

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

**Adopted: December 1, 2021**



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director  
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December 10, 2021

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, Mail Station 52  
Sacramento, CA 95814

Re: Lake County 2022 Regional Transportation Improvement Program

Dear Mr. Weiss:

The Lake County 2022 Regional Transportation Improvement Program (RTIP) was adopted by the Lake County/City Area Planning Council (APC) at their meeting of December 1, 2021.

Due to limited available funding, the only new projects proposed in the RTIP will utilize the mid-cycle COVID Relief STIP funds. Regular RIP funds not programmed for Planning, Programming and Monitoring will be left unprogrammed for future funding considerations. The RTIP also includes minor programming changes to existing projects.

Enclosed for your review and processing is the APC's 2022 RTIP, which utilizes the recommended RTIP template, along with supporting documentation. The submittal includes:

- 2022 Lake County Regional Transportation Improvement Program
- Individual Project Programming Request forms
- Resolution Adopting the 2022 RTIP
- Programming Summary Table
- Project Location Map

If you would like to discuss any of the details of the APC's 2022 RTIP, please feel free to contact me.

Sincerely,

Lisa Davey-Bates  
Executive Director

cc: Kacey Ruggiero (electronic copy)  
James Anderson, Chief, Division of Financial Programming, Attn: Office of Capital Improvement Program (1 copy)  
Rambabu Bavirisetty (electronic copy)  
Matt Brady, District 1 (1 copy)  
Suzanne Theiss, District 1 (electronic copy)  
Mark Mueller, District 1 (electronic copy)

# 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.

\$524,000 in COVID Relief Shares has been programmed in this document.

## **Section 2. General Information**

- **Regional Agency Name**

Lake County/City Area Planning Council

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

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

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

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

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- **RTIP Manager Staff Contact Information**

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

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

A. What is the Regional Transportation Improvement Program?

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

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

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

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

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

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

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

<b>Action</b>	<b>Date</b>
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 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)**

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

\$2,015,000 STIP Target

\$524,000 STIP COVID Relief Shares

#### B. Summary of Requested Programming –

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Planning, Programming & Monitoring		\$96,000
County COVID Relief Share	Nice/Lucerne Cutoff Asphalt Rehabilitation – New overlay	\$205,000
Clearlake COVID Relief Share	Guard Rails	\$55,000
Clearlake COVID Share	Signal Controllers	\$131,000
Lakeport COVID Share	Green Street Reconstruction	\$133,000



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

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
<b>Totals</b>	<b>24480</b>	<b>28151</b>	<b>48</b>	<b>72882</b>	<b>3200</b>	<b>2500</b>	<b>131,261</b>

## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding 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. Lake APC is supportive of the Lucerne Complete Streets Improvement Project proposed in the Draft 2022 Interregional Transportation Improvement Program (ITIP).

Lake County has no rail network, the majority of people travel the region via the interregional highways via private car or bus service from the Lake Transit Authority (LTA). Currently the most traveled highway is the SR 20 Corridor. Because this highway traverses the North Shore of Clear Lake through various small towns, SR 20 is subject to long delays if traffic incidents occur along the corridor. The Area Planning Council's long-term goal is to make the SR 53/SR 29 Corridor the principal arterial corridor through the region. SR 53 and SR 29 are a fair distance from the lake shore therefore less environmentally sensitive. A three-mile portion of SR 29 is currently under construction expanding the highway from two lanes to four lanes. It is Lake APC's priority to continue this expansion in order to accommodate freight traffic and improve safety; relocating truck traffic to SR 29 will also improve bicycle and pedestrian safety along SR 20 which has a narrower roadway and is surrounded by residential development.

## **Section 9. Projects Planned Within Multi-Modal Corridors**

The Lake 29 Improvement Project is the primary component of what is referred to as the region's "Konocti Corridor," the preferred east-west route through Lake County. The project proposes to widen an approximately eight-mile stretch of State Route (SR) 29 from an existing two-lane highway to a four-lane divided highway with controlled access. From west to east on SR 29, the improvements begin just west of its intersection with SR 175 and will end at its intersection with Diener Drive. The overall goals of the project are to improve truck speeds and travel time reliability by providing consistent, free-flow speeds through this segment of SR 29. The project was broken down into three segments to help diffuse the overall burden of funding in its entirety. Segment "2C," roughly consisting of the westernmost three-mile section of the project is nearing completion as of this writing. However, funding for right-of-way, construction and support costs of the remaining two segments ("2A" and "2B") has yet to be secured. As part of the larger Konocti Corridor, the project will also encourage interregional traffic to utilize

the southshore routes (SR 53 and SR 29) as opposed to SR 20 along the northshore, where the highway also serves as “Main Street” to the communities of Nice, Lucerne, Glendale and Clearlake Oaks, thereby increasing corridor safety for multimodal users in these areas.

### **Section 10. Highways to Boulevards Conversion Pilot Program**

As referenced in Section 8 and 9, SR 20 along the North Shore of Clear Lake serves as a “Main Street” to the communities of Nice, Lucerne, Glendale and Clearlake Oaks. The RTP identifies the effort to divert the majority of traffic through the county to the SR53/SR29 Corridor via the Lake 29 Improvement Project. SR 20 would be a great candidate for the Highways to Boulevards Conversion Pilot Program.

The Highway 20 Northshore Communities Traffic Calming Plan and Engineered Feasibility Study, completed in 2020, outlines the regional efforts to focus on the local transportation functions served by Highway 20 in these Northshore communities by reducing vehicle speeds and enhancing pedestrian and bicyclist access and safety. The proposed improvements to the Northshore complement the Konocti Corridor projects on Highway 29. The plan is available on the Lake APC website.

SR 281 from post mile 14 to post mile 17 is constructed to state standards. The remainder of the road continues as Soda Bay Road until it reaches SR 29 in Kelseyville. SR 281 does not serve a statewide purpose due to low volumes and a parallel state route, but this area is heavily traveled by pedestrians and bicyclists because of an adjoining residential development. The roadway does not currently have pedestrian or bicycle facilities or an adequate shoulder; currently bicyclists and pedestrians travel directly in the traffic lanes or below the shoulder in a dirt ditch. This route would also be a good candidate for the Highways to Boulevards Conversion Pilot Program.

## **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
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

Objectives	Policies
	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. Improve safety conditions on the State highway system serving Lake County	2.1 - Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities.
	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

Objectives	Policies
	<p>and underpasses) as well as roundabouts as long-term solutions to safety and capacity issues at major intersections/junctions on the Principal Arterial System</p> <p>2.9 - Facilitate the identification of State highway related safety issues within local communities and throughout the County</p> <p>2.10 - Coordinate with Caltrans to identify safety issues and provide input to the District 1 State Highway Operations and Protection Plan (SHOPP)</p> <p>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</p>
<p>3. Facilitate efficient and safe transportation of goods within and through Lake County</p>	<p>3.1 – Support as the highest priority, completion of remaining segments of the Lake 29 (Diener Drive – SR 175) Expressway Project</p> <p>3.2 – As a secondary priority, identify constraints to highway freight movement on segments of the Principal Arterial System not yet programmed for improvement</p> <p>3.3 – Identify improvements to Minor Arterial segments of the State Highway system that facilitate safe and efficient goods movement</p> <p>3.4 - Work with the California Trucking Association and other industry organizations to improve safety and remove constraints to safe and efficient goods movement</p> <p>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</p>

**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
<p>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</p>	<p>1.1 - Identify local streets and reconstruction projects for funding consideration from the State Transportation Improvement Program (STIP) as well as other sources.</p> <p>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.</p> <p>1.3 - Plan and design rehabilitation and reconstruction projects consistent with the Complete Streets Act of 2008.</p> <p>1.4 - Use the Pavement Management Program to identify and prioritize rehabilitation needs.</p>
<p>2. Develop multi-modal transportation facilities as needed to adequately serve the mobility needs of</p>	<p>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</p>

residential, commercial and industrial development	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.

