



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

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING AGENDA

DATE: Thursday, November 18, 2021
TIME: 9 a.m.
PLACE: Audioconference

In accordance with Assembly Bill 361, Brown Act: Remote Meetings During a State of Emergency, and to facilitate Social Distancing due to COVID-19, Lake Area Planning Council's Technical Advisory Committee meeting will be by audioconference only. Public comments will be available during Thursday's meeting on any agenda item. Please send comments to our Senior Transportation Planner, John Speka, at spekaj@dow-associates.com and note the agenda item number being addressed. Oral comments will also be accepted by telephone or video during the meeting when public comment is invited.

Dial-in number: 1 (669) 900-6833 / Meeting ID: 850 1113 7679# Password: 088918
****Zoom link provided to members in distribution email and to public by request***

1. Call to order
2. Approval of October 21, 2021 Minutes
3. RTIP/STIP Update and Recommendation (*Casey*)
4. 2022 Regional Transportation Plan/Active Transportation Plan (RTP/ATP) Recommendation (*Speka*)
5. 2021/2022 Overall Work Program Year-to-Date Status and 2022/2023 Overall Work Program Initiation and Call for Projects (*Pedrotti*)
6. Announcements and Reports
 - a. Lake APC
 - i. Update on Planning Grants (*Speka*)
 - iii. Update on Strategic Partnerships Grant (*Casey*)
 - iv. Local Road Safety Plan Update (*Casey*)
 - v. Pavement Management Program (PMP) (*Casey*)
 - vi. Miscellaneous
 - b. Lake Transit Authority
 - i. Transit Hub Update (*Sookne*)
 - ii. Current Transit Projects (*Sookne/Davey-Bates*)
 - iii. Miscellaneous
 - c. Caltrans
 - i. District 1 Active Transportation Plan
 - ii. Lake County Projects Update
 - iii. Miscellaneous
 - d. Regional Housing Update
 - e. Local Agency Updates

7. Information Packet
8. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
9. Next Proposed Meeting – **December 16, 2021**
10. Adjourn meeting

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

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

Posted: November 12, 2021

List of Attachments:

- Agenda Item #2 – 10/21/21 Draft Lake TAC Minutes*
- Agenda Item #3 – Draft RTIP & Staff Report*
- Agenda Item #4 – RTP Staff Report*
- Agenda Item 6ci – Caltrans Factsheet*



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TECHNICAL ADVISORY COMMITTEE MEETING Draft Meeting Minutes

Thursday, October 21, 2021
9 a.m.

Meeting held via Zoom

Present

Destiny Preston, Caltrans District 1
James Sookne, Lake Transit Authority
Doug Grider, City of Lakeport
Alan Flora, City of Clearlake
Scott DeLeon, County of Lake
Mary Darby, County of Lake

Absent

Joel Skeen, California Highway Patrol
Paul Curren, City of Lakeport (Engineering Consultant)
Dave Swartz, City of Clearlake (Engineering Consultant)
Jenni Byers, City of Lakeport
Dale Goodman, City of Clearlake

Also Present

Lisa Davey-Bates, Lake Area Planning Council
Nephele Barrett, Lake Area Planning Council
Danielle Casey, Lake Area Planning Council
Alexis Pedrotti, Lake Area Planning Council
John Speka, Lake Area Planning Council
Ron Ladd, City of Lakeport
Olivia Grupp, City of Lakeport
John Everett, County of Lake
Mike Khammash, Caltrans District 1
Tasha Ahlstrand, Caltrans District 1
Jeff Pimentel, Caltrans District 1

- 1. Call to order**
The meeting was called to order at 9:02 a.m.
- 2. Approval of September 16, 2021 Minutes**
Motion by Doug, seconded by James, and carried unanimously to approve the September 16, 2021, minutes as written.
- 3. 2022 Regional Transportation Improvement Program Project Selection**

Danielle gave a brief overview of the Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP) process and noted that the California Transportation Commission (CTC) approved a 2022 fund estimate for the Lake County region in the amount of \$1,934,000. A reserve amount from the 2020 STIP cycle in the amount of \$81,000 will also be added. Of the total amount, \$96,000 are identified for Planning, Programming and Monitoring (PPM), leaving \$1,919,000 available for new or existing projects. Past Board resolutions have identified three priority projects, which means they would need to be considered before most other requests for funds can be approved.

