



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, February 9, 2022

TIME: 9:00

PLACE: Audioconference

Dial-in number: 1 (669) 900-6833 / **Meeting ID:** 846 8308 4728# **Passcode:** 157786

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

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

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1. Call to Order/Roll Call
 2. Adjourn to Policy Advisory Committee
 3. Election of officers – Chair and Vice-Chair, Member-at-Large Vacancy and Standing Committees – Executive Committee and California Association of Councils of Governments (CalCOG)

PUBLIC EXPRESSION

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

CONSENT CALENDAR

5. Proposed Adoption of Resolution #21-22-17 to Implement Teleconferencing Requirements During a Proclaimed State of Emergency Pursuant to Assembly Bill 361
6. Approval of December 1, 2021 Minutes
7. Approval of Social Services Transportation Advisory Council (SSTAC) Roster

REGULAR CALENDAR

8. Discussion, Public Hearing and Proposed Approval of the Lake APC's Final 2022 Regional Transportation (RTP)/Active Transportation Plan (ATP) Negative Declaration and Resolution #21-22-15 (*Speka*)
9. Presentation on Regional Rural Regional Energy Network (REN) Program by Redwood Coast Energy Authority, Outcome of Executive Committee Meeting (January 21, 2022) and Recommended Approval of Memorandum of Understanding and Letter of Support

RATIFY ACTION

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

REPORTS

12. Reports & Information:

- a. Lake APC Planning Staff
 - i. Grant Updates (*Speka*)
 - ii. Pavement Management Program (PMP) Update (*Casey*)
 - iii. SR 53 Corridor Local Circulation Plan (*Casey/Davey-Bates*)
 - iv. Miscellaneous
- c. Lake APC Administration Staff
 - i. APC Budget Update
 - ii. Next Meeting Date – **March 9, 2022**
 - iii. Miscellaneous
- d. Lake APC Directors
- e. Caltrans
 - i. SR 29 Project Update (*Pimentel*)
 - ii. Lake County Project Status Update (*Ahlstrand*)
 - iii. Office of Traffic Safety (OTS) Update (*Ahlstrand*)
 - iv. Miscellaneous
- f. Rural Counties Task Force
 - i. Next Meeting Date – **March 18, 2022** (*Teleconference*)
- g. California Transportation Commission
 - i. Next Meeting Date – **March 16 – 17** (*Virtual*)
- h. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – (*TBD*)
 - ii. CalCOG Board of Directors Meeting – (*TBD*)
- i. Miscellaneous

INFORMATION PACKET

- 13. a) Draft 1/21/22 Executive Committee Minutes

ADJOURNMENT

PUBLIC EXPRESSION

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

AMERICANS WITH DISABILITIES ACT (ADA) REQUESTS

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

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

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

POSTED: February 3, 2022

Attachments:

Agenda Item #3 – Staff Report

Agenda Item #5 – Resolution #21-22-17

Agenda Item #6 – 12/1/21 Lake APC Draft Minutes

Agenda Item #7 – SSTAC Roster

Agenda Item #8 – Staff Report, Reso, CEQA & Comments

Agenda Item #9 – Presentation, Staff Report & MOU

Info Packet: a) *Draft 1-21-22 Executive Committee Minutes*



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Election of Officers

DATE PREPARED: February 2, 2022

MEETING DATE: February 9, 2022

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

There are no set terms for members to serve on the Lake Area Planning Council (APC). Historically, both of the city councils and the Board of Supervisors make two appointments annually from their respective membership to serve on the Lake APC. During the first meeting of each year the APC members nominate and approve members to serve as Chair and Vice-Chair to the Lake APC.

The Board of Supervisors also makes the appointments for the two Member-at-Large positions. Those seats are appointed every other year, or when a vacancy occurs. The Board of Supervisors also appoints an alternate Member-at-Large in the event that one of the other members is unable to attend. Unfortunately, a vacancy still exists for the Member-at-Large position.