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

projects	
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  
2022 Regional Transportation Improvement Program**

<b>Local Agency</b>	<b>Project</b>	<b>PPNO</b>	<b>Goals, Policies, Objectives &amp; Performance Measures</b>	<b>Evaluation/Discussion</b>
City of Lakeport	Lakeport Blvd & South Main St Intersection Improvements	3089	LR Objective 3, Policy 3.1	This project will construct a roundabout, thereby improving the flow of traffic and increasing safety through this busy intersection.
City of Clearlake	Dam Rd/Dam Rd Extension Roundabout	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. 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.

The project will reduce both collisions and congestion and improve efficiency of goods movement. The current 2-lane highway has at-grade intersections, narrow shoulders, limited passing opportunities, congestion and unstable traffic flow. It is not safely nor effectively managing the current traffic flows, nor will it for anticipated traffic growth into the future.

Lake County economic development has been impeded by the difficulty of transporting goods into and out of the county. The north shore communities along SR 20 are prime locations for revitalization of the tourism and hospitality industry that thrived early in Lake County's history. Current traffic conditions on the north shore are impeding this revitalization. Along the north shore, residences, schools, parks and shopping destinations are located adjacent to the highway and the interregional and truck traffic moving through these communities has negatively impacted the quality of life for residents and visitors with air pollution, noise and traffic safety. SR 29 is better suited to manage interregional traffic as it does not serve as a main street for any communities and adjacent land uses are mostly agricultural and industrial.

The benefits of a completed project are also in line with the Caltrans 2021 Interregional Transportation Strategic Plan (ITSP), which identifies the SR 20/29/53 Principal Arterial Corridor as a "Strategic Interregional Corridor". According to the ITSP, the interregional facility "provides the corridor with vital connections to the interstate system and the rest of the State, providing access to basic goods and services along with routine and emergency medical services. Nearly all segments of the SHS are identified as high wildfire exposure by 2055 in the 2019 Caltrans Climate Change Vulnerability Assessment. This corridor would be the major transportation corridor for response and recovery efforts in the event of emergencies such as forest fires. The region and Lake County have experienced increased and high levels of wildland fire damage with significant wildfires in Lake County in 2015, 2016, 2017 and 2018 burning over 600,000 acres. This project will help move people efficiently out of evacuation areas and provide efficient mobility for emergency response.

The proposed project is expected to improve overall safety for bicyclists by providing widened shoulders that bicyclists can use, thus reducing modal conflicts. In addition to the direct benefit of SR 29 users, there will be significant benefit to non-motorized users of SR 20 within the "Main Street" communities listed prior by encouraging interregional and truck traffic to utilize the Principal Arterial Corridor of SR 20/29/53.

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 Konocti Corridor 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 Improvement project. The overall goal of the project is to improve safety by conversion to freeway, which reduces conflicts and improves travel time reliability by providing consistent, free-flow speeds through this segment of SR 29. 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 19 Appendix.

<b>AGENCY</b>	<b>PROJECT</b>	<b>COMPONENT</b>	<b>Prior</b>	<b>FY 22/23</b>	<b>FY 23/24</b>	<b>FY 24/25</b>	<b>FY 25/26</b>	<b>FY 26/27</b>
Clearlake	Dam Rd/Dam Rd Extension Roundabout	E&P	211					
		PS&E	563					
		ROW		570				
	Clearlake Guard Rails*	CON		55				
	Olympic and Old Highway 53 Intersection Signal Controller*	CON		131				
Lakeport	Lakeport Blvd & S. Main Intersection	E&P	71					
		PS&E				88		
		ROW					106	
		CON						700
	Green Street Reconstruction*	CON			133			
Caltrans	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			
	Nice Lucerne Cutoff Asphalt Rehabilitation*	CON		205				
APC	PPM	CON	177	47	75	50	48	48
	<b>TOTAL PROPOSED PROGRAMMING</b>		<b>13022</b>	<b>1008</b>	<b>5286</b>	<b>138</b>	<b>154</b>	<b>748</b>

\*Indicates COVID Relief Share Funding

## **F. Appendices**

**Section 16. Project Programming Request (PPR) Forms**

**Section 17. Board Resolution or Documentation of 2022 RTIP Approval**

**Section 18. Detailed Project Programming Summary Table**

**Section 19. STIP Project Location Map**

**SECTION 16**

**APPENDIX**

**PROJECT PROGRAMMING REQUEST FORMS**

## PROJECT PROGRAMMING REQUEST INDEX & SUMMARY

PPNO	Implementing Agency	Project	Summary of Changes from Existing Programming
3125	Clearlake	Dam Road/Dam Road Extension Roundabout	No changes
3122	Caltrans	Lake 29 Expressway Segment 2A	No changes
3121	Caltrans	Lake 29 Expressway Segment 2B	No changes
3089	Lakeport	Lakeport Blvd/S. Main Intersection	Delay CON to 26/27, ROW to 25/26, and PS&E to 24/25
3033R	Lake County	Soda Bay Road Widening & Reconstruction	Delay Construction by one year, to FY 23/24
3032R	Lake County	South Main Street Widening & Reconstruction	Delay Construction by one year, to FY 23/24
3002P	Lake APC	PPM	Add and redistribute programming, including COVID Relief Shares.
	Clearlake	Clearlake Guard Rails*	New project funded with COVID Relief Shares
	Clearlake	Olympic and Old Highway 53 Intersection Signal Controller*	New project funded with COVID Relief Shares
	Lakeport	Green Street Reconstruction*	New project funded with COVID Relief Shares
	Lake County	Nice Lucerne Cutoff Asphalt Rehabilitation*	New project funded with COVID Relief Shares

\*Indicates COVID Relief Share Funding

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2021 11:12:52
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01		0119000038	3125	City of Clearlake		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake	53	1.100	1.200	Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Douglas Herren			707-994-8201	dherren@clearlake.ca.us		

**Project Title**

Dam Road/Dam Road Extension Roundabout

**Location (Project Limits), Description (Scope of Work)**

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

Component	Implementing Agency
PA&ED	City of Clearlake
PS&E	City of Clearlake
Right of Way	City of Clearlake
Construction	City of Clearlake

**Legislative Districts**

Assembly:	4	Senate:	2	Congressional:	3
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2019	08/01/2019
Circulate Draft Environmental Document <span style="float: right;">Document Type</span>	11/15/2019	11/15/2019
Draft Project Report	08/15/2019	08/15/2019
End Environmental Phase (PA&ED Milestone)	12/01/2019	12/01/2019
Begin Design (PS&E) Phase	07/01/2020	07/01/2020
End Design Phase (Ready to List for Advertisement Milestone)	03/01/2021	03/01/2021
Begin Right of Way Phase	01/01/2021	01/01/2021
End Right of Way Phase (Right of Way Certification Milestone)	06/15/2021	06/15/2021
Begin Construction Phase (Contract Award Milestone)		07/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2025
Begin Closeout Phase		07/01/2025
End Closeout Phase (Closeout Report)		07/01/2026