Funding requests from TAC member jurisdictions included the following:

- **South Main/Soda Bay Road Corridor Improvements** (County) –
Funding Need: CON \$3,754,000
Currently Committed: \$662,000
Additional Notes: South Main Street segment is fully funded; Soda Bay Road segment needs additional funding.

- **Lake 29 Expressway 2A** (Caltrans) –
Funding Need: R/W Support: \$2,000,000
R/W Capital: \$15,000,000
CON Support: \$9,000,000
CON Capital: \$65,000,000

Currently Committed Funding: PS&E: \$6,000,000

Additional Notes: Caltrans provides 85% of funding, local agency provides 15%

R/W Support: $\$2,000,000 \times .15 = \$300,000$
R/W Capital: $\$15,000,000 \times .15 = \$2,250,000$
CON Support: $\$9,000,000 \times .15 = \$1,080,000$
CON Capital: $\$65,000,000 \times .15 = \$9,750,000$

- **Lake 29 Expressway 2B** (Caltrans) –
Funding Need: R/W Support: \$2,000,000
R/W Capital: \$31,000,000
CON Support: \$9,000,000
CON Capital: \$85,000,000

Currently Committed: PS&E: \$6,000,000

Additional notes: Caltrans provides 85% of funding, Local agency provides 15%

R/W Support: $\$2,000,000 \times .15 = \$300,000$
R/W Capital: $\$31,000,000 \times .15 = \$4,650,000$
CON Support: $\$9,000,000 \times .15 = \$1,080,000$
CON Capital: $\$85,000,000 \times .15 = \$12,750,000$

- **Dam Road Roundabout** (Clearlake) –
Funding Need: CON \$4,500,000
Currently Committed: City staff to confirm local commitment for the construction component. Other existing committed funding in the STIP is for project development.

During the September TAC meeting, the County noted that the Soda Bay Road project would need further time extensions, and because of this would be opting out of receiving funds from this round of the STIP.

With regard to the Lake 29 Expressway Project, the limited amount of STIP funding would fall short of funding a component of the project in its entirety, and therefore would likewise not be considered during this round.

The Dam Road Roundabout project would also require more than the available STIP funding amount.

The committee then discussed several matters involving continuing cost increases for each of the projects and how they might be covered by this or future STIP cycles. Ultimately, it was determined that the TAC recommend that the \$1.919 million now available should be reserved until the next cycle so that it may be able (along with future fund estimates) to meet the costs of a component of one of the priority projects.

Motion by Doug, seconded by Alan, and carried unanimously to table action until the October meeting.

4. Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

Danielle discussed how a formula for distribution of CRRSAA funds was determined by the TAC at their May 2021 meeting based on a combination of lane miles and population (after establishing a baseline of \$100,000 for each jurisdiction). The breakdown was as follows:

	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

Danielle was to contact jurisdictions the following week to determine what projects the money was expected to be spent. The STIP portions of the formulas would need to be included before the Board’s at their November meeting. The STBG portion was a simpler process that was less time sensitive. Guidelines were discussed to help guide the project decisions.

John Everett mentioned the County’s Konocti Safe Routes to School as a possibility for its portion, which still needed additional environmental work. The project would be mainly funded through earmark funding assuming the infrastructure bill was passed by the feds, but additional funds would also be needed.

5. Announcements and Reports
a. Lake APC

i. Update on Planning Grants

John Speka reported that staff was not going to pursue Sustainable Transportation Planning Grants as discussed at prior meetings, based on time instead needed to complete the RTP. Originally, staff had discussed applying for funds to prepare a Zero Emission Vehicle infrastructure plan and a wildfire evacuation and preparedness plan. The first of the two would be pushed out for possible future rounds of the Sustainable Transportation Planning Grant cycles, or else look into other possible state or federal programs that could be appropriate prior to that. The second project was a possible candidate for a State Fire Safe Council grant opportunity for evacuation type planning projects that was opening up in November. The City of Lakeport was looking at preparing an application on their own for a city specific active transportation plan. John was to write a letter of support from Lake APC.