Appointments to the Lake APC's Executive Committee are made annually during the first meeting of the year once appointments as Chair and Vice-Chair to the APC have been made. The Committee is comprised of three members: Chair, Vice-Chair, and a third representative to provide a regional balance. This committee meets on the occasion when specific topics need more individualized dialogue before consideration by the full APC Board.

Lastly, a delegate and alternate are appointed to represent Lake APC on the California Association of Councils of Governments (CalCOG). CalCOG is a statewide association representing 50 regional planning agencies and council of governments. The delegate, or alternate, representing the APC is only expected to attend one or two meetings each year to provide local input on regional, State and Federal issues and policies being supported by CalCOG.

ACTION REQUIRED:

1. Hear all nominations of the office of Chair. A second is not required to nominate.
2. Discuss any questions. Move, second and vote to close nominations.
3. If multiple nominations are made, move, second and vote on each nomination until a motion carries.
4. Repeat process for Vice-Chair to the Lake APC, Executive Committee Members, and appointments to CalCOG.

ALTERNATIVES:

None identified.

RECOMMENDATION:

I recommend the APC Board of Directors make the above-mentioned appointments to the Lake APC, Executive Committee and CalCOG. Once elections are made, the newly elected Chair presides over the meeting.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 21-22-17

RESOLUTION TO IMPLEMENT TELECONFERENCING REQUIREMENTS DURING A PROCLAIMED STATE OF EMERGENCY PURSUANT TO ASSEMBLY BILL 361

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

WHEREAS, The Area Planning Council (APC) is committed to preserving the Ralph M. Brown Act requirements that all meetings of a legislative body of a local agency be open and public and that any person may attend and participate in such meetings;

WHEREAS, A state of emergency was proclaimed by Governor's Executive Order N-33-20 on March 4, 2020, addressing the threat of the COVID-19 pandemic, and remains in effect;

WHEREAS, the Brown Act allows for legislative bodies to hold meetings by teleconference, but imposes specific requirements for doing so;

WHEREAS, on March 17, 2020, in order to address the need for public meetings during the present public health emergency, Governor Newsom issued Executive Order No. N-29-20, suspending the Act's teleconferencing requirements; and

WHEREAS, on June 11, 2021, Governor Newsom issued Executive Order No. N-8-21, continuing the suspension of the Brown Act's teleconferencing requirements through September 30, 2021; and

WHEREAS, these Executive Orders allowed legislative bodies to meet virtually as long as certain notice and accessibility requirements were met; and

WHEREAS, the State Legislature amended the Brown Act through Assembly Bill No. 361 (AB 361) on September 16, 2021; and

WHEREAS, AB 361 amended the Brown Act so that a local agency may use teleconferencing without complying with the regular teleconferencing requirements of the Act, where the legislative body holds a meeting during a proclaimed state of emergency and makes certain findings; and

WHEREAS, COVID-19 and variants thereof remain a current threat to the health and safety of the general public, APC Staff, and members of this Board; and

WHEREAS, the APC has an important governmental interest in protecting the health, safety, and welfare of those who participate in meetings of the APC legislative and advisory bodies subject to the Brown Act; and

WHEREAS, in response to the current threat to the public of the COVID-19 virus and its existing and potential variants, there is a desire to implement teleconference meetings pursuant to the requirements of the Brown Act so long as this State of and Emergency continues to exist.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Area Planning Council hereby finds, determines, declares, orders, and resolves as follows:

1. That the foregoing recitals are true and correct and incorporates them by this reference;
2. The Area Planning Council finds, by a majority vote, that there exists a proclaimed state of emergency; and
3. As a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees.

In accordance with AB 361, based on the findings and determinations herein, meetings of APC's legislative and advisory bodies will be held remotely by virtual means, suspending Brown Act teleconferencing rules while providing for all feasible means of public participation.