Date 12/13/2021 11:12:52

**Purpose and Need**

This project will relieve the traffic congestion on both local, Dam Road and State, SR 53. The project will also eliminate traffic from backing up onto the State SR 53. Pedestrian safety will be enhanced with the shared-use pathways and crosswalk that are separated from the traffic lanes.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Local streets and roads	Intersections modified	EA	1



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Date 12/13/2021 11:12:52

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**Additional Information**

Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
01	Lake	53		0119000038	3125

Project Title  
 Dam Road/Dam Road Extension Roundabout

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	211							211	City of Clearlake
PS&E	563							563	City of Clearlake
R/W SUP (CT)									City of Clearlake
CON SUP (CT)									City of Clearlake
R/W		570						570	City of Clearlake
CON									City of Clearlake
<b>TOTAL</b>	<b>774</b>	<b>570</b>						<b>1,344</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	211							211	
PS&E	563							563	
R/W SUP (CT)									
CON SUP (CT)									
R/W		570						570	
CON									
<b>TOTAL</b>	<b>774</b>	<b>570</b>						<b>1,344</b>	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	211							211	Lake County/City Area Planning Cou
PS&E	563							563	\$211 PAED voted 10/21/20
R/W SUP (CT)									
CON SUP (CT)									
R/W		570						570	
CON									
<b>TOTAL</b>	<b>774</b>	<b>570</b>						<b>1,344</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	211							211	
PS&E	563							563	
R/W SUP (CT)									
CON SUP (CT)									
R/W		570						570	
CON									
<b>TOTAL</b>	<b>774</b>	<b>570</b>						<b>1,344</b>	

**Complete this page for amendments only**

Date 12/13/2021 11:12:52

District	County	Route	EA	Project ID	PPNO
01	Lake	53		0119000038	3125

SECTION 1 - All Projects

Project Background

N/A

Programming Change Requested

N/A

Reason for Proposed Change

N/A

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

N/A

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/18/2021 10:59:58
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01	29841	0118000078	3122	Caltrans District 1		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake	29	23.600	26.900	Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
JEFF PIMENTEL			707-834-9529	jeffrey.pimentel@dot.ca.gov		

**Project Title**

Lake 29 Expressway - Segment 2A

**Location (Project Limits), Description (Scope of Work)**

In Lake County near Kelseyville on Lake 29 Expressway. Construct Segment 2A, an approximately 3.3 mile portion of the 8-mile long, 4-lane Expressway Project.

Component	Implementing Agency
PA&ED	Caltrans District 1
PS&E	Caltrans District 1
Right of Way	Caltrans District 1
Construction	Caltrans District 1

**Legislative Districts**

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/1998
Circulate Draft Environmental Document <span style="float: right;">Document Type</span>		
Draft Project Report		05/24/2016
End Environmental Phase (PA&ED Milestone)	11/30/2016	11/30/2016
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2020	04/15/2024
Begin Right of Way Phase		04/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		04/01/2024
Begin Construction Phase (Contract Award Milestone)		09/20/2024
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2027
Begin Closeout Phase		12/01/2028
End Closeout Phase (Closeout Report)		09/01/2031

Date 08/18/2021 10:59:58

**Purpose and Need**

Purpose and Need:

Route 29 is part of a system defined as the Route 20/29/53 Principal Arterial Corridor ("Corridor", which extends around the south shore of Clear Lake. The elements of the Corridor are National Highway system routes, and the Corridor is classified as a Focus Route in the Interregional Road System. Upgrading the Corridor for future capacity increases, as well as for delivery of goods and services has long been a goal for Caltrans and the RTPA. Segment 2A is 3.3 miles long, located between the communities of Lower Lake and Kelseyville.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	5.09

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Date 08/18/2021 10:59:58

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**Additional Information**

As a result of this project interregional traffic is expected to redirect onto the SR 20/29/53 Principal Arterial Route, which would minimize the interregional traffic through the "Main Street" communities. Redirecting interregional traffic away from the North Shore of Clear Lake will create opportunities for traffic calming and active transportation improvements on the North Shore (SR 20). It is anticipated with the construction of this project that increased non-motorized (pedestrians/cyclists) movements coupled with a reduction in motorized movements on SR 20 will occur due to the shift of interregional traffic to the South Shore of Clear Lake. The Lake County Area Planning Council has prepared multiple plans for these improvements along the North Shore. In 2021, the Lake County Area Planning Council will kick off a traffic study to quantify and support the Sustainable Community Strategy Goals/Benefits of this project. The study is expected to be completed in 2022.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change



District	County	Route	EA	Project ID	PPNO
01	Lake	29	29841	0118000078	3122

Project Title  
 Lake 29 Expressway - Segment 2A

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans District 1
PS&E	6,000							6,000	Caltrans District 1
R/W SUP (CT)				2,000				2,000	Caltrans District 1
CON SUP (CT)				9,000				9,000	Caltrans District 1
R/W				12,000				12,000	Caltrans District 1
CON				65,000				65,000	Caltrans District 1
<b>TOTAL</b>	<b>6,000</b>			<b>88,000</b>				<b>94,000</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				15,000				15,000	
CON				65,000				65,000	
<b>TOTAL</b>	<b>6,000</b>			<b>91,000</b>				<b>97,000</b>	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Cou
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>900</b>							<b>900</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>900</b>							<b>900</b>	

Fund #2:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
Fund #3:	Future Need - Future Funds (Uncommitted)								
Existing Funding (\$1,000s)									FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				12,000				12,000	
CON				65,000				65,000	
TOTAL				88,000				88,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				15,000				15,000	
CON				65,000				65,000	
TOTAL				91,000				91,000	

**Complete this page for amendments only**

Date 08/18/2021 10:59:58

District	County	Route	EA	Project ID	PPNO
01	Lake	29	29841	0118000078	3122

SECTION 1 - All Projects

**Project Background**

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**Programming Change Requested**

.

**Reason for Proposed Change**

.

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

.

**Other Significant Information**

.

SECTION 2 - For SB1 Project Only

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

.

**Approvals**

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	08/18/2021 11:02:42
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01	29831	0118000079	3121	Caltrans District 1		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake	29	26.100	29.100	Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
JEFF PIMENTEL			707-834-9529	jeffrey.pimentel@dot.ca.gov		

**Project Title**

Lake 29 Expressway - Segment 2B

**Location (Project Limits), Description (Scope of Work)**

In Lake County near Kelseyville on Lake 29 Expressway. Construct Segment 2B, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.