John also asked Doug whether Lakeport had heard back about any possible awards from the Federal Lands Access Program applied for several months back as the award dates were supposed to come in late summer/early fall. Doug had not heard anything yet.

ii. Regional Transportation Plan Update

John reported that staff had released a draft of the RTP for public review and comment. The comment period would remain open between now and the target adoption date of December 1 before the Lake APC Board. The TAC was asked to provide comments on the draft during this timeframe as well. The 30-day CEQA review period would also be started by the end of the month.

iii. Update on Strategic Partnerships Grant

Danielle gave a brief update on the SR 53 corridor project, stating that staff would be scheduling meetings between the consultant and staff from Clearlake and Caltrans in the coming weeks to try to have a draft completed soon.

iv. Local Road Safety Plan Update

Danielle reported that work with Headway Consultants is nearing completion on plans for both Clearlake and Lakeport. The plans are a requirement of the Highway Safety Improvement Program (HSIP) for future applications. The consultant will be helping prepare HSIP applications for the two cities as part of the contract. The next HSIP Cycle is scheduled in 2022.

v. Pavement Management Program (PMP)

A consultant has been chosen by the Selection Committee for the updated PMP. The next step will include contract negotiations and project initiation should be begun before long. A brief discussion among TAC members involved road inspection methods to be used in the process.

vi. Miscellaneous- None

b. Lake Transit Authority

- i. **Transit Hub Update.** James reported that staff has met with the environmental consultants with the environmental review scheduled to be done by May of next year. Lisa added that there were informative discussions on the hydrogen fueling component of the project. Alan asked about the property transfer which was still being finalized. Lisa added that construction was estimated to begin in 2024.
 - ii. **Current Transit Projects.** Lisa noted that a kick-off meeting with Caltrans was scheduled for later today for the Transit Development Plan (TDP) Update project.
 - iii. **Miscellaneous**

The “free-fare” program was scheduled to end this month. Also, driver recruitment was still going on as new drivers were still needed in order to resume full service. Lisa added that the hazard bonus pay for drivers was coming to an end as the federal funded subsidies were ending soon, which may also have an impact on recruitment.
- c. **Caltrans**
- i. **Lake County Projects Update.** Mike Khammash discussed a newly approved contract for the Kelsey Creek Bridge to begin preliminary construction work. Tasha discussed the Clean California project, with District 1 receiving \$4.6 million for infrastructure enhancement projects covering two cycles (\$2.3 million apiece). This would include the Lake 20 Gateway and Transit Beautification Project involving decorative shelters and gateway monuments along Highway 20. Final approval by headquarters was still needed and she would keep the TAC posted.

John asked about the Lucerne Complete Streets project which he had heard received funding for the initial environmental work. The project would include Class 4 bike lanes and widened sidewalks along Highway 20 through much of the community of Lucerne. Mike noted that there was funding for the environmental phase hopefully beginning next July.
 - ii. **Miscellaneous.** None.
- d. **Regional Housing Update**

John reported that Lake APC was still waiting on a Standard Agreement to be sent from the Department of Housing and Community Development before any of the funds could be reimbursed to the local agencies.
- e. **Local Agency Updates**

Scott asked if Lake APC had any information regarding traffic safety advisory committees. As part of the process of installing speed bumps on County roads, the proposals needed to go through a review process that included a traffic safety advisory entity. Lake APC did not have any information on it, but Doug (Lakeport) and Alan (Clearlake) both offered help by providing information offline on how their respective traffic safety advisory bodies worked. Scott also mentioned the County is hiring a consultant to prepare a five-year pavement rehabilitation plan to have projects ready to go once funding becomes available.

Alan noted that Clearlake had several projects the City was currently working on including a bigger eight-mile project on Lakeshore and San Joaquin funded through CDBG (approximately \$13 million). The City was also looking at a potential bond issue to help speed up 10 years' worth of road maintenance projects.

Doug gave a "farewell" address of sorts (his final TAC meeting before retirement) praising the TAC and all the help of all of its members over the years.

Finally, Lisa mentioned that the CTC was offering to come to locations around the State to site view potential ATP project areas and for TAC members to consider the offer for possible projects in their own jurisdictions.

6. **Information Packet.** None
7. **Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda** - None
8. **Next Proposed Meeting** – November 18, 2021
9. **Adjourn Meeting** - Meeting adjourned at 10:45 a.m.

