposal submitted by Davey-Bates Consulting (July 9, 2014) and Amendment #2, to be proposed to the Lake APC Board of Directors at their regularly scheduled meeting of January 10, 2018.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

PROFESSIONAL SERVICES AGREEMENT EXTENSION

with

Davey-Bates Consulting

This extension of the Agreement for Professional Services between the Lake County/City Area Planning Council, herein after referred to as "**APC**" and Davey-Bates Consulting, hereinafter referred to as "**Contractor**", first entered into on September 26, 2014, Amended on April 8, 2015, and again on January 10, 2018, is now entered into on April 10, 2019, by and between **APC** and **Contractor**.

Whereas, the current Professional Services Agreement will expire on September 30, 2019; and

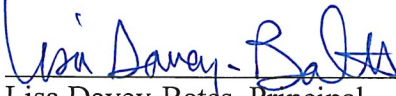
Whereas, Section 13. Contract Terms, of the existing agreement states, "*Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR:*

APC and **Contractor** agree to the following extension provisions:

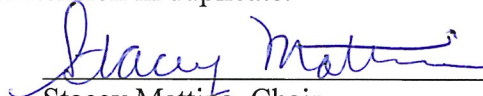
1. The term of this Agreement shall be extended from October 1, 2019 through September 30, 2020.
2. Beyond September 30, 2020, APC and Contractor may extend the existing agreement pursuant to current terms and conditions and consistent with the extended Cost Plan in Exhibit A for Administrative and Fiscal Services and Lake County Service for Freeway Emergencies (SAFE).
3. If APC or Contractor do not wish to proceed with a subsequent extension, they must provide written notice at least one hundred twenty (120) days in advance of intent to terminate or negotiate future extensions.

ALL OTHER TERMS AND CONDITIONS of the original agreement, and first and second amendments shall remain in full force and effect unless amended in writing by both **APC** and **Contractor**.

In WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Professional Services Agreement Extension in duplicate.



Lisa Davey-Bates, Principal
Davey-Bates Consulting
Council



Stacey Mattina, Chair
Lake County/City Area Planning

Date: 4/23/18

Date: 4/22/19

Lake Area Planning Council Administrative and Fiscal Services			
Fiscal Year	Previous Year Base Contract Amount	11.5% Benefit Increase	New DBC Base Contract
2019/20	\$448,582	\$2,482	\$451,064
2020/21	\$451,064	\$2,767	\$453,831
2021/22	\$453,831	\$3,086	\$456,917
2022/23	\$456,917	\$3,441	\$460,358
2023/24	\$460,358	\$3,836	\$464,194
Lake County Service Authority for Freeway Emergencies Administrative and Fiscal Services			
Fiscal Year	Previous Year Base Contract Amount	11.5% Benefit Increase	New DBC Base Contract
2019/20	\$15,736	\$115	\$15,851
2020/21	\$15,851	\$128	\$15,979
2021/22	\$15,979	\$143	\$16,122
2022/23	\$16,122	\$159	\$16,282
2023/24	\$16,282	\$178	\$16,459

Rates reflect 11.5% Health, Dental and Vision Increases consistent with the original proposal submitted by Davey-Bates Consulting (July 9, 2014). In addition, an annual and accumulate Cost of Living Adjustment (COLA) will be applied to New Base Amount based on the California Consumer Price Index (All Urban Consumers, California Department of Industrial Relations, Division of Labor Statistics and Research).

LAKE COUNTY/CITY AREA PLANNING COUNCIL

EXTENSION of PROFESSIONAL SERVICES AGREEMENT with Davey-Bates Consulting

This **Second Extension** of the Agreement for Professional Services between the Lake County/City Area Planning Council, herein after referred to as "**APC**" and Davey-Bates Consulting, hereinafter referred to as "**Contractor**", first entered into on September 26, 2014, Amended on April 8, 2015, and again on January 10, 2018, extended for a period of one year on April 10, 2019, is now being entered into on April 8, 2020, by and between **APC** and **Contractor**.

Whereas, the current Professional Services Agreement will expire on September 30, 2020; and

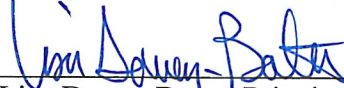
Whereas, Section 13. Contract Terms, of the existing agreement states, "*Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR:*

APC and **Contractor** agree to the following extension provisions:

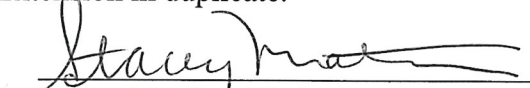
1. The term of this Agreement shall be extended from October 1, 2020 through September 30, 2021.
2. Compensation shall be at annual base rates identified in Exhibit A, effective as of the APC Fiscal Year Budget for the term of this extension.
3. Beyond September 30, 2021, APC and Contractor may extend the existing agreement pursuant to current terms and conditions and consistent with the extended Cost Plan in Exhibit A for Administrative and Fiscal Services and Lake County Service for Freeway Emergencies (SAFE).
4. If APC or Contractor do not wish to proceed with a subsequent extension, they must provide written notice at least one hundred twenty (120) days in advance of intent to terminate or negotiate future extensions.

ALL OTHER TERMS AND CONDITIONS of the original agreement, and first and second amendments shall remain in full force and effect unless amended in writing by both **APC** and **Contractor**.

In WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Professional Services Agreement Extension in duplicate.



Lisa Davey-Bates, Principal
Davey-Bates Consulting
Council



Stacey Mattina, Chair
Lake County/City Area Planning
Council

Date: 4/17/20

Date: _____

Lake Area Planning Council Administrative and Fiscal Services			
Fiscal Year	Previous Year Base Contract Amount	11.5% Benefit Increase	New DBC Base Contract
2019/20	\$448,582	\$2,482	\$451,064
2020/21	\$451,064	\$2,767	\$453,831
2021/22	\$453,831	\$3,086	\$456,917
2022/23	\$456,917	\$3,441	\$460,358
2023/24	\$460,358	\$3,836	\$464,194
Lake County Service Authority for Freeway Emergencies Administrative and Fiscal Services			
Fiscal Year	Previous Year Base Contract Amount	11.5% Benefit Increase	New DBC Base Contract
2019/20	\$15,736	\$115	\$15,851
2020/21	\$15,851	\$128	\$15,979
2021/22	\$15,979	\$143	\$16,122
2022/23	\$16,122	\$159	\$16,282
2023/24	\$16,282	\$178	\$16,459

Rates reflect 11.5% Health, Dental and Vision Increases consistent with the original proposal submitted by Davey-Bates Consulting (July 9, 2014). In addition, an annual and accumulate Cost of Living Adjustment (COLA) will be applied to New Base Amount based on the California Consumer Price Index (All Urban Consumers, California Department of Industrial Relations, Division of Labor Statistics and Research).

Extension periods are from October 1 – September 30 of the following year, however, base amounts will take effect at the start of each fiscal year. The second extension period will be effective October 1, 2020 through September 30, 2021.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

EXTENSION of PROFESSIONAL SERVICES AGREEMENT

with

Davey-Bates Consulting

This **Third Extension** of the Agreement for Professional Services between the Lake County/City Area Planning Council, herein after referred to as “**APC**” and Davey-Bates Consulting, hereinafter referred to as “**Contractor**”, first entered into on September 26, 2014, amended on April 8, 2015 and January 10, 2018, then extended for a period of one year on April 10, 2019 and April 8, 2020, is now being entered into on April 14, 2021, by and between **APC** and **Contractor**.

Whereas, the current Professional Services Agreement will expire on September 30, 2021; and

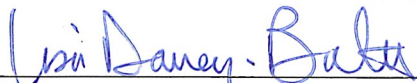
Whereas, Section 13. Contract Terms, of the existing agreement states, “*Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR:*”

APC and **Contractor** agree to the following extension provisions:

1. The term of this Agreement shall be extended from October 1, 2021 through September 30, 2022.
2. Compensation shall be at annual base rates and subject to cumulative CPI increases identified in Exhibit A, effective as of the Lake APC Fiscal Year 2021/22 Budget for the term of this extension. A one-time credit of \$5,600 will be provided by the **Contractor** to **APC** for FY 2021/22 as detailed in Exhibit A.
3. Beyond September 30, 2022, **APC** and **Contractor** may extend the existing agreement pursuant to current terms and conditions and consistent with the extended Cost Plan in Exhibit A for Lake Area Planning Council, Lake Transit Authority and Service for Freeway Emergencies (SAFE) Administrative and Fiscal Services.
4. If **APC** or **Contractor** do not wish to negotiate or proceed with the terms and conditions of the subsequent extensions, they must provide written notice at least one hundred twenty (120) days in advance of intent to terminate or negotiate future extensions.

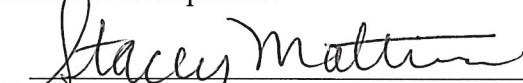
ALL OTHER TERMS AND CONDITIONS of the original agreement, and first and second amendments shall remain in full force and effect unless amended in writing by both **APC** and **Contractor**.

In WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Professional Services Agreement Extension in duplicate.



Lisa Davey-Bates, Principal
Davey-Bates Consulting
Council

Date: 4/20/21



Stacey Mattina, Chair
Lake County/City Area Planning

Date: 4/20/21

Lake APC and Lake Transit Administrative and Fiscal Services			
Fiscal Year	Previous Year Base Contract Amount	11.5% Benefit Increase	New DBC Base Contract
2019/20	\$448,582	\$2,482	\$451,064
2020/21	\$451,064	\$2,767	\$453,831
2021/22	\$453,831	\$3,086	\$456,917
2022/23	\$456,917	\$3,441	\$460,358
2023/24	\$460,358	\$3,836	\$464,194
Lake County Service Authority for Freeway Emergencies Administrative and Fiscal Services			
Fiscal Year	Previous Year Base Contract Amount	11.5% Benefit Increase	New DBC Base Contract
2019/20	\$15,736	\$115	\$15,851
2020/21	\$15,851	\$128	\$15,979
2021/22	\$15,979	\$143	\$16,122
2022/23	\$16,122	\$159	\$16,282
2023/24	\$16,282	\$178	\$16,459

Rates reflect 11.5% Health, Dental and Vision Increases consistent with the original proposal submitted by Davey-Bates Consulting (July 9, 2014). In addition, an annual and accumulative Cost of Living Adjustment (COLA) will be applied to New Base Amount based on the California Consumer Price Index (All Urban Consumers, California Department of Industrial Relations, Division of Labor Statistics and Research).

Extension periods are from October 1 – September 30 of the following year, however, base amounts will take effect at the start of each fiscal year.