Component	Implementing Agency
PA&ED	Caltrans District 1
PS&E	Caltrans District 1
Right of Way	Caltrans District 1
Construction	Caltrans District 1

**Legislative Districts**

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/1998
Circulate Draft Environmental Document		
Draft Project Report		05/24/2016
End Environmental Phase (PA&ED Milestone)	11/30/2016	11/30/2016
Begin Design (PS&E) Phase	07/01/2018	07/01/2018
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2020	04/15/2024
Begin Right of Way Phase		04/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		04/01/2024
Begin Construction Phase (Contract Award Milestone)		09/20/2024
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2027
Begin Closeout Phase		12/01/2028
End Closeout Phase (Closeout Report)		09/01/2031

Date 08/18/2021 11:02:42

**Purpose and Need**

Route 29 is part of a system defined as the Rote 20/29/53 Principal Arterial Corridor ("Corridor"), which extends around the south shore of Clear Lake. The elements of the Corridor are National Highway system routes, and the Corridor is classified as a Focus Route in the Interregional Road System. Upgrading the Corridor for future capacity increases, as well as for delivery of goods and services has long been a goal for Caltrans and the RTPA. Segment 2B is 3.0 miles long, located between the communities of Lower Lake and Kelseyville.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
Local streets and roads	New roadway lane-miles	Miles	5.38

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Date 08/18/2021 11:02:42

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**Additional Information**

As a result of this project interregional traffic is expected to redirect onto the SR 20/29/53 Principal Arterial Route, which would minimize the interregional traffic through the "Main Street" communities. Redirecting interregional traffic away from the North Shore of Clear Lake will create opportunities for traffic calming and active transportation improvements on the North Shore (SR 20). It is anticipated with the construction of this project that increased non-motorized (pedestrians/cyclists) movements coupled with a reduction in motorized movements on SR 20 will occur due to the shift of interregional traffic to the South Shore of Clear Lake. The Lake County Area Planning Council has prepared multiple plans for these improvements along the North Shore. In 2021, the Lake County Area Planning Council will kick off a traffic study to quantify and support the Sustainable Community Strategy Goals/Benefits of this project. The study is expected to be completed in 2022.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
01	Lake	29	29831	0118000079	3121

Project Title

Lake 29 Expressway - Segment 2B

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans District 1
PS&E	6,000							6,000	Caltrans District 1
R/W SUP (CT)				2,000				2,000	Caltrans District 1
CON SUP (CT)				9,000				9,000	Caltrans District 1
R/W				12,000				12,000	Caltrans District 1
CON				65,000				65,000	Caltrans District 1
<b>TOTAL</b>	<b>6,000</b>			<b>88,000</b>				<b>94,000</b>	

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				31,000				31,000	
CON				85,000				85,000	
<b>TOTAL</b>	<b>6,000</b>			<b>127,000</b>				<b>133,000</b>	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Cou
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>900</b>							<b>900</b>	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>900</b>							<b>900</b>	



Fund #2:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
Fund #3:	Future Need - Future Funds (Uncommitted)								
Existing Funding (\$1,000s)									FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				12,000				12,000	
CON				65,000				65,000	
TOTAL				88,000				88,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				2,000				2,000	
CON SUP (CT)				9,000				9,000	
R/W				31,000				31,000	
CON				85,000				85,000	
TOTAL				127,000				127,000	

**Complete this page for amendments only**

Date 08/18/2021 11:02:42

District	County	Route	EA	Project ID	PPNO
01	Lake	29	29831	0118000079	3121

SECTION 1 - All Projects

Project Background

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Programming Change Requested

.

Reason for Proposed Change

.

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

.

Other Significant Information

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SECTION 2 - For SB1 Project Only

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

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Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/08/2020 14:02:50
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01	29831	0118000079	3121	Caltrans District 1	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Lake	29	26.100	29.100	Lake County, Lake County/City Area Planning Council	
				MPO	Element
				NON-MPO	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Cathy McKeon			707-498-7635	cathy.mckeon@dot.ca.gov	

**Project Title**

Lake 29 Expressway - Segment 2B, Right of Way Acquisition

**Location (Project Limits), Description (Scope of Work)**

The project is located between the communities of Lower Lake and Kelseyville, in Lake County, California, from 2.4 miles west of the intersection with Diener Drive at post mile (PM) 26.1 to approximately 1.2 mile west of Highway 281/29 intersection, at PM 29.1. This project would widen State Route (SR) 29 to a four-lane divided expressway with access control. The goal of the project is to improve the safety and operation (improving the interregional movement of people and freight) of SR 29 while providing a modern transportation facility with the potential for diverting through traffic from north shore SR 20 (including through truck traffic) which has 4 small economically challenged communities. This project aligns with local planning goals by Lake County RTP and will help achieve Caltrans Interregional Transportation Strategic Plan (ITSP).

Component	Implementing Agency
PA&ED	Caltrans District 1
PS&E	Caltrans District 1
Right of Way	Caltrans District 1
Construction	Caltrans District 1

**Legislative Districts**

Assembly:	4	Senate:	2	Congressional:	5
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2001
Circulate Draft Environmental Document <span style="float: right;">Document Type EIR</span>		
Draft Project Report		05/24/2016
End Environmental Phase (PA&ED Milestone)		11/30/2016
Begin Design (PS&E) Phase		08/05/2018
End Design Phase (Ready to List for Advertisement Milestone)		11/01/2023
Begin Right of Way Phase		04/01/2022
End Right of Way Phase (Right of Way Certification Milestone)		10/15/2023
Begin Construction Phase (Contract Award Milestone)		01/12/2024
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2027
Begin Closeout Phase		12/01/2028
End Closeout Phase (Closeout Report)		09/01/2031

**Purpose and Need**

**Project Purpose**  
 The purpose of this project is to: Facilitate the efficient flow of goods and service through Lake County; Provide a modern transportation facility that will provide adequate capacity to accommodate anticipated traffic growth; Provide a facility with the potential for diverting through traffic (including through truck traffic from north shore SR 20; Accommodate local planning goals as set forth in the 2010 Lake County RTP; Help achieve the goals of the Caltrans 2015 Interregional Transportation Strategic Plan (ITSP) and Improve the safety and operation of SR 29.

**Project Need**  
 The need to provide a safe, reliable and modern transportation facility along SR 29 has been long recognized. SR 29 is a Federal Aid Primary Route that together with SR 20 and SR 53 (around the south shore of Clear Lake) forms the Lake County portion of the SR 20 Principal Arterial Corridor from U.S. Highway 101 (US 101) to Interstate 5 (I-5). In 1988 the Lake County/City Area Planning Council (APC) and Caltrans joined in a cooperative effort to determine appropriate Route Concepts for state highway routes in Lake County and to establish highway development priorities. The Route Concept selected for this Principal Arterial Corridor was a four-lane freeway/expressway. The development of basic industries in Lake County has been impeded by the difficulty of transporting goods in and out of the county. The 2010 Lake County RTP goal for the State Highway System is to "Provide a safe, well-maintained and efficient State highway network that addresses regional and statewide mobility needs for people, goods and services." Policies the Lake County APC will use to achieve this goal include  
 1) Implement projects and strategies to encourage trucks and inter-regional traffic to use the Principle Arterial Corridor (includes portions of SR 20, 29, and all of 53 for travel through Lake County;  
 2) Encourage improvements to State Routes 20 (where applicable), 53, and 29, that facilitate safe and efficient truck traffic.

The objectives of the 2015 ITSP focuses on improving the interregional movement of people and freight in a safe and sustainable manner that supports the economy and identifies 11 Strategic Interregional Corridors. These corridors are typically characterized by high volumes of freight movement and significant recreational tourism and are identified as the most significant interregional travel corridors in California. This project, as proposed by Caltrans and FHWA, would widen SR 29 to a four-lane divided expressway with access control. This section of roadway experiences over 1.4 times the number of collisions and 3.5 the number of fatalities than the statewide average for this type of facility. The proposed project is expected to significantly improve overall safety to motorists by providing a modern four-lane facility that meets current design standards. The project will improve the horizontal and vertical alignment, add lanes that would create safer passing opportunities, remove fixed objects, widen shoulders, and add medians.