Respectfully Submitted,

John Speka
Lake APC Planning



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Draft 2022 Regional Transportation Improvement Program
STIP Fund Estimate

DATE PREPARED: 11/10/2021
MEETING DATE: 11/18/2021

SUBMITTED BY: Danielle Casey, Project Coordinator

BACKGROUND:

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

The CTC approved the Fund Estimate for 2022 the FE at the August 18-19, 2021 meeting. The FE identifies a STIP programming target through FY 2026/27 of \$1,934,000. Of the \$1,934,000, \$96,000 are programmed for Planning, Programming and Monitoring. In the fall of 2019, you will recall that \$81,000 was available in the 2020 STIP. Because of the small amount, the TAC decided to reserve the money for future distribution. Adding this money to the new Fund Estimate means that there is a total of \$2,015,000 available. When subtracting the \$96,000 for PPM, that leaves \$1,919,000 available for new or existing projects.

As you will recall, at the October TAC meeting, the committee decided to hold the funds in reserves for future considerations because the Fund Estimate is not enough money to finish funding any future phases of any of the priority projects.

Attached you will find a draft of the 2022 Regional Transportation Improvement Program for Lake County. This is the document that explains how the region will use the STIP funds. The document is updated every two years and outlines funding for the next five years. This draft is currently in progress, pending upcoming meetings with Clearlake, Lakeport and the County to discuss how they plan to use their COVID Relief/CRRSAA shares. Yellow highlights indicate areas of the report that are still being prepared by APC Staff. A more final draft will be shared at the TAC meeting for approval and recommendation to the Board

ACTION REQUIRED: Recommend adoption of the RTIP to the APC Board.

ALTERNATIVES: Modifications to the Draft RTIP may be proposed by the TAC. This can include schedule changes to existing projects.

RECOMMENDATION: Recommend adoption of the 2022 Regional Transportation Improvement Program to the APC Board which includes no new projects.

Lake County/City Area Planning Council
2022 Regional Transportation Improvement Program

Adopted: December 2021

INSERT COVER LETTER

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

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

At the August 18-19, 2021 CTC meeting, the California Transportation Commission adopted the 2022 State Transportation Improvement Program Fund Estimate. The Fund Estimate identified a STIP programming target through FY 2026/27 of \$1,934,000 for the Lake County region. The available funding includes \$96,000 available for Planning, Programming & Monitoring, leaving \$1,838,000 available for projects. There is also \$81,000 available that was not programmed in the 2020 RTIP. This leaves a total of \$1,919,000 available for projects.

The \$1,919,000 available has not been programmed for new or existing projects; it will be left for future funding considerations.

Section 2. General Information

- **Regional Agency Name**
Lake County/City Area Planning Council

- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

- **Regional Agency Website Link:** <http://www.lakeapc.org>
RTIP document link: <http://www.lakeapc.org/library/plans/>
RTP link: <http://www.agency.org/RTP>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**
Name Lisa Davey-Bates
Title Executive Director
Email ldaveybates@dbcteam.net
Telephone 707-234-3314

- **RTIP Manager Staff Contact Information**
Name Danielle Casey Title Project Coordinator
Address 525 South Main Street, Suite B
City/State Ukiah, CA
Zip Code 95482

Email caseyd@dow-associates.com
Telephone 707-263-7799 Fax 707-463-2212

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

Name Teresa Favila Title Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email teresa.favila@catc.ca.gov
Telephone 916-653-2064 Fax 916-653-2134

Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

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

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

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

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

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

Section 5. RTIP Outreach and Participation

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 20121
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November , 2021
CTC ITIP Hearing, South	November , 2021
Regional Agency adopts 2022 RTIP	December 1, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

RTIP projects are derived from the Regional Transportation Plan, which is developed through extensive public participation. The public participation process for the current RTP included public workshops held throughout the County, public events, public hearings, and surveys. Interagency and Intergovernmental involvement included outreach to all cities and the county and consultation with Tribal governments at initial stages of plan development, and throughout the process. In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers. As described in Section 4, priority regional projects have been established by the APC. When available and if needed, funding is awarded to these projects prior to other projects being considered for funding. If additional funding is available, projects are selected through a competitive process using adopted criteria.

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

Insert the Caltrans District Number in the text field below.

Caltrans District: 1

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

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below. COVID Relief shares should be listed separately from traditional STIP shares as they are being tracked separately.

\$1,934,000 STIP Target

COVID Relief Shares here

B. Summary of Requested Programming – Insert information in table below. Identify any proposals for the Advanced Project Development Element (APDE) share, if identified in the fund estimate, by including “(APDE)” after the project name and location. Identify requests to advance future county shares for a larger project by including “(Advance)” after the project name and location.