This resolution shall be effective upon adoption and remain in effect until APC's next regular board meeting on March 9, 2022, when Lake APC shall consider renewing its findings by subsequent resolution, in accordance with AB 361.

Adoption of this Resolution was moved by Director _____, seconded by Director _____, and carried on this 9th day of February 2022, by the following roll call vote:

AYES:

NOES:

ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member



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

Wednesday, December 1, 2021

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

Present

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

Absent

Vacant Position, Member at Large

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
James Sookne, Admin Staff – Lake APC
Alexis Pedrotti, Admin Staff – Lake APC
Charlene Parker, Admin Staff – Lake APC
Nephele Barrett, Planning Staff – Lake APC
John Speka, Planning Staff – Lake APC
Danielle Casey, Planning Staff – Lake APC
Tatiana Ahlstrand, Caltrans District 1 (Policy Advisory Committee)
Dirk Slooten, Mayor, City of Clearlake
Stephen Kullmann, Redwood Coast Energy Authority
Lauren Picou, Senior Associate, Headway Transportation
Jeff Pimentel, Caltrans Project Manager
Clarissa Kincy, Mobility Manager – Lake Links

1. Call to Order/Roll Call

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

2. Adjourn to Policy Advisory Committee

Chair Mattina adjourned to the Policy Advisory Committee (PAC) at 9:04 a.m. to include Caltrans District 1 staff and allow participation as a voting member of the Lake APC.

3. PUBLIC EXPRESSION

Chair Mattina requested public comments including any written comments. No comments were presented.

CONSENT CALENDAR

4. **Proposed Adoption of Resolution #21-22-14 to Implement Teleconferencing Requirements During a Proclaimed State of Emergency Pursuant to Assembly Bill 361**
5. **Approval of November 10, 2021 Draft Minutes**

Director Cremer made a motion to approve the Consent Calendar, as presented. The motion was seconded by Director Perdock and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Directors Leonard– Vacant Member-at-Large

REGULAR CALENDAR

6. **Approval of Draft Lake APC Meeting Calendar**

Lisa Davey-Bates reported that staff made changes to the Lake APC meeting calendar because of scheduling conflicts with the annual budget hearings and California Transportation Commission meetings. Lisa noted that hopefully in the new year in person meetings will resume.

Director Sabatier requested that we transition to hybrid meetings, so we can save time and to make sure we have a quorum. Lisa replied that for the foreseeable future she anticipated a need for hybrid meetings and thanked him for his suggestion.

Director Sabatier made a motion to approve the Draft Lake APC Meeting Calendar, as presented. The motion was seconded by Director Cremer and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Director Leonard – Vacant Member-at-Large

Director Leonard joined the meeting, however due to technical difficulties was unable to participate in the voting process.

Lisa Davey-Bates requested if Agenda Item #10, Exploration of Participation in, or Creation of, a Renewable Energy Network (REN) in Lake County could be heard now due to a scheduling conflict. The group agreed to move forward with agenda item #10 as requested.

10. **Exploration of Participation in, or Creation of, a Renewable Energy Network (REN) in Lake**

Lisa Davey-Bates introduced the item stating that at the last meeting Dan Gjerde, Mendocino Council of Governments (MCOG), had informed the Lake APC that the Mendocino County Board of Supervisors was interested in creating an ad-hoc committee to explore options to create a new multi-jurisdiction Rural Regional Energy Network (REN). Lisa noted that she had provided additional information in the packet about the history and development of Rural RENs in other rural areas.