As an added benefit, converting SR 29 to a four-lane expressway it is anticipated that it would divert interregional traffic (including trucks) from the "Main Street" communities along the north shore (including Nice, Lucerne, Glenhaven, and Clearlake Oaks), where the safety of pedestrians and nonmotorized traffic as well as traffic noise have been ongoing concerns and contributes to slow truck traffic. This 23-mile segment of SR 20 as of 2007 was designated a Pedestrian Safety Corridor as a result of a collaborative effort between Caltrans, the California Highway Patrol (CHP), and local businesses and residents. Ultimately, it is envisioned that through-traffic (including truck traffic) between US 101 and I-5 will use the SR 20 Principal Arterial Corridor (including this segment of SR 29) around the south shore of Clear Lake.

NHS Improvements  YES  NO      Roadway Class 1      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	6.15
Operational Improvement	Intersection / Signal improvements	EA	1
Operational Improvement	Curve and vertical alignment corrections	EA	13
Operational Improvement	Shoulder widening	EA	2
Operational Improvement	Slow vehicle lanes	Miles	3
Drainage	Culverts	LF	12,164
ADA Improvements	Install new detectable warning surface	SQFT	240
ADA Improvements	Modify driveway	LF	7
ADA Improvements	New curb ramp installed	EA	4
ADA Improvements	New sidewalk	LF	227
Pavement (lane-miles)	Truck climbing lanes constructed	Miles	0.35

Pavement (lane-miles)	Roadway lane miles	Miles	5.88
Pavement (lane-miles)	Local road - new	Miles	2.09

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Date 09/08/2020 14:02:50

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**Additional Information**

The benefits to the communities along Highway 20 is undocumented; however, as noted this project is expected to divert significant truck traffic away from Highway 20 and the underserved, low economic communities along the north shore of Clearlake, which will provide an added benefit of making these communities much more livable and safe.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	636.26	-636.26
	TCEP	Daily Truck Trips	# of Trips	2,700	2,700	0
	TCEP	Daily Truck Miles Traveled	Miles	93,624	86,185	7,439
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	0	0	0
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
# of Containers			0	0	0	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	0	0	0
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	636.26	-636.26
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0.12	0.159	-0.039
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	1	-1
			PM 10 Tons	0	1	-1
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	182,355	-182,355
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	5	-5
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	2	-2
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	340	-340
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	5	-5	
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	42.56	60.8	-18.24
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	145.9	315.5	-169.6
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	1.65	3.87	-2.22
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	2,573	5,616	-3,043
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	29.2	69.1	-39.9
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	0	12,052	-12,052
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	0	1.7	-1.7





Fund #2:	IIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)	2,169							2,169	These funds have already been approved and expended.
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,269							7,269	
Fund #3:	Demo - Demonstration - TEA21 (Committed)								
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)	1,595							1,595	These funds have already been approved and expended.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,595							1,595	

Fund #4:	SHOPP - Safety (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)	1,593							1,593	These funds have already been approved and expended.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,593							1,593	
Fund #5:	State SB1 TCEP - Trade Corridors Enhancement Account (Uncommitted)								
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									These funds are being requested but are not yet committed.
PS&E									
R/W SUP (CT)			2,073					2,073	
CON SUP (CT)									
R/W			31,302					31,302	
CON									
TOTAL			33,375					33,375	

Fund #6:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									These are outstanding future needs for construction capital and support
PS&E									
R/W SUP (CT)									
CON SUP (CT)				9,437				9,437	
R/W									
CON				78,366				78,366	
TOTAL				87,803				87,803	

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/14/2021 10:38:19
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01		0112000183	3089	City of Lakeport		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake				Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Ron Ladd			707-263-3578	rladd@cityoflakeport.com		

**Project Title**

Lakeport Boulevard and South Main Street Intersection Improvements

**Location (Project Limits), Description (Scope of Work)**

In the City of Lakeport at the intersection of Lakeport Boulevard and South Main Street. Construct intersection improvements consisting of a roundabout.

Component	Implementing Agency
PA&ED	City of Lakeport
PS&E	City of Lakeport
Right of Way	City of Lakeport
Construction	City of Lakeport

**Legislative Districts**

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	08/01/2019	08/01/2019
Circulate Draft Environmental Document <span style="float: right;">Document Type</span>	01/01/2020	01/01/2020
Draft Project Report	07/01/2020	07/01/2020
End Environmental Phase (PA&ED Milestone)	10/01/2020	10/01/2020
Begin Design (PS&E) Phase	12/01/2020	07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	12/01/2022	06/30/2025
Begin Right of Way Phase	12/01/2020	07/01/2025
End Right of Way Phase (Right of Way Certification Milestone)	12/01/2022	06/30/2026
Begin Construction Phase (Contract Award Milestone)	08/01/2023	07/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	08/01/2024	06/30/2027
Begin Closeout Phase	09/01/2024	07/01/2027
End Closeout Phase (Closeout Report)	03/01/2025	06/30/2028

Date 12/14/2021 10:38:19

**Purpose and Need**

The existing intersection is currently operating at LOS C or better during both the a.m. and p.m. peak hours. Within the planning period (2030) the LOS at the intersection will deteriorate to LOS D. This intersection on one of the two main entrances into the City from SR 29 and currently has 10,000 to 12,000 vehicles per day utilizing it. This project has been identified in the recently adopted Lake County Regional Transportation Plan as the highest priority project within the incorporated city of Lakeport. The ranking within the RTP was based in part on the Countywide Roadway Needs Study and Capital Improvement Plan.

**Outputs/Outcomes:**

LS&R Intersections modified feet 850  
 LS&R Bicycle lane/sidewalk miles feet 1700

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

**Project Outputs**

Category	Outputs	Unit	Total
Local streets and roads	Intersections modified	EA	1
Local streets and roads	Sidewalk miles	Miles	0.3

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Date 12/14/2021 10:38:19

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**Additional Information**

ADA is checked  
Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	0	0	0
			VMT per Capita	0	0	0

District	County	Route	EA	Project ID	PPNO
01	Lake			0112000183	3089

Project Title  
 Lakeport Boulevard and South Main Street Intersection Improvements

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	80							80	City of Lakeport
PS&E			100					100	City of Lakeport
R/W SUP (CT)									City of Lakeport
CON SUP (CT)									City of Lakeport
R/W			120					120	City of Lakeport
CON					1,085			1,085	City of Lakeport
<b>TOTAL</b>	<b>80</b>		<b>220</b>		<b>1,085</b>			<b>1,385</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	80							80	
PS&E					100			100	
R/W SUP (CT)									
CON SUP (CT)									
R/W						120		120	
CON							1,085	1,085	
<b>TOTAL</b>	<b>80</b>				<b>100</b>	<b>120</b>	<b>1,085</b>	<b>1,385</b>	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	71							71	Lake County/City Area Planning Cou
PS&E			88					88	\$71 PAED EXT. TO 02/28/22
R/W SUP (CT)									
CON SUP (CT)									
R/W			106					106	
CON					700			700	
<b>TOTAL</b>	<b>71</b>		<b>194</b>		<b>700</b>			<b>965</b>	

Proposed Funding (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	71							71	
PS&E					88			88	
R/W SUP (CT)									
CON SUP (CT)									
R/W						106		106	
CON							700	700	
<b>TOTAL</b>	<b>71</b>				<b>88</b>	<b>106</b>	<b>700</b>	<b>965</b>	



Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	9							9	
PS&E			12					12	
R/W SUP (CT)									
CON SUP (CT)									
R/W			14					14	
CON					385			385	
<b>TOTAL</b>	<b>9</b>		<b>26</b>		<b>385</b>			<b>420</b>	
	Proposed Funding (\$1,000s)								Notes
E&P (PA&ED)	9							9	
PS&E					12			12	
R/W SUP (CT)									
CON SUP (CT)									
R/W						14		14	
CON							385	385	
<b>TOTAL</b>	<b>9</b>				<b>12</b>	<b>14</b>	<b>385</b>	<b>420</b>	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST (PPR)**

PRG-0010 (REV 08/2020)

PPR ID  
ePPR-6136-2021-0005 v0

Complete this page for amendments only

Date 12/13/2021 14:51:58

District	County	Route	EA	Project ID	PPNO
01	Lake			0112000183	3089

SECTION 1 - All Projects

Project Background

The project location is located at the most heavily traveled area in the City of Lakeport, at the intersection of Lakeport Boulevard and South Main Street. Project seeks to construct improvements consisting of a roundabout.