Project Name and Location	Project Description	Requested RIP Amount
Planning, Programming & Monitoring		\$96,000
County Covid Share		\$204,506.73
Clearlake Covid Share		\$186,737.15
Lakeport Covid Share		\$132,943.12

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

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project’s other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). **Insert information in the table below.**

Click here to enter text.

Proposed 2022 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	Local Funds	SHOPP	DEMO	Utility Underground Funding	
Lake 29 Expressway (Segment 2C)	15630	17951		72882			106463
Lake 29 Expressway (Segment 2A)	900	5100					6000
Lake 29 Expressway (Segment 2B)	900	5100					6000
South Main St. Widening & Bike lanes	5547		47		1707	1250	8551
Soda Bay Rd. Widening & Bike lanes	1503		1		1493	1250	4247
Totals	24480	28151	48	72882	3200	2500	131,261

Notes: Click here to enter text.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

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

No ITIP funding is requested.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 20G).

[Click here to enter text.](#)

Section 9. Projects Planned Within Multi-Modal Corridors

The significant corridor in the Lake County region is the SR 20 Corridor, which also includes portions of SR 29. Existing funding is programmed for an expressway project along this corridor. Additional funding is proposed in this RTIP for this project. There are no other projects planned or underway within corridors identified in the 2020 RTIP.

Section 10. Highways to Boulevards Conversion Pilot Program

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 20G).

[Click here to enter text.](#)

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

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

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

Below are relevant goals, policies, and objectives excerpted from the 2017 Lake County Regional Transportation Plan, adopted by the APC in February of 2018. The following tables from the RTP summarize the projects from the 2020 RTIP, all of which have been carried over from previous STIP cycles. Specific goals, objectives and policies are then listed which support each project, followed by a description of how the projects link to the objectives and policies.

ELEMENT: OVERARCHING POLICIES

Objectives	Policies
1. Coordinate, support and encourage multi-modal regional planning activities in Lake County across all jurisdictional boundaries	1.1 - Participate in the regional planning efforts of other agencies
	1.2 - Coordinate with local and state agencies on health, security and emergency response planning efforts
	1.3 - Assist and encourage local agencies in their efforts to implement the Lake County 2030 Regional Blueprint
	1.4 - Incorporate Blueprint principles and policies into planning documents
	1.5 - Pursue funding from various sources to fund planning projects consistent with the Lake County 2030 Regional Blueprint
2. Support Complete Streets planning to improve connectivity of the transportation system	2.1 - Pursue funding in partnership with federal, state and local agencies to fund projects consistent with California's 2008 Complete Streets legislation
	2.2 - Encourage local agencies to adopt Complete Streets policies and implement Complete Streets strategies and projects
	2.3 - Incorporate Complete Streets concepts and policies into future planning documents
	2.4 – Encourage and support and encourage transit and Active Transportation planning and facility improvements
	2.5 – Utilize principles developed through the Wine Country Interregional Partnership (IRP) to identify strategies to improve the jobs-housing imbalance
	2.6 - Support effort to reduce dependency on automobile use
	2.7 – Support and facilitate the installation of electric vehicle charging stations for public use

Objectives	Policies
3. Reduce Greenhouse Gas Emissions by promoting and facilitating transit use and increasing Active Transportation alternatives	3.1 - Facilitate implementation of the Countywide Safe Routes to School (SRTS) Plan and construction of SRTS projects to encourage students to walk and bike to school rather than traveling by car
	3.2 - Update the Active Transportation Plan consistent with the Regional Transportation Plan update schedule, or as needed to keep the plan current and meaningful
	3.3 - Support increased frequency/expansion of transit service consistent with the local Unmet Transit Needs process
4. Reduce and mitigate environmental impacts of current and future transportation projects	4.1 - Early in the planning and design process, involve community members and environmental organizations to identify potential environmental issues as well as potential avoidance, minimization and mitigation opportunities
5. Increase funding for transportation planning, pre-construction activities and construction	5.1 - Pursue non-traditional funding sources for planning, pre-construction and construction of transportation projects
	5.2 - Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives and policies identified in the Regional Transportation Plan