Davey-Bates Consulting has experienced cost savings as a result of reduced travel and other non-salary/employee benefit expenses during the COVID pandemic. As a result, a one-time credit of \$5,600 will be provided to the Lake County/City Area Planning Council for Administrative and Fiscal Services in FY 2021/22.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

AGREEMENT FOR PROFESSIONAL SERVICES

WITH
DOW & ASSOCIATES

This Agreement is entered into on September 26, 2014, by and between the Lake County/City Area Planning Council, hereinafter referred to as the "APC", and Dow & Associates, hereinafter referred to as "CONTRACTOR."

WITNESSETH:

WHEREAS, the APC may retain independent contractors to perform special, technical, expert, or professional services; and

WHEREAS, APC wishes to extend to the residents of the County certain services which CONTRACTOR is equipped, staffed, licensed and prepared to provide; and

WHEREAS, CONTRACTOR is willing and able to perform duties and render services which are determined by APC to be necessary or appropriate for the welfare of residents of County; and

WHEREAS, APC believes the provision of these services to the residents is in their best interests, and CONTRACTOR agrees to perform such duties and render such services, as outlined more specifically below:

NOW, THEREFORE, The APC and CONTRACTOR agree as follows:

1. WORK TO BE PERFORMED

The term of this Agreement shall be from October 1, 2014 through September 30, 2019.

CONTRACTOR has been selected by APC to provide those services, tasks and products detailed in CONTRACTOR'S Scope of Services, Background & Experience, APC Cost Plan & Narrative, and SAFE Cost Plan & Narrative (Exhibit A), which was prepared in response to APC's Request for Proposals.

If CONTRACTOR is requested to provide additional services not included with the Scope of Services, APC and CONTRACTOR may amend this agreement to provide for those services based upon the rates of payment specified in Table I-V & V-2 of Exhibit A.

2. COMPENSATION

Compensation for planning services as set forth in Exhibit A is fixed dollar amount for each fiscal year, payable in monthly installments, at the convenience of the Lake County Clerk-Auditor:

Fiscal Year 2014/15: \$178,432 (October 1 through June 30, 2015)

Fiscal Year 2015/16: \$240,216

Fiscal Year 2016/17: \$242,197
Fiscal Year 2017/18: \$244,442
Fiscal Year 2018/19: \$246,637
Fiscal Year 2019/20: \$61,659 (July 1 through Sept. 30, 2019-based on FY 2018/19 rates)

CONTRACTOR will also receive compensation for providing planning services to the Lake Service Authority for Freeway Emergencies (SAFE) program. Compensation for SAFE services as set forth in Exhibit A is also a fixed dollar amount for each fiscal year, payable in monthly installments by the Lake County Clerk-Auditor:

Fiscal Year 2014/15: \$19,580 (October 1 through June 30, 2015)
Fiscal Year 2015/16: \$26,352
Fiscal Year 2016/17: \$26,548
Fiscal Year 2017/18: \$26,755
Fiscal Year 2018/19: \$26,869
Fiscal Year 2019/20: \$6,717 (July 1 through Sept. 30, 2019-based on FY 2018/19 rates)

An annual Cost of Living Adjustment (COLA) will be applied to the base proposals (above) for APC and SAFE planning services, based on the California Consumer Price Index (All Urban Consumers, California Department of Industrial Relations, Division of Labor Statistics and Research.

3. SUBCONTRACTING

CONTRACTOR may subcontract portions of the agreed upon services. Subcontractors shall maintain the same standard of services as is required of CONTRACTOR. CONTRACTOR shall continue to remain responsible for fulfilling the terms of this Agreement.

4. SERVICES TO BE PROVIDED

CONTRACTOR agrees to perform the services set forth in Exhibit A.

Execution of this Agreement by the APC shall constitute CONTRACTOR's authority to proceed immediately with the performance of the work described by Exhibit A provided that evidence of insurance has been received by the APC as specified under Section 9 below.

CONTRACTOR acknowledges that timely performance of services is an important element of this Agreement and will perform services in a timely manner consistent with sound professional practices.

5. FINANCIAL RECORDS

APC, CONTRACTOR and all subcontractors shall maintain all source documents, accounting records, and other supporting papers connected with performance of work under this Agreement for a minimum of three (3) years from the date of final payment, or until annual audit resolution is achieved, whichever is later.

All such supporting information shall be made available for inspection and audit by representatives of State of California Department of Transportation (State), the California State Auditor, and auditors representing the federal government which pertain to services performed and determination amounts payable under this Agreement.

CONTRACTOR will provide an adequate financial management and accounting system as required by 48 Code of Federal Regulations (CFR) Part 16.301-3, 48 CFR Part 31 and 49 CFR Part 18.

6. COMPLIANCE WITH LAWS AND ORDINANCES

CONTRACTOR, in the conduct of the services contemplated within this agreement, shall comply with all statutes, State or Federal as may be applicable, and all ordinances, rules and regulations enacted or issued by the County of Lake.

7. COMPLIANCE WITH LICENSING REQUIREMENTS

CONTRACTOR will comply with all necessary licensing requirements and must obtain appropriate licenses and display the same in a location that is reasonably conspicuous.

8. OWNERSHIP OF EQUIPMENT

CONTRACTOR shall furnish necessary office equipment to perform services under this Agreement. Title to all property acquired by CONTRACTOR in connection with this Agreement or the services rendered pursuant thereto shall vest in CONTRACTOR.

9. INSURANCE

CONTRACTOR, at its expense, shall secure and maintain at all times during the entire period of performance of this Agreement, insurance as set forth herein with insurance companies acceptable to the APC for the APC's protection, its elected or appointed officials, employees and volunteers, CONTRACTOR and subcontractor from any and all claims which may arise from operations under this Agreement, whether operations be by CONTRACTOR or by a subcontractor, or by anyone directly or indirectly employed by either of them.

CONTRACTOR shall provide to the APC Certificates of Insurance evidencing minimum coverage as specified below:

Automobile Liability - Vehicle/Bodily Injury - \$100,000
Each Person, \$300,000 Each Occurrence, Vehicle/Property
Damage - \$100,000 Each Occurrence, and Uninsured
Motorists \$100,000 each Person/\$300,000 each occurrence

OR

Combined Single Limit Vehicle Bodily Injury and Property
Damage Liability - \$1,000,000 Each Occurrence

AND

General Liability - \$2,000,000, Personal Injury -
\$1,000,000, and Each Occurrence Limit - \$1,000,000

AND

Worker's Compensation and Employer's Liability: Limits
as required by the labor code of the State of California.

In the event of breach of any provision of this Section, or in the event any notice is received which indicates any required insurance coverage will be diminished or canceled, the APC, at its option, may, notwithstanding any other provision of this Agreement to the contrary, immediately declare a material breach of this Agreement and suspend further work pursuant to this Agreement.

CONTRACTOR shall not commence work, nor shall it allow its employees or subcontractors or anyone to commence work contemplated through this Agreement until all insurance required hereunder has been submitted to and accepted by the APC. Failure to submit proof of insurance as required herein may result in awarding said Agreement to another bidder.

Insurance coverage in a minimum amount set forth herein shall not be construed to relieve CONTRACTOR for liability in excess of such coverage, nor shall it preclude the APC from taking such other action as is available to it under any other provisions of this Agreement or otherwise in law.

Before beginning the work, the CONTRACTOR shall furnish to the APC satisfactory proof that it has secured, for the period covered under this Agreement, Workers Compensation Insurance for all persons whom it may employ in carrying out the work completed under this Agreement, in accordance with the "Workers Compensation and Insurance Act", Division IV of the Labor Code of the State of California and any acts amendatory thereof. Such insurance shall be maintained in full force and effect during the period covered by this Agreement.

10. STATE AND FEDERAL REQUIREMENTS

Consultant will comply with all Federal, State and Local laws and ordinances as may be applicable to the performance of work under this Agreement.

Non-Discrimination Clause. a.) In the performance of work under this Agreement, APC, CONTRACTOR and its sub-consultants shall not unlawfully discriminate, harass, or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, denial of family and medical care leave and denial of pregnancy disability leave. b.) APC, Consultant and its sub-consultants shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. APC, Consultant and its sub-consultants shall comply with the provisions of the Fair Employment and Housing Act (Government Code, Section 12900 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations are incorporated into this Agreement by reference and made part hereof as if set forth in full. c.) APC, CONTRACTOR and its sub-consultants shall each give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other labor agreement. d.) APC, Consultant and its sub-consultants will permit access to all records of employment, employment advertisements,

application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission or any other agency of the State of California designated by State to investigate compliance with this section.

Disadvantaged Business Enterprise (DBE) Obligation. APC, CONTRACTOR and its subconsultants shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The consultant shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT assisted contracts. Failure by the consultant to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

Title VI of the Civil Rights Act of 1964. The CONTRACTOR agrees to comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964, California Civil Code section 51(b) and the regulations of the U.S. Department of Transportation issued thereunder in 49 CFR Part 21.

Equal Employment Opportunity. In connection with the performance of this Agreement, the CONTRACTOR shall not discriminate against any employee or applicant for employment because of race, color, age, creed, sex, or national origin. Such action shall include, but not be limited to, employment, upgrading, demotion or transfer, recruitment, or recruitment advertising, layoff or termination, rates of pay or other forms of compensation and selection for training, including apprenticeship.

11. INDEPENDENT CONTRACTOR

Both the APC and CONTRACTOR agree and acknowledge that the relationship between them is that of public entity and independent contractor and shall in no event be considered that of employer/employee. The APC shall compensate CONTRACTOR by payment of the gross amounts due to CONTRACTOR, and CONTRACTOR shall be solely responsible for any federal, state, and local taxes and withholdings that may be applicable.

12. FINANCIAL INTEREST

The CONTRACTOR covenants that it has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its services hereunder. The CONTRACTOR further covenants that in the performance of this Agreement, no person having any such interest shall be employed or subcontracted.

13. CONTRACT TERMS

The terms of this Agreement shall be for an initial period of five (5) years from October 1, 2014 through September 30, 2019, however, this Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR.

APC may terminate this Agreement for any reason by giving written notice to CONTRACTOR at least one hundred twenty (120) days in advance of the effective date of such termination.

In the event this Agreement is terminated prior to September 30, 2019, CONTRACTOR shall be paid on a prorated basis for only that portion of the contract term during which CONTRACTOR provided services pursuant to this Agreement.

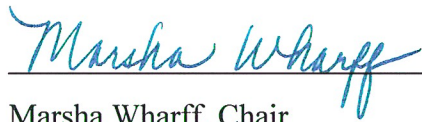
14. TIME

Time is of the essence.