Programming Change Requested

Delay all future phases due to staffing limitations within the City of Lakeport. Delay CON to 26/27, ROW to 25/26 and PS&E to 24/25.

Reason for Proposed Change

Staff retirements and COVID restrictions have created delays to the project. The City is training new staff and currently filling open positions. There has not been any staff available to advance the project and therefore delays are requested.

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

See reason for delay outlined in section above. Cost increases are not yet known as staff will need to acquire new cost estimates. Increases will be funded with local funds.

Other Significant Information

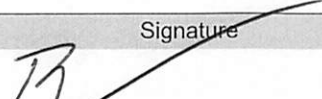
SECTION 2 - For SB1 Project Only

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

Project Amendment Request

Approvals

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

Name (Print or Type)	Signature	Title	Date
Ron Ladd		Public Works Superintendent	12-13-2021

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/14/2021 11:48:53
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01	281714	0100000054	3032R	Lake County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake				Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Scott DeLeon			707-263-2345	scott.deleon@lakecountycal.gov		

**Project Title**

South Main Street Rehabilitation

**Location (Project Limits), Description (Scope of Work)**

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

Component	Implementing Agency
PA&ED	Lake County
PS&E	Lake County
Right of Way	Lake County
Construction	Lake County

**Legislative Districts**

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/25/2007	01/25/2007
Circulate Draft Environmental Document <span style="float: right;">Document Type</span>	05/11/2011	05/11/2011
Draft Project Report	08/25/2011	08/25/2011
End Environmental Phase (PA&ED Milestone)	12/19/2012	12/19/2012
Begin Design (PS&E) Phase	06/12/2013	06/12/2013
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2014	12/31/2014
Begin Right of Way Phase	06/12/2013	06/12/2013
End Right of Way Phase (Right of Way Certification Milestone)	06/01/2015	06/01/2015
Begin Construction Phase (Contract Award Milestone)	09/07/2017	07/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)	10/27/2017	06/30/2026
Begin Closeout Phase	11/27/2017	07/01/2026
End Closeout Phase (Closeout Report)	12/29/2017	06/30/2027

Date 12/14/2021 11:48:53

**Purpose and Need**

Improve traffic flow and safety for motorists and bicyclists; Improve access to businesses along South Main Street and Soda Bay Road; Rehabilitate deficient pavement along corridor; Improve roadway surface drainage; Underground existing overhead utility poles within the Underground District Boundary.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Local streets and roads	Local road operational improvements	EA	1

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Date 12/14/2021 11:48:53

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**Additional Information**

Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change



Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	58							58	Lake County/City Area Planning Cou \$29 PAED voted 02/01/07 \$14 RW voted 03/05/13
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	28							28	
CON									
TOTAL	86							86	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	58							58	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	28							28	
CON									
TOTAL	86							86	

Fund #3:	Demo - Demonstration - TEA21 (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,784							1,784	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	472							472	
CON			429					429	
TOTAL	2,556		429					2,985	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,784							1,784	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	472							472	
CON			429					429	
TOTAL	2,556		429					2,985	



Fund #4:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			47					47	
TOTAL			47					47	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				47				47	
TOTAL				47				47	

Fund #5:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Cou
PS&E	1,000							1,000	\$500 PSE EXT. TO 06/30/13
R/W SUP (CT)									\$364 RW EXT. TO 06/30/13
CON SUP (CT)									\$500 PSE voted 03/05/13
R/W	700							700	\$350 RW voted 03/05/13
CON			4,369					4,369	
TOTAL	1,700		4,369					6,069	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	700							700	
CON				4,369				4,369	
TOTAL	1,700			4,369				6,069	



**Complete this page for amendments only**

Date 12/13/2021 12:33:20

District	County	Route	EA	Project ID	PPNO
01	Lake		281714	0100000054	3032R

**SECTION 1 - All Projects**

**Project Background**

This project, together with PPNO 3032R, is part of a larger corridor project through a regional commercial area. It will widen the roadway and provide bicycle lanes. Utility undergrounding is being done concurrently. The project has been identified by the RTPA as a regionally significant project and funded by multiple agencies.

**Programming Change Requested**

Delay construction by one year.

**Reason for Proposed Change**

There have been significant unforeseen delays in the right of way process. The County is currently undergoing the Condemnation/Eminent Domain process, resulting in increased delays to completion of the Right of Way process and a delay to the start of the Construction phase.

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

See above reason for delay. Cost increases will be funded with local funds.

**Other Significant Information**

**SECTION 2 - For SB1 Project Only**

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

Project Amendment Request

**Approvals**

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

Name (Print or Type)	Signature	Title	Date
SCOTT DE LEON		PUBLIC WORKS DIRECTOR	12/13/21

**SECTION 3 - All Projects**

**Attachments**

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/14/2021 11:48:53
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01	281714	0100000054	3032R	Lake County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake				Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Scott DeLeon			707-263-2345	scott.deleon@lakecountycal.gov		

**Project Title**

South Main Street Rehabilitation

**Location (Project Limits), Description (Scope of Work)**

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

Component	Implementing Agency
PA&ED	Lake County
PS&E	Lake County
Right of Way	Lake County
Construction	Lake County

**Legislative Districts**

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	01/25/2007	01/25/2007
Circulate Draft Environmental Document <span style="float: right;">Document Type</span>	05/11/2011	05/11/2011
Draft Project Report	08/25/2011	08/25/2011
End Environmental Phase (PA&ED Milestone)	12/19/2012	12/19/2012
Begin Design (PS&E) Phase	06/12/2013	06/12/2013
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2014	12/31/2014
Begin Right of Way Phase	06/12/2013	06/12/2013
End Right of Way Phase (Right of Way Certification Milestone)	06/01/2015	06/01/2015
Begin Construction Phase (Contract Award Milestone)	09/07/2017	07/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)	10/27/2017	06/30/2026
Begin Closeout Phase	11/27/2017	07/01/2026
End Closeout Phase (Closeout Report)	12/29/2017	06/30/2027

Date 12/14/2021 11:48:53

**Purpose and Need**

Improve traffic flow and safety for motorists and bicyclists; Improve access to businesses along South Main Street and Soda Bay Road; Rehabilitate deficient pavement along corridor; Improve roadway surface drainage; Underground existing overhead utility poles within the Underground District Boundary.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Local streets and roads	Local road operational improvements	EA	1

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Date 12/14/2021 11:48:53

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**Additional Information**

Bike/Ped is checked

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change





Fund #2:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	58							58	Lake County/City Area Planning Cou \$29 PAED voted 02/01/07 \$14 RW voted 03/05/13
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	28							28	
CON									
TOTAL	86							86	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	58							58	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	28							28	
CON									
TOTAL	86							86	

Fund #3:	Demo - Demonstration - TEA21 (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,784							1,784	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	472							472	
CON			429					429	
TOTAL	2,556		429					2,985	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,784							1,784	
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	472							472	
CON			429					429	
TOTAL	2,556		429					2,985	