ELEMENT: STATE HIGHWAY SYSTEM

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

Objectives	Policies
1. Improve mobility on the state highway system throughout Lake County	1.1 - Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Dr. – S.R. 175) Expressway Project
	1.2 – Coordinate with Caltrans to seek ITIP, SHOPP, SB 1 and INFRA funding for the Lake 29 (Diener Drive – SR 175) Expressway Project
	1.3 – Support periodic update of the approved environmental document for the Lake 29 (Diener Drive – SR 175) Expressway Project to ensure its long-term viability in aiding project implementation into the future
	1.4 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan
	1.5 - Identify for funding consideration projects consistent with the SR 53 Corridor Study.
	1.6 - Implement strategies and projects to encourage trucks and inter-regional traffic to use the Principle Arterial Corridor (includes portions of SR 20, 29 and all of 53) to travel through Lake County.
	1.7 - Consider strategies and improvements consistent with the Lake County 2030 Regional Blueprint Plan.
	1.8 – Implement strategies and projects consistent with the Interregional Transportation Strategic Plan (ITSP) and California Freight Mobility Plan (CFMP)
	2.1 - Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities.

Objectives	Policies
2. Improve safety conditions on the State highway system serving Lake County	2.2 - Coordinate with local and state agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	2.3 - Implement traffic calming & safety improvements along sections of highway segments that function as “Main Street” in communities including Middletown, Lucerne, Nice, and Clearlake Oaks.
	2.4 - Identify for funding consideration safety projects on all State highways (SR 20, SR 29, SR 53, SR175, & SR 281) in Lake County.
	2.5 - Identify for funding consideration mobility improvements on SR 20 consistent with the Highway 20 Traffic Calming and Beautification Plan
	2.6 – Cooperate with Caltrans and Lake County to facilitate implementation of the Highway 20 Traffic Calming and Beautification Plan projects in North Shore communities
	2.7 - Pursue grant funding for studies and projects to improve active transportation alternatives within State highway segments that function as “Main Street” in Lake County Communities
	2.8 - Consider construction of grade separations (interchanges, overpasses and underpasses) as well as roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial System
	2.9 - Facilitate the identification of State highway related safety issues within local communities and throughout the County
	2.10 - Coordinate with Caltrans to identify safety issues and provide input to the District 1 State Highway Operations and Protection Plan (SHOPP)
	2.11 – Support the continued development of the Upstate CA Regional ITS Plan for the North State Super Region. Upon its completion, ensure that future ITS projects affecting the Lake County region are in conformance with the goals of the Plan
	3. Facilitate efficient and safe transportation of goods within and through Lake County
3.2 – As a secondary priority, identify constraints to highway freight movement on segments of the Principal Arterial System not yet programmed for improvement	
3.3 – Identify improvements to Minor Arterial segments of the State Highway system that facilitate safe and efficient goods movement	
3.4 - Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement	
3.5 - When planning and designing road projects, consider the needs of vehicles used for goods movement, including STAA trucks, and vehicles transporting agricultural commodities and products	

ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS

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

Objectives	Policies
1. Maintain, rehabilitate and construct local streets and roads consistent with local and regional needs, city and County area plans and policies, and Complete Streets policies	1.1 - Identify local streets and reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.
	1.2 - Funding resources that may be available through the STIP will be prioritized for capital and safety projects and may not be generally available for rehabilitation projects.
	1.3 - Plan and design rehabilitation and reconstruction projects consistent with the Complete Streets Act of 2008.
	1.4 - Use the Pavement Management Program to identify and prioritize rehabilitation needs.
2. Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of residential, commercial and industrial development	2.1 - Coordinate with state and local agencies and developers to ensure that multi-modal transportation alternatives, consistent with the Complete Streets Act, are considered in the design and construction of their transportation projects
	2.2 - Support establishment of traffic impact fees to construct new transportation facilities associated with new development
3. Improve traffic flow, capacity, safety and operations on the local transportation network	3.1 - Identify for funding consideration local streets and roads capacity, safety and operational projects from funding resources available through STIP and other resources.
	3.2 - Implement improvements identified in the Capital Improvement Program of the Roadway Needs Study.
	3.3 - Coordinate with local agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.
	3.4 - Limit the approval of new direct access points to State highways
	3.5 - Plan and design local and State improvements consistent with the 53 Corridor Study
	3.6 - Plan and design improvements consistent with the Highway 20 Traffic Calming and Beautification Plan
4. Pursue Federal, State, local and private funding sources for transportation system maintenance, restoration and improvement projects consistent with this plan	4.1 - Consider development and implementation of a Transportation Impact Fee Program in coordination with Caltrans, the County of Lake, the City of Lakeport and the City of Clearlake.
	4.2 - Assist local agencies in identifying and applying for funding resources for improvements to all travel
	4.3 - Actively pursue funding including local, state, federal and private sources, including local-option sales taxes, fees and other programs