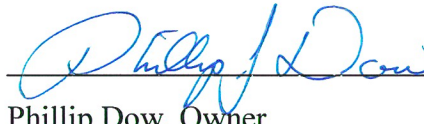
15. EXTENT OF AGREEMENT

This Agreement and all exhibits made a part hereof constitute the entire Agreement between the parties. In case of conflict or inconsistency between this Agreement and any exhibits, this Agreement shall control. This Agreement shall not be modified except by written agreement of both parties.

IN WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Agreement in duplicate as of the day and year first written above.



Marsha Wharff, Chair
Lake County/City Area Planning Council



Phillip Dow, Owner
Dow & Associates

Federal ID No.: 064606160000

Lake County/City Area Planning Council

Amendment to AGREEMENT for PROFESSIONAL SERVICES with Dow & Associates

This Amendment is entered into on April 8, 2015, by and between the Lake County/City Area Planning Council, herein after referred to as the "APC", and Dow & Associates, hereinafter referred to as "CONTRACTOR".

WITNESSETH:

WHEREAS, the APC may retain independent contractors to perform special, technical, expert, or professional services; and

WHEREAS, on September 26, 2014, the APC entered into an Agreement with CONTRACTOR to provide planning services for the APC and for the Lake County Service Authority for Freeway Emergencies (SAFE); and

WHEREAS, the Executive Director of the APC has identified language in Paragraph 2 – Compensation in the approved Agreement that may be interpreted to be inconsistent with state and federal compensation procedures; and

WHEREAS, APC staff has drafted new language to clarify that all planning services work is to be reimbursable based upon hours worked, by staff position, per claim period consistent with rates proposed by CONTRACTOR and accepted by APC as identified in *Table IV&V-2: Dow & Associates Reimbursement Rates by Year* of Dow & Associates Proposal for Lake County/City Area Planning Planning Services; and

WHEREAS, APC and CONTRACTOR concur that clarification of language in Paragraph 2- Compensation is of mutual benefit to APC and Contractor:

NOW, THEREFORE, APC and CONTRACTOR agree as follows:

Language in Paragraph 2- Compensation in the Lake County/City Area Planning Council's AGREEMENT FOR PROFESSIONAL SERVICES with DOW & ASSOCIATES, as identified in italics below, shall be replaced with new language within Paragraph 2 as identified below in bold:

For the APC planning component:

Compensation for planning services as set forth in Exhibit A is fixed dollar amount for each fiscal year, payable in monthly installments, at the convenience of the Lake County Clerk-Auditor:


Compensation for planning services as set forth in Exhibit A is a fixed (not to exceed) dollar amount for each fiscal year, subject to annual Costs of Living adjustments specified herein. Planning service costs are to be reimbursed based upon actual hours worked within each claim period at compensation rates established in Table IV & V-2 in Exhibit A. Claims shall be submitted on a monthly or quarterly basis (at the discretion of claimant) and payable at the convenience of the Lake County Clerk-Auditor:

And for the SAFE planning component:

CONTRACTOR will also receive compensation for providing planning services to the Lake Service Authority for Freeway Emergencies (SAFE) program. Compensation for SAFE services as set forth in Exhibit A is also a fixed dollar amount each year, payable in monthly installments by the Lake County Clerk-Auditor:

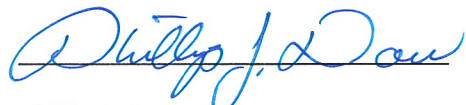
CONTRACTOR will also receive compensation for providing planning services to the Lake Service Authority for Freeway Emergencies (SAFE) program. Planning services for SAFE as set forth in Exhibit A are to be reimbursed based upon actual hours worked within each claim period at compensation rates established in Table IV & V-2 in Exhibit A. Claims shall be submitted on a monthly or quarterly basis (at the discretion of claimant) and payable at the convenience of the Lake County Clerk-Auditor:

IN WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Amendment in duplicate as of the day and year first written above.



Marsha Wharff, Chair

Lake County/City Area Planning Council



Phillip J. Dow, Owner

Dow & Associates

LAKE COUNTY/CITY AREA PLANNING COUNCIL

PROFESSIONAL SERVICES AGREEMENT EXTENSION

with

Dow & Associates

This extension of the Agreement for Professional Services between the Lake County/City Area Planning Council, herein after referred to as “**APC**” and Dow & Associates, hereinafter referred to as “**Contractor**”, first entered into on September 26, 2014, and Amended on April 8, 2015, is now entered into on April 10, 2019, by and between **APC** and **Contractor**.

Whereas, the current Professional Services Agreement will expire on September 30, 2019; and

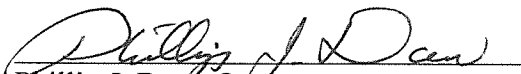
Whereas, Section 13. Contract Terms, of the existing agreement states, “...*Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR*”:

APC and **Contractor** agree to the following extension provisions:


1. The term of this Agreement shall be extended from October 1, 2019 through September 30, 2020.
2. Beyond September 30, 2020, **APC** and **Contractor** may extend the existing agreement pursuant to current terms and conditions and consistent with the extended Cost Plan Summary for Planning Services to the Lake County/City Area Planning Council and Lake County Service Authority for Freeway Emergencies (SAFE) outlined in Exhibit A.
3. If **APC** or **Contractor** do not wish to proceed with a subsequent extension, they must provide written notice at least one hundred twenty (120) days in advance of intent to terminate or negotiate future extensions.

ALL OTHER TERMS AND CONDITIONS of the original agreement, and first amendment shall remain in full force and effect unless amended in writing by both **APC** and **Contractor**.

In WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Professional Services Agreement Extension in duplicate.


Phillip J. Dow, Owner
Dow & Associates

Date: 04/22/19


Stacey Mattina, Chair
Lake County/City Area Planning

Date: 4/22/19

Exhibit A
Extended Cost Plan Summary

Planning Services to the Lake County/City Area Planning Council			
	Previous Year Base	Increase	New Base Amount
FY 19/20 (1st Ext)	\$ 246,637	\$ 1,886	\$ 248,523
FY 20/21 (2nd Ext)	\$ 248,523	\$ 2,103	\$ 250,626
FY 21/22 (3rd Ext)	\$ 250,626	\$ 2,345	\$ 252,970
FY 22/23 (4th Ext)	\$ 252,970	\$ 2,614	\$ 255,585
FY 23/24 (5th Ext)	\$ 255,585	\$ 2,915	\$ 258,500

Lake County Service Authority for Freeway Emergencies (SAFE)			
	Previous Year Base	Increase	New Base Amount
FY 19/20 (1st Ext)	\$ 26,869	\$ 205	\$ 27,074
FY 20/21 (2nd Ext)	\$ 27,074	\$ 229	\$ 27,304
FY 21/22 (3rd Ext)	\$ 27,304	\$ 255	\$ 27,559
FY 22/23 (4th Ext)	\$ 27,559	\$ 285	\$ 27,844
FY 23/24 (5th Ext)	\$ 27,844	\$ 318	\$ 28,161

Notes:

*Annual Base Amount includes health care increases, as established in Exhibit A of the original contract.
Annual Base Amounts will be adjusted each year using the cumulative California Consumer Price Index
California, All Urban Consumers, as stated in Exhibit A of the original contract.*

LAKE COUNTY/CITY AREA PLANNING COUNCIL

PROFESSIONAL SERVICES AGREEMENT EXTENSION

with

Dow & Associates

This extension of the Agreement for Professional Services between the Lake County/City Area Planning Council, herein after referred to as “**APC**” and Dow & Associates, hereinafter referred to as “**Contractor**”, first entered into on September 26, 2014, Amended on April 8, 2015, and extended for a period of one year on April 10, 2019, is now entered into on April 8, 2020, by and between **APC** and **Contractor**.

Whereas, the current extension period of the Professional Services Agreement will expire on September 30, 2020; and

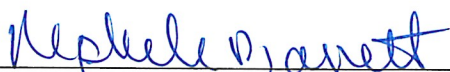
Whereas, Section 13. Contract Terms, of the existing agreement states, “...*Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR*”; and

APC and **Contractor** agree to the following extension provisions:

1. The term of this Agreement shall be extended from October 1, 2020 through September 30, 2021.
2. Compensation shall be at annual base amounts identified in the attached Exhibit A, which take effect at the start of each Fiscal Year and are adjusted using the cumulative California Consumer Price Index.
3. Beyond September 30, 2021, **APC** and **Contractor** may extend the existing agreement pursuant to current terms and conditions and consistent with the extended Cost Plan Summary for Planning Services to the Lake County/City Area Planning Council and Lake County Service Authority for Freeway Emergencies (SAFE) outlined in Exhibit A.
4. If **APC** or **Contractor** do not wish to proceed with a subsequent extension, they must provide written notice at least one hundred twenty (120) days in advance of intent to terminate or negotiate future extensions.

ALL OTHER TERMS AND CONDITIONS of the original agreement and first amendment shall remain in full force and effect unless amended in writing by both **APC** and **Contractor**.

In WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Professional Services Agreement Extension in duplicate.


Nephele Barrett, Owner
Dow & Associates

Date: 4-22-20


Stacey Mattina, Chair
Lake County/City Area Planning

Date: 4-22-2020

Exhibit A
Extended Cost Plan Summary

Planning Services to the Lake County/City Area Planning Council			
	Previous Year Base	Increase	New Base Amount
FY 19/20 (1st Ext)	\$ 246,637	\$ 1,886	\$ 248,523
FY 20/21 (2nd Ext)	\$ 248,523	\$ 2,103	\$ 250,626
FY 21/22 (3rd Ext)	\$ 250,626	\$ 2,345	\$ 252,970
FY 22/23 (4th Ext)	\$ 252,970	\$ 2,614	\$ 255,585
FY 23/24 (5th Ext)	\$ 255,585	\$ 2,915	\$ 258,500

Lake County Service Authority for Freeway Emergencies (SAFE)			
	Previous Year Base	Increase	New Base Amount
FY 19/20 (1st Ext)	\$ 26,869	\$ 205	\$ 27,074
FY 20/21 (2nd Ext)	\$ 27,074	\$ 229	\$ 27,304
FY 21/22 (3rd Ext)	\$ 27,304	\$ 255	\$ 27,559
FY 22/23 (4th Ext)	\$ 27,559	\$ 285	\$ 27,844
FY 23/24 (5th Ext)	\$ 27,844	\$ 318	\$ 28,161

Notes:

Annual Base Amount includes health care increases, as established in Exhibit A of the original contract. Annual Base Amounts will be adjusted each year using the cumulative California Consumer Price Index California, All Urban Consumers, as stated in Exhibit A of the original contract.

Extension periods are from October 1 of each year through September 30 of the following year. However, new contract amounts will take effect at the start of each Fiscal Year.

The current extension period, 10/1/20 through 9/30/21, covers the last three quarters of FY 20/21 and first quarter of FY 21/22.