Fund #4:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			47					47	
TOTAL			47					47	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				47				47	
TOTAL				47				47	

Fund #5:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.621
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Cou
PS&E	1,000							1,000	\$500 PSE EXT. TO 06/30/13
R/W SUP (CT)									\$364 RW EXT. TO 06/30/13
CON SUP (CT)									\$500 PSE voted 03/05/13
R/W	700							700	\$350 RW voted 03/05/13
CON			4,369					4,369	
TOTAL	1,700		4,369					6,069	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	700							700	
CON				4,369				4,369	
TOTAL	1,700			4,369				6,069	



**Complete this page for amendments only**

Date 12/13/2021 12:33:20

District	County	Route	EA	Project ID	PPNO
01	Lake		281714	0100000054	3032R

**SECTION 1 - All Projects**

**Project Background**

This project, together with PPNO 3032R, is part of a larger corridor project through a regional commercial area. It will widen the roadway and provide bicycle lanes. Utility undergrounding is being done concurrently. The project has been identified by the RTPA as a regionally significant project and funded by multiple agencies.

**Programming Change Requested**

Delay construction by one year.

**Reason for Proposed Change**

There have been significant unforeseen delays in the right of way process. The County is currently undergoing the Condemnation/Eminent Domain process, resulting in increased delays to completion of the Right of Way process and a delay to the start of the Construction phase.

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

See above reason for delay. Cost increases will be funded with local funds.

**Other Significant Information**

**SECTION 2 - For SB1 Project Only**

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

Project Amendment Request

**Approvals**

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

Name (Print or Type)	Signature	Title	Date
SCOTT DE LEON		PUBLIC WORKS DIRECTOR	12/13/21

**SECTION 3 - All Projects**

**Attachments**

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2021 10:36:29	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
01		0122000002	3002P	Lake County/City Area Planning Council			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Lake							
				MPO	Element		
				NON-MPO	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Lisa Davey-Bates			707-263-7799	ldaveybates@dbcteam.net			

**Project Title**

Planning, Programming and Monitoring

**Location (Project Limits), Description (Scope of Work)**

Planning, Programming and Monitoring

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Lake County/City Area Planning Council

**Legislative Districts**

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document <span style="float: right;">Document Type</span>		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 12/13/2021 10:36:29

Purpose and Need

NHS Improvements  YES  NO      Roadway Class      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total

---

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change



District	County	Route	EA	Project ID	PPNO
01	Lake			0122000002	3002P

Project Title  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Lake County/City Area Planning Cou
R/W									
CON	1,989	47	48	50				2,134	Lake County/City Area Planning Cou
<b>TOTAL</b>	<b>1,989</b>	<b>47</b>	<b>48</b>	<b>50</b>				<b>2,134</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,989	47	75	50	48	48		2,257	
<b>TOTAL</b>	<b>1,989</b>	<b>47</b>	<b>75</b>	<b>50</b>	<b>48</b>	<b>48</b>		<b>2,257</b>	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Cou
PS&E									\$86 CON voted 07/16/98
R/W SUP (CT)									\$26 CON voted 09/10/99
CON SUP (CT)									\$81 CON voted 07/01/00
R/W									\$52 CON voted 07/03/01
CON	1,989	47	48	50				2,134	\$155 CON voted 04/03/03
TOTAL	1,989	47	48	50				2,134	\$64 CON voted 03/03/05
									\$67 CON voted 06/07/07
									\$322 CON voted 07/26/07

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,989	47	48	50	48	48		2,230	
<b>TOTAL</b>	<b>1,989</b>	<b>47</b>	<b>48</b>	<b>50</b>	<b>48</b>	<b>48</b>		<b>2,230</b>	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Cou
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			27					27	
TOTAL			27					27	

Complete this page for amendments only				Date 12/13/2021 10:36:29	
District	County	Route	EA	Project ID	PPNO
01	Lake			0122000002	3002P

SECTION 1 - All Projects

Project Background

Planning, Programming and Monitoring.

Programming Change Requested

Planning, Programming and Monitoring additional funds from COVID Relief Shares and 2021 Fund Estimate/RTIP.

Reason for Proposed Change

Planning, Programming and Monitoring additional funds from COVID Relief Shares and 2021 Fund Estimate/RTIP.

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

Other Significant Information

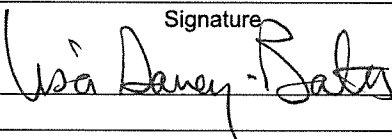
SECTION 2 - For SB1 Project Only

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

Planning, Programming and Monitoring.

Approvals

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

Name (Print or Type)	Signature	Title	Date
Lisa Davey-Bates		Executive Director	12/13/21

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/14/2021 14:29:11
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01				City of Clearlake		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake				Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Adeline Brown			707-994-8201	abrown@clearlake.ca.us		

**Project Title**

Clearlake Guard Rails

**Location (Project Limits), Description (Scope of Work)**

Install a 120 foot guardrail at the intersection of Ridgeview and Old Highway 53, and a 95 foot guard rail at Davis and Old Highway 53, in the City of Clearlake.

Component	Implementing Agency
PA&ED	City of Clearlake
PS&E	City of Clearlake
Right of Way	City of Clearlake
Construction	City of Clearlake

**Legislative Districts**

Assembly:	4	Senate:	2	Congressional:	3
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2025
Begin Closeout Phase		07/01/2025
End Closeout Phase (Closeout Report)		06/30/2026

Date 12/14/2021 14:29:11

**Purpose and Need**

Installation of guard rails at intersections with high number of traffic incidents.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	2

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Date 12/14/2021 14:29:11

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Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
01	Lake				
Project Title					
Clearlake Guard Rails					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Clearlake
PS&E									City of Clearlake
R/W SUP (CT)									City of Clearlake
CON SUP (CT)									City of Clearlake
R/W									City of Clearlake
CON									City of Clearlake
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			55					55	
TOTAL			55					55	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Clearlake
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			55					55	
TOTAL			55					55	



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/14/2021 14:44:50
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01				City of Clearlake		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake				Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Adeline Brown			707-994-8201	abrown@clearlake.ca.us		

**Project Title**

Olympic and Old Highway 43 Intersection Signal Controller

**Location (Project Limits), Description (Scope of Work)**

Replace failing signal controller at the intersection of Lakeshore Boulevard and Old Highway 53 in the City of Clearlake.

Component	Implementing Agency
PA&ED	City of Clearlake
PS&E	City of Clearlake
Right of Way	City of Clearlake
Construction	City of Clearlake

**Legislative Districts**

Assembly:	4	Senate:	2	Congressional:	3
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2025
Begin Closeout Phase		07/01/2025
End Closeout Phase (Closeout Report)		06/30/2026

Date 12/14/2021 14:44:50

**Purpose and Need**

Signal controller at Old Highway 53 and Olympic Boulevard is failing and need for replacement.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO

Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	1

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Date 12/14/2021 14:44:50

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Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
01	Lake				

Project Title  
 Olympic and Old Highway 43 Intersection Signal Controller

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Clearlake
PS&E									City of Clearlake
R/W SUP (CT)									City of Clearlake
CON SUP (CT)									City of Clearlake
R/W									City of Clearlake
CON									City of Clearlake
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			131					131	
<b>TOTAL</b>			131					131	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Clearlake
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			131					131	
<b>TOTAL</b>			131					131	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/14/2021 16:02:20	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
01				City of Lakeport			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Lake				Lake County/City Area Planning Council			
				MPO	Element		
				NON-MPO	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Ron Ladd			707-263-3578	rladd@cityoflakeport.com			

**Project Title**

Green Street Reconstruction

**Location (Project Limits), Description (Scope of Work)**

Reconstruction of Green Street from Lakeshore Boulevard through the intersection of Sayre Street in the City of Lakeport. Includes ADA upgrades and curb ramps at the Sayre Street intersection.