ELEMENT: BICYCLE AND PEDESTRIAN

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

Objectives	Policies
1. Facilitate and promote walking, bicycling and	1.1 – Increase the utility of the non-motorized transportation network by expanding the extent and connectivity of the existing bicycle and pedestrian facilities

other active modes of transportation	1.2 - Develop and maintain a non-motorized traffic count program for the region to identify travel demand and investment priorities
	1.3 - Work with State and local agencies to incorporate bicycle and pedestrian amenities, like secure bicycle parking facilities, and safety countermeasures into planning requirements and improvement projects
	1.4 - Encourage and assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Active Transportation Program and the Complete Streets Act
2. Reduce Greenhouse Gas Emissions and Vehicle Miles Traveled	2.1 – Act to reduce greenhouse gas emissions and vehicle miles traveled by increasing pedestrian and bicycle trips
	2.2 - Promote safe and convenient bicycle and pedestrian access to transit
	2.3 - Assist local agencies in the adoption of policies, ordinances, and plans that promote more walkable communities with a mix of land uses
3. Enhance public health through the development of active transportation projects	3.1 - Work with local agencies, schools and public health organizations to engineer, educate, encourage, enforce and evaluate bicycle and pedestrian environments for the benefit of all users and all abilities
4. Preserve investments in the multimodal transportation system	4.1 – Maintain safe and accessible bicycle and pedestrian environments to encourage active transportation
	4.2 - Plan and budget for lifecycle costs when constructing new facilities for active transportation
5. Increase funding for transportation planning, design and construction	5.1 – Pursue non-traditional funding sources for planning, design and construction
	5.2 - Work cooperatively and collaboratively with other agencies to secure funding for projects that further the goals, policies and objectives of the Active Transportation plan
	5.3 - Incorporate bicycle and pedestrian facilities into road improvement and maintenance projects
	5.4 - Encourage local agencies to require new development to install, contribute to and/or maintain bicycle and pedestrian facilities, including end-of-trip facilities

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

Local Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
City of Lakeport	Lakeport Blvd & South Main St Intersection Improvements	3089	LR Objective 3, Policy 3.1	This project will construct a roundabout, thereby improving the flow of traffic and increasing safety through this busy intersection.
City of Clearlake	Dam Rd/Dam Rd Extension Roundabout	3125	LR Objective 3, Policies 3.1, 3.5, SH Objective 1, Policy 1.5	This project will provide a connection on the local road system that was identified in the SR 53 Corridor Study and will relieve traffic impacts on SR 53.
Lake County	Soda Bay Road Widening & Bike lanes	3033R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Lake County	South Main St. Widening & Bike lanes	3032R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Caltrans	Lake 29 Expressway Project (Segments 2A, 2B & 2C)	3100	O Objective 5, Policy 5.2, SH Objectives 1, 2, & 3, Policies 1.1, 1.7, 3.2	Highest priority segment of the expressway project. 60% improvement to safety (current fatality rate is 6 times average). Leverages approximately \$50 mill in other funding. Provide four lane facility, reducing collisions, reducing congestion and delay and improve efficiency of goods movement.

Key: O = Overarching Policies

LR = Backbone Circulation and Local Roads

SH = State Highway System

BP = Bicycle & Pedestrian

Section 12. Regional and Statewide Benefits of RTIP

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

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

Projects on the local street and road systems will provide both safety and circulation benefits throughout the region. Complete streets and active transportation benefits will be provided through inclusion of bike lanes in the two largest local road projects, the South Main Street and Soda Bay Road Corridor improvement projects. One intersection improvement project is planned which will provide significant improvement to traffic flow and reduction of congestion in a busy

commercial area of Lakeport. The Dam Road/Dam Road Extension Roundabout project will relieve congestion which is currently backing up onto SR 53.