Nephele Barrett gave a brief description of the Rural REN program explaining that it was established through a California Public Utilities Commission (CPUC) application and approval process for the purpose of allowing local governments to design and administer energy efficient programs for underserved areas. Nephele explained that during the process of reaching out to neighboring counties MCOG discovered that Humboldt County was already involved the formation of developing a new Rural REN. Nephele noted that their Rural REN structure was a little different in that it was a collection of rural counties that were not necessarily neighboring but

all have similar characteristics and needs. Nephele added that Redwood Coast Energy Authority (RCEA) was leading the effort and has presented a really good opportunity. Nephele stated that RCEA has been accommodating by offering us the option to participate, however the timeframe was short, and the implementation plan had to be submitted to the CPUC in mid-February. Nephele explained that a number of program options were offered through this Rural REN and not every County would participate in every option. Nephele highlighted the different program options included increasing energy efficiency for residential and commercial buildings, resources for residential and public agency equity programs for energy and efficiency improvements, and education workforce development. Additionally, because of the short timeframe the Lake APC and MCOG would sub-contract under RCEA for partial participation and then become full members in the Rural REN program by 2025.

Nephele noted the one wonderful thing about the program was that the funding was through an existing fee called the public goods fee incorporated into every rate payer's PG&E bill, so won't cost the agencies or the public extra money. Nephele suggested that if the Board was interested in the general concept, her recommendation would be to authorize the Executive Committee to collaborate with staff on the details and then do a letter of support, so we subcontract with RCEA. Nephele open the floor for any questions.

Director Sabatier questioned if Lake County would get the full benefits of the program. Nephele replied that potentially it would bring more opportunity to participate in these benefits because Lake County was not currently tied to or receiving a clean energy source through a municipal utility or Community Choice Aggregation (CCA).

Nephele introduced Stephen Kullmann, Redwood Coast Energy Authority, to explain further. Stephen Kullmann stated that he was the Director of Demand Sight Management at RCEA. Stephen gave a brief description of RCEA stating that the company was a CCA and administered energy efficiency programs for Humboldt County. Stephen explained that it had become obvious that the State programs were not designed to reach rural areas, so the Rural Hard to Reach (RHTR) Working Group was created to explore ways to advocate for rural counties. Stephen explained that the group concluded that the best way to reach rural communities was by developing a RuralREN.

Stephen clarified that the advantages to the program was for delivery of services such as energy audits, rebates, financing, workforce education and training, and marketing. The RuralREN consists of a diverse group of six agencies: Association Monterey Bay Area Governments, High Sierra Energy Foundation, San Joaquin Valley Clean Energy Organization, County of San Luis Obispo, Sierra Business Council, and County of Ventura.

Stephen noted that Lake and Mendocino Counties could sub-contract under RCEA and also take advantage of the programs for the residents, businesses and local governments, but the Memorandum of Understanding (MOU) would need to be finalized by the end of January.

Director Cremer asked what the cost was for Lake County and the two Cities to be included in the RuralREN. Stephen replied that there was no direct cost however there would be a need for two staff members to manage the program paid through the RuralREN. Steven indicated that would bring money to the County that was not previously accessible.

Additionally, Federal and Local Governments are putting more emphasis on renewable energy, energy efficacy programs. Stephen stated that he anticipated that there will be more jobs in this field, and that the RuralREN includes workforce education and training that would be beneficial for the local contractors.

The group discussed the program benefits for Lake County, MOU, budget, and how the funds would be administered.

Lisa recommended that the Board appoint either an Ad-Hoc Committee or the Executive Committee to work through the details to make a final decision.

Director Sabatier stated that he has faith in the members of the Executive Committee and does not feel there was a need to create a new Ad-Hoc Committee.

Chair Mattina requested any public comments relating to the Rural Regional Energy Network (REN). No comments were presented.

The Board determined they were interested in learning more about the program and discussed the different meeting options and made the decision to revisit the Lake APC Meeting Calendar to schedule a January Board Meeting due to the short time schedule.

Director Cremer made a motion to Direct the Executive Committee to Explore Joining the Rural REN as a Subcontractor to RCEA, and report back to the Board. The motion was seconded by Director Sabatier and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Director Leonard, – Vacant Member-at-Large

6. Approval of Draft Lake APC Meeting Calendar

Chair Mattina requested a motion to amend the APC Meeting Calendar to include a meeting on January 5 for possible approval to join the RuralREN.