Component	Implementing Agency
PA&ED	City of Lakeport
PS&E	City of Lakeport
Right of Way	City of Lakeport
Construction	City of Lakeport

**Legislative Districts**

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2026
Begin Closeout Phase		07/01/2026
End Closeout Phase (Closeout Report)		06/30/2027

Date 12/14/2021 16:02:20

**Purpose and Need**

Full reconstruction of Green Street from Lakeshore Blvd through the Sayre Street intersection in the City of Clearlake. Will include FDR to 8" with 2-1/2" HMA. Includes ADA curb ramps at Sayre Intersection and at Fairview Way located mid-block on Green Street.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	0.1

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Date 12/14/2021 16:02:20

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Additional Information



Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	Poor	Good	

District	County	Route	EA	Project ID	PPNO
01	Lake				
Project Title					
Green Street Reconstruction					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Lakeport
PS&E									City of Lakeport
R/W SUP (CT)									City of Lakeport
CON SUP (CT)									City of Lakeport
R/W									City of Lakeport
CON									City of Lakeport
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			133					133	
TOTAL			133					133	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Lakeport
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			133					133	
TOTAL			133					133	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/13/2021 17:02:04
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
01				Lake County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Lake				Lake County/City Area Planning Council		
				MPO	Element	
				NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Scott DeLeon			707-263-2345	scott.deleon@lakecountycal.gov		

**Project Title**

Nice Lucerne Cutoff Asphalt Rehabilitation

**Location (Project Limits), Description (Scope of Work)**

Asphalt Rehabilitation with new overlay located along the Nice Lucerne Cutoff from the intersection with State Route 29 to the intersection of Lakeshore Boulevard.

Component	Implementing Agency
PA&ED	Lake County
PS&E	Lake County
Right of Way	Lake County
Construction	Lake County

**Legislative Districts**

Assembly:	1	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document	Document Type	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2023
Begin Closeout Phase		01/01/2023
End Closeout Phase (Closeout Report)		06/30/2023

Date 12/13/2021 17:02:04

**Purpose and Need**

County of Lake needs to rehabilitate the road surface on the Nice Lucerne Cutoff from the intersection with State Route 29 to Lakeshore Boulevard.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	0.2

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Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
01	Lake				

Project Title  
 Nice Lucerne Cutoff Asphalt Rehabilitation

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Lake County
PS&E									Lake County
R/W SUP (CT)									Lake County
CON SUP (CT)									Lake County
R/W									Lake County
CON									Lake County
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			205					205	
<b>TOTAL</b>			205					205	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Lake County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			205					205	
<b>TOTAL</b>			205					205	

**SECTION 17**  
**APPENDIX**  
**BOARD RESOLUTION**



# LAKE COUNTY/CITY AREA PLANNING COUNCIL

## RESOLUTION NO. 21-22-16

### RESOLUTION ADOPTING THE 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS,

- The Lake County/City Area Planning Council (APC) is the designated Regional Transportation Planning Agency (RTPA) for Lake County; and
- The APC, as the RTPA, is required by State law to prepare, adopt, and submit to Caltrans and the California Transportation Commission by December 15, 2021, a Regional Transportation Improvement Program (RTIP); and
- In August of 2021 the California Transportation Commission released a 2022 State Transportation Improvement Program (STIP) Fund Estimate which identifies funds available for programming by regional transportation planning agencies; and
- The 2022 STIP Fund Estimate identified a new programming target for the Lake County region of \$1,934,000; and
- The 2020 RTIP included a reserve of \$81,000; and
- COVID Relief Shares subject to STIP Guidelines have been programmed in the RTIP in the amount of \$524,187; and
- The APC conducted a competitive application cycle for projects to utilize available funding; and
- The 2022 RTIP has been prepared which includes the following programming:

Planning, Programming & Monitoring	\$96,000
Nice/Lucerne Cutoff Asphalt Rehabilitation	\$204,507
Clearlake Guard Rail Project	\$186,737
Lakeport Green Street Reconstruction	\$132,943

Total All Programming Needs: \$620,187

- The Technical Advisory Committee has voted to leave the remaining \$1,919,000 unprogrammed at this time; and
- The APC also desires to make minor programming changes, including schedule changes, to existing STIP projects, as listed in the Project Programming Request Index and shown in individual Project Programming Request forms; and

- The APC desires to keep all other existing project programming in tact unless otherwise identified in the RTIP document; and
- The Technical Advisory Committee has recommended approval of the 2022 Regional Transportation Improvement Program; and

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

The APC finds that the 2022 Regional Transportation Improvement Program (RTIP) is consistent with Lake County's adopted Regional Transportation Plan; and

The APC hereby adopts the 2022 Regional Transportation Improvement Program (RTIP), including programming identified above, and directs staff to forward this resolution and the appropriate documentation to Caltrans and the California Transportation Commission.

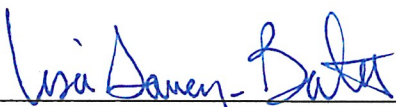
Adoption of this Resolution was moved by Director Sabatier, seconded by Director Perdock, and carried on this 1<sup>st</sup> day of December 2021, by the following roll call vote:

AYES: Directors Sabatier, Simon, Perdock, Cremer, Mattina, Tatiana Ahlstrand (PAC)

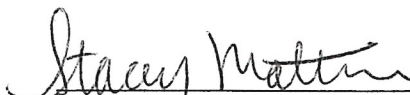
NOES: None

ABSENT: Directors Parlet, Leonard, Vacant (Member-at-Large)

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



ATTEST: Lisa Davey-Bates  
Executive Director



Stacey Mattina, Chair  
APC Member

**SECTION 18**

**APPENDIX**

**DETAILED PROGRAMMING SUMMARY TABLE**

**Lake County/City Area Planning Council  
2022 RTIP Proposed Programming**

AGENCY	PROJECT	PPNO	COMPONENT	Prior	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Clearlake	Dam Rd/Dam Rd Extension Roundabout	3125	E&P	211					
		3125	PS&E	563					
		3125	ROW		570				
	Clearlake Guard Rails*		CON		55				
	Olympic and Old Highway 53 Intersection Signal Controller*		CON		131				
Lakeport	Lakeport Blvd & S. Main Intersection	3089	E&P	71					
		3089	PS&E				88		
		3089	ROW					106	
		3089	CON						700
	Green Street Reconstuction*		CON			133			
Caltrans	Lake 29 Expressway 2A	3122	PA&ED	6000					
	Lake 29 Expressway 2B	3121	PA&ED	6000					
Lake County	South Main Street Corridor Improvements	3032R	CON			4416			
	Soda Bay Road Corridor Improvements	3033R	CON			662			
	Nice Lucerne Cutoff Asphalt Rehabilitation*		CON		205				
APC	PPM	3002P	CON	177	47	75	50	48	48
	TOTAL PROPOSED PROGRAMMING			13022	1008	5286	138	154	748

\*Indicates COVID Relief Share Funding

**SECTION 19**  
**APPENDIX**  
**STIP PROJECT LOCATION MAP**