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

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

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

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

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

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

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

Section 14. Project Specific Evaluation (Required per Section 19D)

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

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

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

AGENCY	PROJECT	COMPONENT	Prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Clearlake	Dam Rd/Dam Rd Extension Roundabout	E&P	211					
		PS&E	563					
		ROW	570					
Lakeport	Lakeport Blvd & S. Main Intersection	E&P	71					
		PS&E	88					
		ROW	106					
		CON		700				
Caltrans	Lake 29 Expressway 2C	ROW*	13,308					
		CON	69,274					
	Lake 29 Expressway 2A	PS&E	6000					
	Lake 29 Expressway 2B	PS&E**	6000					
Lake County	South Main Street Corridor Improvements	CON	4416					
	Soda Bay Road Corridor Improvements	CON	662					
APC	PPM		177	47	48	50	48	48
	TOTAL PROPOSED PROGRAMMING		101,446	747	48	50	48	48

[Click here to enter text.](#)

F. Appendices

Section 15. Project Programming Request (PPR) Forms

Section 16. Board Resolution or Documentation of 2020 RTIP Approval

Section 17. Detailed Project Programming Summary Table

Section 18. STIP Project Location Map



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Regional Transportation Plan/Active Transportation Plan
Recommendation

DATE PREPARED: 11/12/21
MEETING DATE: 11/18/21

SUBMITTED BY: John Speka, Senior Transportation Planner

BACKGROUND: The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is the region's long-term planning document covering a 20-year time span intended to promote a safe and efficient transportation system for the movement of people and goods throughout the region. The primary purpose of the plan is to identify transportation needs and priority projects in all modes of transportation including streets, highways, bicycle and pedestrian facilities, aviation and transit. Updated every four years, the RTP/ATP covers present and future transportation needs, deficiencies and constraints, as well as providing estimates of available funding for future transportation projects in the region.

As noted at last month's meeting, a draft of the RTP/ATP (and its corresponding CEQA document) has been released for public review and comment. Comments have been coming in during this review period and some revisions will likely be made as a result before final adoption. However, the comments received are not expected to drastically change the draft as presented. With the final draft of the RTP/ATP going before the Lake APC Board for adoption on December 1, staff is asking today for a recommendation from the TAC regarding its adoption.

The Draft RTP/ATP can be located on the Lake APC Website and by the link below.

<https://www.lakeapc.org/news/draft-2022-lake-county-regional-transportation-plan-active-transportation-plan-rtp-atp/>

ACTION REQUIRED: Provide any final comments on the Draft RTP/ATP and a recommendation regarding adoption to the Lake APC Board.

ALTERNATIVES: None

RECOMMENDATION: The TAC recommends that the Lake APC Board approve the Draft 2022 Regional Transportation Plan Active Transportation Plan (RTP/ATP), subject to any relevant revisions called for through the public/agency comment period.

ACTIVE TRANSPORTATION PLAN 2021



AT A GLANCE



LOCATION

The Plan covers all state highways in Del Norte, Humboldt, Lake, and Mendocino Counties



PUBLIC ENGAGEMENT

478 people identified 1,489 walking or bicycling needs



MORE INFORMATION

www.catplan.org/district-1



QUESTIONS

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WHAT IS THE DISTRICT 1 ACTIVE TRANSPORTATION PLAN?

The District 1 Active Transportation Plan is part of a comprehensive effort to identify locations with bicycle and pedestrian needs in each Caltrans district across California. This Plan identifies challenges to people's ability to walk, cycle, and reach transit on the state highway system in Del Norte, Humboldt, Lake, and Mendocino Counties.

WHAT DOES THE PLAN INCLUDE?

The Plan identifies pedestrian and cyclist needs on and across the state highway system and prioritizes highway segments and crossings to inform future investments. The Plan's main outputs are a list and map of location-based needs and prioritized highway segments.



The Plan also includes information on statewide context, public engagement, walking and cycling in District 1 today, and next steps.

HOW WAS THE PLAN DEVELOPED?

Highway features such as number of lanes, speed limits, traffic signals, and adjacent land uses were collected to identify areas needing improvements for people walking and bicycling. Needs were also identified by community members through an online survey. Caltrans District 1 staff reached out to hundreds of community-based organizations by phone and email to ask them to take the survey and share the link with others.

Staff worked closely with a technical advisory group made up of partners including regional transportation planning agencies, local public works departments, transit providers, public health departments, pedestrian and bicycle advocates, and interested community members to ensure the plan is accurate and reflects the unique community contexts across the district.

I KNOW A LOCATION THAT NEEDS IMPROVEMENT!

You can still take our survey to let us know where improvements are needed for walking and bicycling:
survey.catplan.org