LAKE COUNTY/CITY AREA PLANNING COUNCIL
PROFESSIONAL SERVICES AGREEMENT EXTENSION
with
Dow & Associates

This extension of the Agreement for Professional Services between the Lake County/City Area Planning Council, herein after referred to as “**APC**” and Dow & Associates, hereinafter referred to as “**Contractor**”, first entered into on September 26, 2014, Amended on April 8, 2015, and extended for a period of one year on April 10, 2019, and again on April 8, 2020, is now entered into on April 14, 2021, by and between **APC** and **Contractor**.

Whereas, the current extension period of the Professional Services Agreement will expire on September 30, 2021; and

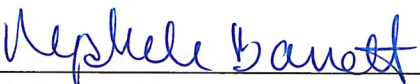
Whereas, Section 13. Contract Terms, of the existing agreement states, “*...Agreement may be extended for an additional five (5) one-year periods upon written agreement by the APC and CONTRACTOR;* and

APC and **Contractor** agree to the following extension provisions:

1. The term of this Agreement shall be extended from October 1, 2021 through September 30, 2022.
2. Compensation shall be at annual rates identified in the attached Exhibit A and subject to cumulative CPI increases as detailed in Exhibit A and per the original contract, effective as of the APC Fiscal Year 21/22 Budget for the term of this extension. A one-time credit of up to \$3,000 will be provided by the **Contractor** to **APC** for FY 21/22 as detailed in Exhibit A
3. **APC** and **Contractor** may exercise the option for two more one-year extensions following this third extension, pursuant to current terms and conditions and consistent with the extended Cost Plan Summary for Planning Services to the Lake County/City Area Planning Council and Lake County Service Authority for Freeway Emergencies (SAFE) outlined in Exhibit A.
4. If **APC** or **Contractor** do not wish to proceed with a subsequent extension, they must provide written notice at least one hundred twenty (120) days in advance of intent to terminate or negotiate future extensions.

ALL OTHER TERMS AND CONDITIONS of the original agreement and first amendment shall remain in full force and effect unless amended in writing by both **APC** and **Contractor**.

In WITNESS WHEREOF, the parties hereto have caused their duly authorized officers to execute this Professional Services Agreement Extension in duplicate.



Nephele Barrett, Owner
Dow & Associates



Stacey Mattina, Chair
Lake County/City Area Planning

Date: 4-21-21

Date: _____

Exhibit A
Extended Cost Plan Summary

Planning Services to the Lake County/City Area Planning Council			
	Previous Year Base	Increase	New Base Amount
FY 19/20 (1st Ext)	\$ 246,637	\$ 1,886	\$ 248,523
FY 20/21 (2nd Ext)	\$ 248,523	\$ 2,103	\$ 250,626
FY 21/22 (3rd Ext)	\$ 250,626	\$ 2,345	\$ 252,970
FY 22/23 (4th Ext)	\$ 252,970	\$ 2,614	\$ 255,585
FY 23/24 (5th Ext)	\$ 255,585	\$ 2,915	\$ 258,500

Lake County Service Authority for Freeway Emergencies (SAFE)			
	Previous Year Base	Increase	New Base Amount
FY 19/20 (1st Ext)	\$ 26,869	\$ 205	\$ 27,074
FY 20/21 (2nd Ext)	\$ 27,074	\$ 229	\$ 27,304
FY 21/22 (3rd Ext)	\$ 27,304	\$ 255	\$ 27,559
FY 22/23 (4th Ext)	\$ 27,559	\$ 285	\$ 27,844
FY 23/24 (5th Ext)	\$ 27,844	\$ 318	\$ 28,161

Notes:

Annual Base Amount includes health care increases, as established in Exhibit A of the original contract. Annual Base Amounts will be adjusted each year using the cumulative California Consumer Price Index California, All Urban Consumers, as stated in Exhibit A of the original contract.

Extension periods are from October 1 of each year through September 30 of the following year. However, new contract amounts will take effect at the start of each Fiscal Year.

The current extension period, 10/1/21 through 9/30/22, covers the last three quarters of FY 21/22 and first quarter of FY 22/23.

Dow & Associates will provide a voluntary, one-time credit of up to \$3000 to the APC for FY 21/22. This credit is provided due to reduced costs from travel and other similar non-salary/employee benefit expenses during FY 20/21. This will be applied as a credit to the LTF billing on each monthly invoice of that Fiscal Year equal to 1% of the total invoice.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Final 2021/22 Overall Work Program (OWP)

DATE PREPARED: May 21, 2021

MEETING DATE: June 2, 2021

SUBMITTED BY: Alexis Pedrotti, Project Manager

BACKGROUND:

Included in the Lake Area Planning Council (APC) board packet you will find the proposed Final 2021/22 Overall Work Program (OWP). The Draft Overall Work Program was presented and discussed at the APC Board of Directors Meeting on May 5, 2021.

As previously mentioned, members of the Lake Technical Advisory Committee (TAC) began discussing potential projects to include in the OWP during their meeting in January. Based on the TAC's input, the 2021/22 Draft OWP was developed and submitted to Caltrans for review and comment in February. Minor edits were made to the draft document based on comments received from Caltrans staff at District 1. The Lake TAC reviewed the most recent version of the 2021/22 Overall Work Program at their May meeting and support approval by the Lake APC Board of Directors.

Once the Final 2021/22 Work Program is adopted by the APC, it will be forwarded to the Caltrans District office for approval. As in the past, an amendment to the Final OWP will be completed within the next few months to include actual carryover amounts from projects that were not finalized in the 2020/21 Overall Work Program.

Hard copies of the Final OWP will be available to Lake APC Board Members upon request. The OWP can also be located on the APC Website, by visiting www.lakeapc.org.

ACTION REQUIRED: Adopt proposed Final 2021/22 Transportation Planning Work Program as recommended by the Lake TAC.

ALTERNATIVES: Revise work elements in the 2021/22 Work Program or refer to Lake TAC for changes – not recommended.

RECOMMENDATION: Adopt Final 2021/22 Work Program and authorize Executive Director to sign necessary certifications/agreements, and forward to Caltrans.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Coronavirus Response and Relief Supplemental Appropriations Act (HR 133) Funding Distribution Discussion **DATE PREPARED:** 5/25/2021
MEETING DATE: 6/2/2021

SUBMITTED BY: Danielle Casey, Project Coordinator

BACKGROUND:

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA, HR 133) was enacted into law on December 27, 2020, and included transportation infrastructure funding to the States for suballocation. California's apportionment of that funding is \$911.8 million. California Transportation Commission staff and Caltrans have been working to develop a distribution method for those funds. It has been agreed upon that 60% of funds will be used by the State and 40% will go to regions. Several funding scenarios have been developed to distribute the \$365 million that would go to the regions. Various scenarios regarding how to distribute the funds were discussed at workshops hosted by the CTC and attended by the regions in California. The final decision regarding how to distribute the funding was approved by the CTC at the March 24-25, 2021 meeting. The approved distribution uses a formula based 50% on STIP and 50% on RSTP/STBG which amounts to \$863,816 for Lake County. Of that amount \$27,589 is required for Planning, Programming and Monitoring (PPM) leaving \$836,227 for projects. That division is further broken down to show a total of \$524,187.00 in STIP funding and \$312,040.00 in STBG funding.

At the May 20, TAC Meeting, various scenarios were discussed on how to divide funding between agencies. Scenarios were presented that used population counts and centerline miles to devise a formula for distribution. The scenario unanimously decided on can be seen below labeled "Scenario 2A." This scenario provides a base amount of \$100,000 to each agency, with the rest distributed based on the formula. APC Staff was able to further break down the formula so that the cities would only have to complete one allocation process for STIP funding, rather than two separate processes for the two funding programs. It was not possible for the county to receive only one funding type, and therefore they will have to complete allocation processes for both STIP and STBG funding. APC Staff will assist the cities and counties with the allocation processes.

	Scenario 2A \$100,000 Base		
	STIP	CRRSAA (STBG)	Total
County	\$ 204,506.73	\$ 312,040.00	\$ 516,546.73
Clearlake	\$ 186,737.15	\$ -	\$ 186,737.15
Lakeport	\$ 132,943.12	\$ -	\$ 132,943.12
Total	\$ 524,187.00	\$ 312,040.00	\$ 836,227.00

The CTC has indicated that they would like to approve projects as early as the June meeting. For regions that aren't ready to move forward with programming at that time, there is an option to program at a later time as well, for instance with the RTIP which we will be developing this fall. It should be noted that because of the pandemic and decline in fuel tax revenues, it's likely that our next STIP Fund Estimate will be low, so advancing STIP projects with the HR 133 funding may be worth considering. Eligible uses for

the funding will be similar to uses allowed for STIP or RSTP/STBG funding respectively.

ACTION REQUIRED: Consider the TAC's recommendation and adopt the resolution to distribute the CRRSAA funds based on the presented scenario (#2A).

ALTERNATIVES: The Board may choose a different distribution method for the CRRSAA funds.

RECOMMENDATION: Consider the TAC's recommendation and adopt the resolution to distribute the CRRSAA funds based on the presented scenario (#2A).

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 21-22-10

APPROVAL OF A FUNDING DISTRIBUTION FORMULA FOR CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT FUNDS

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

WHEREAS, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (HR133) was enacted into law on December 27, 2020 and included an apportionment of \$911.8 million in “highway infrastructure program” funds for California;

WHEREAS, the California Transportation Commission (CTC) approved a distribution method of the funds with 60% going to the State and 40% to the regions;

WHEREAS, the CTC approved a distribution of the regional apportionment based 50% on the Surface Transportation Block Grant (STBG) formula and 50% on the State Transportation Improvement Program (STIP) formula;

WHEREAS, the CTC has established guidelines for the CRRSAA Program (STBG formula portion) and a Mid-Cycle STIP to expedite programming and use of these funds for transportation infrastructure;

WHEREAS, the funds apportioned to the Lake County region total \$863,816, with \$312,040 flowing through the CRRSAA Program and \$524,187.00 through the Mid-Cycle STIP (and an additional PPM of \$27,589);

WHEREAS, The Lake Area Planning Council (APC) is the designated Regional Transportation Planning Agency for Lake County;

WHEREAS, APC Staff developed various scenarios for distributing funds amongst the County of Lake and two incorporated cities based on a 50/50 split of population and center-line miles with base amounts allocated to each agency;

WHEREAS, the Technical Advisory Committee (TAC) recommended the APC Board approve the following funding distribution scenario which includes \$100,000 base amount for each agency:

	Scenario 2A \$100,000 Base		
	STIP	CRRSAA (STBG)	Total
County	\$ 204,506.73	\$ 312,040.00	\$ 516,546.73
Clearlake	\$ 186,737.15	\$ -	\$ 186,737.15
Lakeport	\$ 132,943.12	\$ -	\$ 132,943.12
Total	\$ 524,187.00	\$ 312,040.00	\$ 836,227.00