Director Sabatier made a motion to approve the Lake APC Meeting Calendar, as amended. The motion was seconded by Director Cremer and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Director Leonard, – Vacant Member-at-Large

7. Presentation of the Local Road Safety Plan Update

Danielle Casey introduced the item, stating that the Local Road Safety Plan (LRSP) Update for the cities of Clearlake and Lakeport were developed by Headway Transportation, LLC.

Danielle introduced Lauren Picou, Senior Associate, Headway Transportation. Lauren gave a detailed presentation explaining that the LRSP was a Strategic Highway Safety Plan (SHSP) to provide the framework through organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local and rural roads. The development of the LRSP was through multiagency working groups to help transportation users reach their destination safely by reducing the number of fatalities and serious injuries occurring on the roadway system for all users by crash data analysis, focus areas, and public outreach. The plan identifies focus areas, strategies for traffic safety, engineering, enforcement, education, emergency services, successful implementation, and potential funding opportunities. The focus areas were the same for both Cities included intersection safety, lane departures, pedestrian safety, bicycle safety, distracted driving, speeding, impairment, and lighting. Lauren gave a detailed overview of the public outreach and the survey trends stating that the focus of the comments were intersection safety and speeding. Lauren noted that the top intersections for concern in Lakeport were 11th Street/Forbes Street. The intersection Lakeshore Drive/Hwy 53 and Old Hwy 53/Austin Road were both top concern for Clearlake.

Director Cremer asked if the roadway conditions and impairments include trees that are hanging down in the streets. Lauren replied that removing obstructions and roadway conditions was referred to as the clear zone and do include trees that were in the roadway.

Director Sabatier questioned why lighting wasn't a high priority with 75% of the accidents in Clearlake were in dark areas without lighting and believed the data could help to obtain funds for lighting to make a safer corridor on SR53. Lauren replied that typically the first step would be to do a lighting analysis to determine if lighting was the root of the issue for accidents.

Mayor Slooten stated that the main issue along SR53 was that bicycle and pedestrian lanes are needed, or fatalities will continue to occur. Lisa stated that there was a multi-use path as a long-term proposed improvement included in the SR53 Corridor Local Circulation Study. Staff expects a final draft of the study before the end of the year.

The group discussed their concerns regarding fatalities along SR53 Corridor and hoped to generate a change through data, conversations, and SR53 Corridor Local Circulation Study. Lauren reminded the group that SR53 has high traffic volumes, and the data was not taken account for the crashes that occurred in Fiscal Year 2020/21 because that data was not available and will be included in any future updates.

Philip Gomez, Tribal Chairman, Big Valley Rancheria introduced himself for the record.

Lisa stated that the Draft LRSP's were provided in your packet for review, and that comments could be sent to Danielle Casey. The final document is scheduled for adoption at the next Board meeting.

Chair Mattina requested any public comments regarding the Draft Presentation of the Local Road Safety Plan Update. No comments were presented.

8. Public Hearing and Discussion of the Lake APC's Draft 2022 Regional Transportation/Active Transportation Plan (RTP/ATP) Negative Declaration and Resolution #21-22-15

John Speka introduced this item, explaining that the first order of business was to make a finding of proper notice for the public hearing in a local newspaper.

Chair Mattina announced all Proof of Publication had been provided and consist of the legal notice in the October 29 edition of the Record Bee, a notice posted on the Lake APC website, and notice sent to State and local agencies and local Tribal Governments.

Director Sabatier made a motion to accept the provided documentation as proper proof of required publication, as presented. The motion was seconded by Director Perdock and carried unanimously.