WHEREAS, Mid-Cycle STIP funds will be programmed for specific projects as part of the Regional Transportation Improvement Program (RTIP) through subsequent Board-approved amendments or as part of the 2022 RTIP process; and

WHEREAS, CRRSAA Program (STBG) funds will be designated for specific projects through submission of a project list to the CTC;

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake Area Planning Council approves the Coronavirus Response and Relief Supplemental Appropriations Act funding distribution scenario identified above and directs staff to work with local agencies to develop and submit to the CTC a project list to utilize available CRRSAA Program funds, consistent with the approved funding distribution and funding guidelines.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 2nd day of June 2021, 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
Chairperson



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Meetings Attended by APC Staff

DATE PREPARED: May 26, 2021

MEETING DATE: June 2, 2021

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 5/5/21
Teleconference/Zoom
(Davey-Bates, Barrett, Pedrotti, Sookne, Speka, Casey, Parker)
2. Federal Lands Access Program (FLAP) w/Lakeport 5/10/21
Teleconference/Zoom
(Speka)
3. Caltrans D1 – RTPA Group Meeting 5/11/21
Webinar
(Davey-Bates, Barrett)
4. RTPA Meeting 5/11/21
Webinar
(Davey-Bates, Barrett)
5. California Transportation Commission (CTC) 5/12 – 13/21
Webinar
(Davey-Bates, Barrett)
6. COVID Impacts on Greenhouse Gas (GHG) Emissions 5/13/21
Webinar
(Davey-Bates, Barrett)
7. Caltrans District 1 – Highway 20 & Potter Valley w/D. Morgan 5/14/21
Site Visit
(Davey-Bates, Barrett)
8. Lake APC Final OWP Prep w/Caltrans 5/12/21
Zoom
(Davey-Bates, Pedrotti)
9. California Transportation Federal Affairs Working Group 5/17/21
Zoom
(Davey-Bates, Barrett)
10. Caltrans – Rebuilding American Infrastructure with Sustainability & Equity (RAISE) 5/18/21
Teleconference/Zoom
(Davey-Bates, Speka, Casey)

- | | |
|---|---------|
| 11. APC – Planning Coordination Meeting
Teleconference/Zoom
(All) | 5/18/21 |
| 12. SR 53 Corridor Meeting
Zoom
(Davey-Bates, Casey) | 5/19/21 |
| 13. Lake TAC Meeting
Teleconference/Zoom
(Davey-Bates, Barrett, Pedrotti, Sookne, Speka, Casey, Galliani) | 5/20/21 |
| 14. Transportation California w/McGuire
Teleconference/Zoom
(Barrett) | 5/20/21 |
| 15. Rural Counties Task Force (RCTF) Meeting
Teleconference/Zoom
(Barrett, Pedrotti, Sookne, Speka, Casey) | 5/21/21 |
| 16. CRRSSA Rollout
Zoom
(Davey-Bates) | 5/24/21 |
| 17. COG Director Association of California (CDAC) Meeting
Teleconference/Zoom
(Barrett) | 5/25/21 |
| 18. SR53 Corridor Local Circulation Study Project
Teleconference /Zoom
(Davey-Bates, Casey) | 5/26/21 |
| 19. Regional Transportation Planning (RTP) Check-In
Teleconference/Zoom
(Davey-Bates, Barrett, Sookne, Speka) | 6/1/21 |
| 20. APC – Planning Coordination Meeting
Teleconference/Zoom
(All) | 6/1/21 |

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

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Strategic Partnerships Planning Grant Update
SR53 Corridor Local Circulation Study Project

DATE PREPARED: 5/26/2021
MEETING DATE: 6/2/2021

SUBMITTED BY: Danielle Casey, Project Coordinator

UPDATE:

The SR53 Corridor Local Circulation Study conducted by TJKM is still in process. Due to project delays caused by the Coronavirus pandemic, the original contract schedule was modified in the middle of 2020, but was still projected to reach completion in June 2021. In May 2021, APC Staff spoke with TJKM project manager, Ruta Jariwala regarding the projected schedule. Both APC Staff and Ms. Jariwala agreed to extend the contract because of additional delays that have occurred in late 2020 and early 2021. At the time of this writing, APC Staff is waiting for a new schedule from TJKM in order to extend the contract. APC Staff will share the new schedule in future staff reports.

The Technical Advisory Group (TAG) last met on May 26, 2021. At this meeting stakeholders revisited the long-term vision for the corridor, in order to make sure that the study is proceeding in a manner that suits the goals of the city and region. The TAG will continue to meet on a biweekly basis until project completion.

At the April 28, 2020 teleconference with TJKM, APC Staff did reiterate that the stakeholders in Clearlake are most interested in seeing a frontage road from Polk Avenue to Ogulin Canyon Road in the finished report. TJKM acknowledged the request and said that they will include the best options for this route in the finished report.

Below is a list of all intersections being studied:

1. SR 53 / SR 20 (All-Way Stop)
2. SR 53 / Ogulin Canyon Road North (One-Way Stop)
3. SR 53 / Ogulin Canyon Road South (One-Way Stop)
4. SR 53 / Old Highway 53 (One-Way Stop)
5. SR 53 / Olympic Drive (Signalized)
6. SR 53 / Polk Avenue (Two-Way Stop)
7. SR 53 / 40th Avenue-Lakeshore Drive (Signalized)
8. SR 53 / 18th Avenue (Signalized)
9. SR 53 / Dam Road-Old Highway 53 (Signalized)
10. SR 53 / Anderson Ranch Parkway (One-Way Stop)
11. SR 53 / State Route 29 (Signalized)
12. SR 53 at Kugelman St (4-lane segment)
13. SR 53 at Jessie St (4-lane segment)

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: None



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Local Road Safety Plan Update

DATE PREPARED: 5/25/2021

MEETING DATE: 6/2/2021

SUBMITTED BY: Danielle Casey, Project Coordinator

UPDATE:

The Local Road Safety Plan for the Cities of Clearlake and Lakeport are being developed by Headway Transportation, LLC. Studies are proceeding on schedule. At the time of this writing, Headway has reported to the APC that they have received *75 surveys and 24 mapping dots for Lakeport* and *91 surveys and 10 mapping dots for Clearlake*. Surveys and maps will remain open for an additional time, but are expected to close this summer.

Links to the surveys and maps can be found at:

Clearlake: <https://arcg.is/0GmP540>

Lakeport: <https://arcg.is/WL4WW>

The Stakeholder Working Group is expected to meet for a second time during the week of June 6, 2021. At the time of this writing, Headway Project Manager, Lauren Picou has sent out a Doodle poll to determine the best meeting time for Stakeholders.

The Stakeholder Working Group met for the first time on April 6, 2021. Participants included, APC Staff, Caltrans, Lake Transit Authority (LTA), Clearlake Police Department, and City of Clearlake Staff. Lakeport City Staff and Lakeport Police Department did not attend, but has agreed to for future meetings. The third Stakeholder Meeting will take place in August. If additional meetings are needed those will be scheduled in the future.

Local Road Safety Plans are expected to be complete by April 2022, in time for HSIP Applications – which will require the LRSP's to be eligible for funding.

The total amount of money available for the LRSP is \$80,000 for Lakeport and \$50,000 for Clearlake.

ACTION REQUIRED: For information and discussion purposes only.

ALTERNATIVES: None

RECOMMENDATION: None

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 5.10.2021													
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental I Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction	
01	0100020013	01-0A040	SHOPP	MATTEOLI, JAIME C	LAK	175	R25/27.5	Lak 175 -Middletown Shoulders	IN LAKE COUNTY NEAR MIDDLETOWN FROM 0.1 MI EAST OF PUTAH CREEK BRIDGE #14-021 TO DRY CREEK BRIDGE #14-020	SHOULDER WIDENING	\$11,433,000	PostRTL/Const	04/12/2012	05/22/2017	06/28/2018	06/28/2018	11/08/2018	10/18/2021	
01	0113000060	01-0C810	SHOPP	KING, ROBERT W	LAK	VAR	0/0	LAK 20/53 Intersection Improvement	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	IMPROVE INTERSECTION	\$6,514,000	PostRTL/Const	08/04/2014	08/31/2016	02/01/2018	03/01/2018	07/02/2018	12/01/2021	
01	0113000122	01-0E080	SHOPP	KHAMMASH, MANHAL	LAK	VAR	0/0	Manning & Polk Jones Cattle Pass	IN LAKE COUNTY AT UPPER LAKE ON ROUTE 20 AT POLK JONES CATTLEPASS AND NEAR LAKEPORT ON ROUTE 29 AT MANNING CREEK BRIDGE	BRIDGE RAIL REPLACEMENT	\$1,554,000	PostRTL/Const	03/16/2016	06/24/2019	05/11/2020	06/15/2020	10/26/2020	01/15/2022	
01	0114000043	01-29811	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	Lake 29 Expressway - Safety	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	Improve Curve and Upgrade Shoulders	\$42,451,000	PostRTL/Const	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	12/01/2022	
01	0114000044	01-29821	STIP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 STIP	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	LAK-29 CHILD STIP	\$23,757,000	PostRTL/Const	07/01/1998	11/30/2016	03/06/2019	05/06/2019	12/02/2019	12/01/2022	
01	0115000003	01-0E720	SHOPP	KHAMMASH, MANHAL	LAK	029	12.7/14.5	Coyote Grade Shoulder Widening	IN LAKE COUNTY NEAR LOWER LAKE FROM 0.8 MILE NORTH OF SPRUCE GROVE RD-SOUTH TO 0.4 MILE SOUTH OF HOFACKER LANE	WIDEN SHOULDER	\$10,415,000	PostRTL/Const	08/19/2016	01/31/2019	01/24/2020	03/13/2020	07/23/2020	07/15/2022	
01	0115000004	01-0E730	SHOPP	KHAMMASH, MANHAL	LAK	029	17.7/20.7	Lake 29 Widening and Truck Lane	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 AVENUE	WIDEN SHOULDERS/CREATE TRUCK CLIMB LANE	\$5,720,000	PostRTL/Const	08/19/2016	09/14/2018	08/29/2019	10/14/2019	03/02/2020	09/22/2021	
01	0115000033	01-0E820	SHOPP	KHAMMASH, MANHAL	LAK	VAR	0/0	EAST LAKE CO TMS	IN LAKE COUNTY AT VARIOUS LOCATIONS	UPGRADE TRANSPORTATION MANAGEMENT SYSTEM	\$2,008,000	PostRTL/Const	10/18/2017	12/31/2019	02/24/2021	04/06/2021	09/03/2021	12/01/2023	
01	0115000034	01-0E830	SHOPP	KHAMMASH, MANHAL	59V01	VAR	0/0	MT KONOCTI TMS	IN LAKE AND MENDOCINO COUNTIES AT VARIOUS LOCATIONS	UPGRADE TRANSPORTATION MANAGEMENT SYSTEM	\$2,548,000	PostRTL/Const	10/18/2017	01/02/2020	02/24/2021	04/06/2021	09/03/2021	12/01/2023	
01	0116000013	01-0F490	SHOPP	KHAMMASH, MANHAL	LAK	020	5.7/6.3	Bachelor Creek Bridge	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.1 MILE WEST TO 0.4 MILE EAST OF BACHELOR CREEK BRIDGE	REHAB BRIDGE	\$3,676,000	PostRTL/Const	10/18/2017	12/17/2018	04/07/2020	06/23/2020	12/09/2020	12/01/2022	
01	0116000118	01-0G050	SHOPP	KING, ROBERT W	59V01	VAR	0/0	District Wide Curve Warning	IN LAKE, MENDOCINO, HUMBOLDT AND DEL NORTE COUNTIES AT VARIOUS LOCATIONS	REPLACE CURVE WARNING SIGNS	\$1,605,000	PostRTL/Const	09/01/2018	04/03/2019	03/20/2020	03/23/2020	08/07/2020	09/01/2021	
01	0116000170	01-0G330	SHOPP	KHAMMASH, MANHAL	LAK	020	5.1/5.8	LAKE 20 SHOULDERS	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST OF WITTER SPRINGS ROAD TO 0.3 MILE EAST OF WITTER SPRINGS ROAD	CURVE IMPROVEMENT	\$7,921,000	PostRTL/Const	06/06/2017	04/03/2019	03/13/2020	06/23/2020	12/09/2020	12/01/2022	

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 5.10.2021												
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction
01	0117000226	01-0H460	SHOPP	BLAIR, STEVEN D	LAK	175	.2/.42	LAK-175 Curve Improvement	IN LAKE COUNTY NEAR HOPLAND FROM 0.2 TO 0.4 MILE EAST OF THE MENDOCINO COUNTY LINE	CURVE REALIGNMENT & SHOULDER WIDENING	\$2,391,000	PostRTL/Const	10/30/2018	02/20/2020	01/14/2021	02/01/2021	07/07/2021	12/01/2023
01	0118000078	01-29841	STIP	PIMENTEL, JEFFREY L	LAK	029	23.6/26.9	LAK-29 EXPRESSWAY SEGMENT 2A	IN LAKE COUNTY NEAR LOWER LAKE ON ROUTE 29 FROM 3.3 MILES NORTH OF JUNCTION 29/53 TO 1.0 MILE SOUTH OF JUNCTION 29/281	CONSTRUCTION 4-LANE EXPRESSWAY	\$54,500,000	PSE	07/01/1998	11/30/2016	04/01/2024	04/15/2024	02/12/2024	12/01/2027
01	0118000079	01-29831	STIP	PIMENTEL, JEFFREY L	LAK	029	26.1/29.1	LAK-29 EXPRESSWAY 2B	IN LAKE COUNTY NEAR KELSEYVILLE ON ROUTE 29 FROM 1.8 MILES SOUTH TO 1.2 MI NORTH OF JUNCTION 29/281 & ON ROUTE 281 FROM JUNCTION 29/281 TO 0.3 MI WEST OF JUNCTION 29/281	CONSTRUCT 4-LANE EXPRESSWAY	\$71,300,000	PSE	07/01/1998	11/30/2016	04/01/2024	04/15/2024	02/12/2024	12/01/2027
01	0118000117	01-0H840	SHOPP	KHAMMASH, MANHAL	LAK	020	2/2.8	BLUE LAKES SAFETY	IN LAKE COUNTY ABOUT 6 MILES WEST OF UPPER LAKE FROM 0.6 MILE WEST OF IRVINE AVENUE TO 0.1 MILE EAST OF MID LAKE ROAD	IMPROVE CURVE; WIDEN SHOULDER	\$15,156,000	PSE	12/05/2018	09/22/2020	03/07/2022	03/21/2022	07/18/2022	12/01/2023
01	0118000122	01-0H880	SHOPP	KHAMMASH, MANHAL	LAK	029	R34.9/R35.23	Kelsey Creek L Turn Channelization	IN LAKE COUNTY NEAR KELSEYVILLE FROM KELSEY CREEK BRIDGE TO 0.1 MILE NORTH OF KELSEY CREEK ROAD	LEFT TURN CHANNELIZATION	\$2,081,000	PAED	01/07/2019	05/18/2021	06/01/2022	06/15/2022	12/11/2022	10/01/2023
01	0118000125	01-2982U	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 COMBINED	IN LAKE COUNTY NEAR KELSEYVILLE ON RTE 29 FROM 0.6 MI TO 3.7 MILES NORTH OF RTE 281 AND ON RTE 175 FROM SO JCT RTE 29 TO 0.3 MI EAST OF SO JCT RTE 29	CONSTRUCT EXPRESSWAY	\$66,208,000	PostRTL/Const	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/02/2019	12/01/2022
01	0118000154	01-0A041	SHOPP	MATTEOLI, JAIME C	LAK	175	25/27.5	MIDDLETOWN MITIGATION	IN LAKE COUNTY NEAR MIDDLETOWN FROM PUTAH CREEK BRIDGE TO DRY CREEK BRIDGE	MIDDLETOWN MITIGATION	\$600,000	PostRTL/Const		05/22/2017	06/28/2018	06/28/2018	08/29/2019	12/01/2024
01	0118000172	01-0E081	SHOPP	KHAMMASH, MANHAL	LAK	VAR	0/0	Morrison, Robinson & Kelsey Creek	IN LAKE COUNTY AT VARIOUS LOCATIONS	BRIDGE RAIL & UPGRADE	\$7,852,000	PSE	07/02/2018	06/29/2020	06/04/2021	06/18/2021	11/12/2021	12/01/2023
01	0119000062	01-2983U	SHOPP	MATTEOLI, JAIME C	LAK	029	28.5/31.6	LAK-29 combined mitigation	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.6 MILE NORTH OF THE JUNCTION OF SR 29/281 TO 0.6 MILE NORTH OF THE JUNCTION OF SR 29/175	ENVIRONMENTAL MITIGATION	\$0	PostRTL/Const	01/17/2014	11/30/2016	05/05/2019	05/06/2019	12/30/2019	12/30/2027
01	0119000123	01-0J930	SHOPP	KHAMMASH, MANHAL	LAK	029	11.89/23.6	Twin Lakes CAPM	IN LAKE COUNTY NEAR KELSEYVILLE FROM 0.1 MI NORTH OF COYOTE CREEK BRIDGE TO DIENER DRIVE ROAD 543	Pavement Class 2 / CAPM	\$20,346,000	PAED	04/01/2022	05/01/2024	11/03/2025	11/15/2025	02/01/2026	12/01/2027
01	0120000002	01-0G33U	SHOPP	KHAMMASH, MANHAL	LAK	020	5.1/6	Witter Springs Safety Combined	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST OF WITTER SPRINGS ROAD TO 0.4 MILE EAST OF BACHELOR CREEK BRIDGE	COMBINED SAFETY AND BRIDGE REHAB	\$8,910,000	PostRTL/Const		04/03/2019	04/07/2020	06/23/2020	12/09/2020	12/01/2022
01	0120000076	01-0G331	SHOPP	KHAMMASH, MANHAL	LAK	020	5.1/5.8	LAKE 20 Shoulders ENV Mitigation	IN LAKE COUNTY NEAR UPPER LAKE FROM 0.4 MILE WEST TO 0.3 MILES EAST OF WITTER SPRINGS ROAD	Mitigation	\$100,000	PSE		04/03/2019	04/07/2020	01/15/2023	01/16/2023	06/02/2029

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 5.10.2021												
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental I Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction
01	0120000077	01-0F491		KHAMMASH, MANHAL	LAK	020	5.8/5.8	Bachelor Creek Bridge Mitigation			\$0	PSE		12/17/2018	04/07/2020	01/15/2023	03/15/2023	06/02/2029
01	0120000105	01-0E83U	SHOPP	KHAMMASH, MANHAL	59V01	VAR	0/0	COMBINED TMS	IN LAKE AND MENDOCINO COUNTIES ON VARIOUS ROUTES AND AT VARIOUS LOCATIONS	Transportation Management Systems	\$4,556,000	PostRTL/Const		01/02/2020	02/24/2021	04/06/2021	09/03/2021	12/01/2023
01	0120000130	01-0K660	OTHER STATE FUNDS	KHAMMASH, MANHAL	LAK	020	16.74/18.02	Lucerne Complete Streets	IN LAKE COUNTY IN LUCERNE FROM 0.1 MILE WEST OF MORRISON CREEK BRIDGE TO 0.1 MILE EAST OF COUNTRY CLUB DRIVE	Lucerne Complete Streets Improvements	\$0	PID	07/01/2023	01/24/2024	04/02/2026	05/20/2026	10/07/2026	04/03/2028
01	0121000006	01-0K750	SHOPP	CONSTANCIO, SHERRY K	59V01	VAR	0/0	PSPS Emergency Repairs	IN DEL NORTE, HUMBOLDT, MENDOCINO, AND LAKE COUNTIES ON VARIOUS ROUTES AND AT VARIOUS LOCATIONS	Various Signal Locations Mendocino, Lake, Del Norte, Humboldt	\$300,000	PostRTL/Const	08/26/2020	08/26/2020	08/26/2020	08/26/2020	10/01/2020	11/01/2021

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 5.10.2021												
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Const Cost Estimate	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction
01	0100020137	01-45130	MINOR B	GHIDINELLI, CHRISTOPHER M	59V01	VAR	0/0	ROUTES 20/29 DISPOSAL SITES	IN MENDOCINO AND LAKE COUNTIES ON ROUTES 20 AND 29 AT VARIOUS LOCATIONS	DEVELOP DISPOSAL SITES	\$0	PSE	01/30/2013	07/15/2020				
01	0117000018	01-0G550	MINOR A	FLOYD, KIMBERLY R	LAK	020	26.54/26.63	Clearlake Oaks MGS Guardrail	IN LAKE COUNTY NEAR CLEAR LAKE OAKS AT BERYL WAY	INSTALL GUARDRAIL	\$857,000	PSE	01/17/2018	08/13/2020	07/01/2021	07/15/2021	11/01/2021	07/01/2022
01	0117000138	01-0H220	MINOR A	FLOYD, KIMBERLY R	LAK	029	10.08/10.88	Hidden Valley Pull-Outs	IN LAKE COUNTY FROM 0.3 MILE TO 1.2 MILES NORTH OF PUTAH CREEK BRIDGE	CONSTRUCT MAINTENANCE TURN-OUTS	\$1,048,000	PAED	04/01/2020	09/06/2021	09/30/2022	10/14/2022	02/08/2023	12/01/2023
01	0117000227	01-0H470	MINOR B	GHIDINELLI, CHRISTOPHER M	LAK	020	10.9/11.4	Pomo Way Intersection Lighting	IN LAKE COUNTY NEAR NICE FROM 0.3 MILE WEST TO 0.3 MILE EAST OF POMO WAY	INSTALL INTERSECTION LIGHTING	\$168,000	PostRTL/Const					07/01/2021	12/01/2021
01	0119000007	01-0J310	MINOR B	GHIDINELLI, CHRISTOPHER M	LAK	029	46.7/46.7	LAKEPORT MS OVERLAY	IN LAKE COUNTY NEAR LAKEPORT AT THE LAKEPORT MAINTENANCE STATION	MAINTENANCE STATION OVERLAY	\$265,000	PSE	10/11/2018	06/01/2018				

Past Due		Due in 3 Months		Complete		CT Milestone Report - Lake County 5.10.2021												
District	AMS ID	Project Number	Program	PM	County	Route	Post Mile	Nick Name	Legal Description	Work Description	Administering Agency	Phase	Program Project	Project Approval & Environmental Document (PA&ED)	Right-of-Way Certification (R/W Cert)	Ready To List (RTL)	Begin Construction	End Construction
01	0116000114	01-0G000	OVERSIGHT	BUCK, JENNIFER L	LAK	029	4.15/5.14	Middletown Path	IN LAKE COUNTY IN MIDDLETOWN FROM RANCHERIA ROAD TO CENTRAL PARK ROAD	CONSTRUCT MULTI-USE PATH	County of Lake	PSE	04/08/2016	07/11/2019	05/30/2021	05/30/2021	07/30/2021	12/15/2022
01	0120000054	01-0K260	OVERSIGHT	BUCK, JENNIFER L	LAK	053	1.1/1.2	Dam Road Roundabout	IN LAKE COUNTY IN CLEARLAKE OAKS FROM 0.1 MI NORTH OF CACHE CR BR #14-78L TO 0.2 MI SOUTH OF OLD HWY LT/DAM RD RT	LOCAL OVERSITE	City of Clearlake	PAED		07/05/2023	09/09/2025	10/27/2025	03/23/2026	09/14/2027



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

525 South Main Street, Ukiah, CA 95482
Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

May 17, 2021

California State Transportation Agency
Attn: Darwin Moosavi, Deputy Secretary
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Re: Comments on the Climate Action Plan for Transportation Infrastructure

Dear Mr. Moosavi:

Thank you for the opportunity to provide comment on the draft Climate Action Plan for Transportation Infrastructure (CAPTI). The Lake Area Planning Council (APC) is supportive of the overall goals of CAPTI, however, we have serious concerns about the potential negative impacts to transportation funding and projects in rural Lake County as a result of the some of the strategies and actions proposed in the draft in the plan.

The Lake County region is supportive of the efforts to increase clean fuel options and improve modal choices. We consistently maximize funding for transit, bicycle and pedestrian projects. As an example, our transit agency recently received a \$13.5 million TIRCP grant to construct a new transit center which will include electric charging stations, a park and ride lot, hydrogen buses and a hydrogen fueling station. Agencies in our region regularly apply for and receive Active Transportation Program grants to increase bicycle and pedestrian transportation options. All of these efforts are in line with the goals of CAPTI. We want to make sure that statewide progress in these areas continues to be made in a way that allows rural regions to be viable participants in the State's transportation funding programs benefitting disadvantage communities in rural areas, allowing for critical safety improvements on rural roads and highways, and supporting the completion of transportation projects that have undergone years of planning and funding during development.

As a rural region with limited funding, we rely upon competitive grant programs to fund major transportation projects. We are concerned that even greater emphasis on reduction of vehicle miles traveled, infill projects, and mode shift across a wide range of programs will affect our ability to be successful in statewide competitive programs and make it difficult to complete projects, including those that would support the goals of CAPTI. Our lower populations and geographic distance between remote communities reduce our capacity for mode-shift and make it harder to compete in these categories.

Another major concern with the implementation strategies in CAPTI is the potential to significantly change the programs created by Senate Bill 1. Voters demonstrated their support of SB 1 and its programs through the defeat of Proposition 6 in 2018. Unfortunately, some of the strategies included in the draft CAPTI, particularly Strategies S1 and S2, propose to change those programs. This change in priorities for SB 1 programs undermines voter trust.

The following are comments on specific strategies proposed in the draft CAPTI:

Strategy S1:

S1.4: While it is understood that it is important to accelerate projects to fund innovative and sustainable transportation projects outlined in CAPTI, it is also imperative to understand that many projects are very costly in rural areas and can take years, sometimes decades, to construct due to limited resources and funding opportunities. This long lead time does not diminish the importance of projects or the need for transportation investments. It is alarming that guidelines of the TCEP will be updated to prioritize projects that demonstrate zero-emission technologies and infrastructure. The TCEP is one of very few competitive programs that would be a viable grant program for the Lake 29 Expressway project, a freight corridor project identified as a priority interregional highway in the 2015 Interregional Transportation Strategic Plan, that would likely no longer be eligible or competitive under these new priorities.

Strategy S2:

S2.2: While rail can certainly provide benefit for some parts of the state, there are many regions of California that have no meaningful rail system, and likely never will. Prioritizing rail investments “across all funding opportunities” has the potential to reduce funding that is currently open to all regions, while benefiting just a few.

S2.3: As noted above, Lake County received a \$13.5 million TIRCP grant to greatly improve and implement zero-emission infrastructure for the transit system in Lake County. It should be noted, however, that many rural agencies do not have that capability to pursue such lofty goals or projects, and funding should not be redirected from traditional transit funding resources for rural agencies to support zero-emission goals and strategies.

S2.4: Increasing ATP funding should not come at the cost of other critical transportation infrastructure programs. Lake County agencies regularly apply for Active Transportation funding. We understand that the program is oversubscribed, however, many other important transportation activities are also underfunded. Taking funds from other transportation infrastructure programs, such as the State Highway Account, or SHOPP, can reduce funding that rural regions use to complete essential activities, such as basic maintenance of existing infrastructure.

S2.5: We support the need for discussions on sustainable rural transportation solutions and look forward to participating in these efforts. Using “rail grade separation projects with significant active transportation benefits” is not a pertinent example of a sustainable project for a rural area, and we urge dialog with rural partners.

Strategy S3:

We support the establishment of transportation equity and environmental justice advisory committees. When discussing transportation equity, it is critical that the rural perspective be included, and therefore request that a rural representative be included in these committees. Rural regions are home to some of the state’s most disadvantaged communities, and their remoteness and lack of access often make it even harder for those communities to overcome their disadvantaged conditions.

S3.4: Although we understand the need for tools to assist in project evaluation, reliance upon indices in the past has led to an inability to participate in funding programs. An example of this is CalEnviroScreen, which has been used in several grant programs to identify disadvantaged communities. Lake County is home to several severely disadvantaged communities. However, because those communities are in air quality

attainment, they are not considered disadvantaged per the CalEnviroScreen definition, and are therefore ineligible for certain grant programs. If an index is developed, we request that flexibility be allowed in methods to evaluate equity and not rely solely on an index tool.

Strategy S4:

Several actions in Strategy 4 could result in Caltrans project prioritization that would hurt safety in rural areas. Safety related improvements on State highways in rural areas often involve widening out of necessity. For instance, widening may be needed to provide separation between vehicles on a two-lane highway experiencing crossover collisions, or to accommodate turn lanes/pockets where rear-end collisions occur. This is of particular concern in Lake County where we have many two-lane, rural highways, which often serve as Main Street through communities. Although these projects do not have the potential to increase capacity like projects in urban areas, the prioritization proposed would still steer Caltrans away from these projects and critical safety improvements in rural areas won't happen.

S4.2: This strategy could be detrimental to many rural areas of the state, including Lake County, where critical projects are currently identified and prioritized in the ITSP. Updating the ITSP to meet the CAPTI Framework would undoubtedly negatively impact many projects that have been in the planning and funding pipeline for years and would likely no longer be fundable under the new guidelines.

S4.4: While we support efforts to include multi-modal, sustainable transportation in highway corridor planning, we also recognize that a dramatic refocusing of corridor planning could result in regions' inability to move forward with projects that have been in development for years, or even decades. Based on past experience, we know that major projects in rural areas take longer to plan, implement, and fund than in urban areas. In addition, most rural areas are unable to fund major projects on State highways without a Caltrans funding partnership. This reprioritization should be done in a way that still allows projects that already have significant time and money invested in development to move forward.

In addition, S4.4 calls for innovative safety solutions that advance sustainable transportation modes, particularly in rural communities. While we welcome this, and hope that it would lead to improvements to bike and pedestrian safety where state highways are Main Street, it's also critical to acknowledge that sometimes safety concerns in rural areas call for traditional solutions. For instance, vehicle accidents on rural, two-lane highways may call for widening to allow for vehicle separation or recovery. It's critical that promoting innovative safety solutions does not lead to the elimination of still needed traditional solutions.

S4.5: We urge rural involvement while developing the CCAP. Establishing reduction targets for GHG emissions and VMT from all sources, including the State Highway System could, once again, negatively impact rural areas. While reducing GHG and VMT is a high priority, it must also be acknowledged that because of limited transit availability and the geographical vastness of Lake County, vehicular travel will remain the primary mode of travel in for people who often travel must out of county to get to their jobs, medical appointments, education and other essential services where transit or ride-sharing programs do not exist or aren't operational when needed.

Strategy S5:

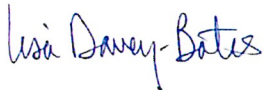
As one of the County's hit hardest year after year with devastating wildfires, we support incorporation of climate risk assessment as a standard practice. We also support fix-it-first approach, but that is not a one-size fits all, and this approach could be harmful to our region if the needs of rural regions are not considered when developing climate risk assessment strategies and guidance.

Strategy S7:

S7.1: While we support incentivizing infill and mixed-use development, that may not always result in the reduction of VMT and these incentives would not necessarily benefit rural areas. Many people who live in Lake County often travel out-of-county to Napa, Sonoma or Mendocino County for jobs because they cannot afford housing where they are employed. This jobs and housing imbalance and trend will not change until more affordable housing is available where good paying jobs exist.

Thank you for this opportunity to provide comments on the draft CAPTI. We look forward to working with CalSTA and CTC in developing a climate change framework that helps prioritize future state and federal transportation dollars that works for all Californians.

Sincerely,



Lisa Davey-Bates
Executive Director

cc: Brad Mettam, District 1
Matthew Yosgott, CTC
Lake APC Board Members
Assembly Member Cecilia Aguiar-Curry
Senator Mike McGuire
Congressman John Garamendi



Stimulate Economic Recovery, Create Living-Wage Jobs, and Further Progress on California's Climate Goals Through Strategic Investments in Transportation Infrastructure

Proposal for 2021-22 State Budget Investments

California's multimodal transportation system is the backbone of the state economy. The movement of goods and services, including moving agriculture from farm-to-market, is essential to overall quality of life in the Golden State. It is the way Californians will get back to work, go to school, recreate, and start living again in a post-pandemic environment. But the state's network of highways, roads, bridges, bikeways, pedestrian pathways, and transit systems is also our future. They play an integral role in fighting the effects of climate change, improving air quality, providing a path to prosperity, and creating sustainable, vibrant communities. Fairly investing in infrastructure is always a wise investment – creating living-wage jobs and profoundly positive ripple effects throughout the economy.

The state has a unique opportunity to strategically invest in transportation infrastructure in the 2021-22 State Budget to support economic recovery, invest in programs and projects that will accelerate meeting California's ambitious climate goals, increase opportunities for biking and walking, and fix aging infrastructure to support affordable infill housing development. California is not on track to meet its climate changes goals, and in particular greenhouse gas (GHG) emissions from the transportation sector continue to grow. Numerous climate-related transportation programs are significantly oversubscribed, and a one-time investment of state resources could advance hundreds of projects to fast-track meeting our GHG emission reduction targets. California can use a modest portion of its one-time General Fund revenues and federal American Rescue Plan funds to make the following one-time investments:

ACTIVE TRANSPORTATION PROGRAM (\$2 BILLION)

The Active Transportation Program (ATP) invests in transportation projects and programs to increase the use and safety of active modes of transportation, such as biking and walking. Since its inception in 2013, the ATP program has funded over 800 projects across the state; over 400 of these projects are Safe Routes to Schools projects; and more than 89% of funding benefits disadvantaged communities. Despite recent investments into the program, including \$100 million annually from SB 1 and the local share of SB 1, the ATP is significantly oversubscribed. The CTC reports that only 49 projects out of 454 applications (just 11 percent) were funded in the latest cycle, leaving millions of dollars' worth of high-quality, ready-to-go projects on the table. A one-time investment would advance pre-judged, already high-scoring ATP projects that are just waiting for funding. Funding could also be used to support innovative community wide pilot projects to create complete bikeway networks or walkable community connectivity.



SUSTAINABLE COMMUNITIES BLOCK GRANT PROGRAM (\$1 BILLION)

SB 375 (Chapter 328, Statutes of 2008) tasked California's 18 Metropolitan Planning Organizations (MPOs) with reducing GHG emissions from the transportation sector through transportation infrastructure investments and land use planning. While much progress has been made, regions are financially constrained in terms of advancing projects that will have transformative impacts in communities across California. The creation and funding of a dedicated Sustainable Communities Block Grant Program (SCBGP) to implement SB 375 would be a game-changer. Regions could focus on the transformative projects that are most critical to create sustainable thriving low-GHG communities that can get overlooked in single-purpose funding programs. Examples include refurbishing underutilized retail spaces into walkable housing and retail neighborhoods, new transportation policies that connect key destinations (such as bus-rapid transit), active transportation projects including bicycle and pedestrian infrastructure, and expansion of transit services, just to name a few. A strict set of eligibility parameters ensures that all investments must help accelerate reductions toward the state's overarching climate, health, and equity goals. The SCBGP should also include a rural set-aside to ensure the program benefits the entire state and supports all regional sustainability efforts.

HIGHWAY BRIDGE PROGRAM — LOCAL BRIDGE AUGMENTATION (\$500 MILLION)

The state and local governments own and operate over 25,000 bridges. Local governments are responsible for 12,105 bridges, 2,663 of which need rehabilitation or replacement. The Federal Highway Administration (FHWA) reports that California is not on target to meet performance goals. If these targets are missed, California loses some flexibility in how it spends other federal transportation funds. Local bridge projects are expensive, take many years to fund, are funded in large part by federal transportation dollars, and require a costly local match. There are nearly \$400 million in local bridge replacement and rehabilitation projects that could very quickly proceed to construction with additional funding, and the Highway Bridge Program could quickly identify additional projects for the remaining funds given the list of over 800 bridge projects currently in the approximately 18-year program.

TRADE CORRIDOR ENHANCEMENT PROGRAM (\$300 MILLION)

The Trade Corridor Enhancement Program (TCEP) funds projects designed to move freight more efficiently on corridors with high volumes of freight. These projects increase the use of on-dock rail, improve safety by eliminating at-grade crossings, reduce impacts to surrounding communities, reduce border wait times, and increase rail capacity with double tracking. This is another program that was oversubscribed in the last funding round. This one-time investment of funds would fast-track high-scoring TCEP projects that improve the movement of goods on key freight corridors, increasing economic activity and the creation of jobs, while also reducing congestion, improving air quality, and reducing GHGs.

SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (\$300 MILLION)

The Solutions for Congested Corridors Program (SCCP) provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. Eligible projects include improvements to state highways,

local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space. Program funds cannot be used to construct general purpose lanes on a state highway. The CTC received project nominations totaling \$1.3 billion for an available \$494 million during the last funding cycle. A one-time investment of state funds will accelerate high-scoring projects that further progress on the state's congestion relief, air quality, and climate change goals.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (\$500 MILLION)

The State Transportation Improvement Program (STIP) is a major source of funding for state highway, intercity rail, and regional highway and transit capital improvements. The STIP includes projects that are nominated by Caltrans in its interregional transportation improvement program (ITIP) and a regional agency in its regional transportation improvement program (RTIP). STIP projects aid the state and regions in providing multimodal mobility options for Californians in every region across the state. Projects range from a new bikeway or roadway to a rail line expansion and help alleviate congestion, support the movement of goods and services, including agricultural products from farm-to-market and freight from our ports of entry, and living-wage jobs and a thriving economy. A one-time investment in the STIP will allow regions to accelerate high-priority multimodal transportation projects for their communities (often matching state dollars with local sales tax revenue) and fund critical Caltrans sponsored projects in the interregional transportation plan (this plan has been identified as a key source of funding to advance meeting the state's transportation related climate change goals).

HIGHWAY SAFETY IMPROVEMENT PROGRAM — LOCAL AUGMENTATION (\$250 MILLION)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in traffic fatalities and serious injuries on all public roads. Caltrans administers a local HSIP grant program, which requires a data-driven, strategic approach to analyzing safety issues and funding cost-effective improvements on city and county roads. In California, local HSIP grants directly support safety improvements for all roadway users, including pedestrians and bicyclists. The current local HSIP grant cycle received applications totaling \$489.8 million, but funding was only available to make awards of \$227.6 million in March 2021. A one-time state investment of \$250 million would nearly fully fund these applications. This is another area where failure to meet federal safety targets affects state discretion in spending other federal transportation funds. Thus, the investment preserves state flexibility to invest other federal funding on projects that align with other state goals, like climate and equity.

STATE AND LOCAL TRANSPORTATION ADAPTATION PROGRAM (\$500 MILLION)

Increasing temperatures, larger wildfires, heavier rainstorms, and rising sea levels and storm surges associated with climate change are posing a significant risk to the State's transportation infrastructure. Caltrans recently conducted a vulnerability assessment for the state highway system to examine various expected impacts due to climate change. Regional transportation planning agencies, counties, and cities have also evaluated climate related risk within their own communities and identified billions of dollars' worth of adaptation projects to protect communities, jobs, homes, and other critical assets. Building on the one-time adaptation grant program in SB 1, this program would support state and local transportation and other related infrastructure adaptation projects. Such investment would be an optimal use of one-time funding to make our transportation network more resilient to the impacts of climate change.

RESEARCH TO SUPPORT STATE CLIMATE CHANGE/TRANSPORTATION/HOUSING/HIGH-ROAD JOBS GOALS (\$10 MILLION)

The UC ITS recently released the results of a much-anticipated study they were selected to lead after the 2019 Budget Act appropriated \$1.5 million to the California Environmental Protection Agency (CALEPA) to identify strategies to significantly reduce emissions from vehicles and to achieve carbon neutrality in the sector by 2045. The results of the study lay the groundwork for aiding the state in identifying additional strategies to reduce GHG emissions and achieve carbon neutrality within the transportation sector; however, significant informational and data gaps remain that must be addressed to support sound and responsible policymaking, particularly those that emphasize new policy mechanisms (e.g., pricing and land use policies that prioritize active transportation, mixed use, densification, etc.) and social as well as racial equity.

With a \$10 million investment, the UC ITS will support evidence-based policymaking through a three-year research and technical assistance program that addresses the aforementioned informational gaps as well as four strategic areas not fully captured in the study on achieving carbon neutrality in transportation: 1) strategic actions to support public transit and shared mobility recovery and long-term resilience; 2) policies to accelerate the use of zero emission vehicles (powered by electricity and hydrogen); 3) integration of emerging transportation technologies and service models (e.g., mobility wallets, microtransit, shared micromobility, shared automated mobility) with California's environmental, social, and economic policy priorities; and 4) policy trade-offs and implications for sustaining high road" jobs, supporting economic growth, and advancing social and racial equity while reducing GHG emissions from the transportation sector. An overarching focus is a technical assistance and knowledge transfer program across all four initiative areas to ensure research is translated into action.

INFILL INFRASTRUCTURE GRANT PROGRAM (\$500 MILLION)

The cost of infrastructure associated with infill development is one of the most significant cost drivers when attempting to build affordable infill housing. It is also a primary constraint for state climate policy. This proposal includes support for Governor Newsom's January Budget proposal to fund the Infrastructure Infill Grant (IIG) Program with \$500 million in 2021-22. This funding should be used to fund the core infrastructure, like water, sewer, broadband, etc. that must be refurbished to rebuild neighborhoods and urban areas for the next century of living. By providing financial assistance for capital improvement projects to support infill housing development, this investment will support the development of critically needed affordable infill housing and dense development that supports robust transit, active transportation, public health, and equity goals.

ZERO-EMISSION VEHICLE INFRASTRUCTURE (\$1.5 BILLION)

Support the Governor's January 2021-22 State Budget proposal to fund and accelerate the pace and scale of the construction of electric vehicle charging and hydrogen fueling stations necessary to accelerate zero-emission vehicle (ZEV) adoption. Provide \$1.5 billion total (\$1 billion for electric charging and \$500 million for hydrogen) to ensure adequate funding for ZEV infrastructure.