Roll Call Vote: Ayes (7)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Parlet, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (2) Director Leonard, – Vacant Member-at-Large

John reported that that a draft of the Regional Transportation Plan/Active Transportation Plan (RTP/ATP) was released at the end of October for public review and comment and was discussed before the Board at the November meeting. John noted that the corresponding CEQA document was also posted at that time, along with a notice that the final draft would come before the Board for adoption at today's meeting. Since then, APC staff discussed portions of the draft with Caltrans District 1 staff, and it was noted that comments from that office would not be ready until the end of November, or just prior to today's meeting. As a result, staff has yet to revise the draft document to incorporate Caltrans' edits. Staff recommended that the hearing today be

opened for public discussion and comment as originally noticed in the regional media, and the final adoption be continued until February 9, 2022, in order for the final draft to reflect revisions recommended by Caltrans.

Chair Mattina opened the Public Hearing. Chair Mattina requested any public comments regarding the Draft 2022 Regional Transportation (RTP)/Active Transportation Plan (ATP). No comments were presented. Chair Mattina closed the Public Hearing

John reminded Director Cremer that there was still time to add his comments regarding safety issues for crosswalks in Clearlake. Director Cremer replied he would email his comments to him directly. Lisa added that staff will share the safety concerns with Caltrans because they also have a Road Safety Plan Update.

Director Sabatier made a motion to continue the public hearing on the 2022 Lake County Regional Transportation Plan/ Active Transportation Plan (RTP/ ATP) until February 9, 2022, for adoption. The motion was seconded by Director Simon and carried unanimously.

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

9. Public Hearing and Adoption of 2022 Regional Transportation Improvement Program Resolution # 21-22-16

Chair Mattina stated that the first order of business was to make a finding of proper notice for the public hearing in a local newspaper. The legal notice was in the November 12 edition of the Record Bee.

Chair Mattina announced all Proof of Publication had been provided.

Director Cremer made a motion to accept the provided documentation as proper proof of required publication, as presented. The motion was seconded by Director Sabatier and carried unanimously.

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

Danielle Casey then reported that the Regional Transportation Improvement Program (RTIP) was a document that was developed to approve and program money that is available through the State Transportation Improvement Program (STIP). The process for developing the document began when Lake APC Staff received the estimate from the California Transportation Commission (CTC) a few months prior. The CTC approved a 2022 fund estimate for the Lake County region in the amount of \$1,934,000. A reserve amount from the 2020 STIP cycle in the amount of \$81,000 will also be added. Of the total amount, \$96,000 are identified for Planning, Programming and Monitoring (PPM), leaving \$1,919,000 available for new or existing projects. Danielle noted that the State Guidelines say that STIP funds are to be used to completely fund a component, or complete funding of a partially funded component. Danielle explained that the funds have been used previously on designated projects like the Lake 29 Expressway, South Main and Soda Bay Road, and the Dam Road Extension Roundabout. TAC has decided that because the Fund Estimate was not enough money to finish funding for any future phases of any of the priority projects to leave the money unprogrammed for future funding considerations. Danielle reported that final draft was provided in the packet and noted the one change regarding SR 281 that was added in Section 10, Highways to Boulevards Conversion Pilot Program. Danielle gave a brief overview of the minor changes that included project time extensions and minor changes to the appendices.

Chair Mattina opened the Public Hearing. Chair Mattina requested any public comments regarding the 2022 Regional Transportation Improvement Program No comments were presented. Chair Mattina closed the Public Hearing

Director Sabatier made a motion to approve Resolution #21-22-16 to adopt the Regional Transportation Improvement Program, as presented. The motion was seconded by Director Cremer and carried unanimously. Roll Call Vote: Ayes (6)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Tatiana Ahlstrand (PAC), Noes (0); Abstain (0); Absent (3) Directors Leonard, Parlet – Vacant Member-at-Large

10. Exploration of Participation in, or Creation of, a Renewable Energy Network (REN) in Lake County

This item was discussed earlier in the meeting, after Agenda Item #6.

11. California Transportation Commission's 2023 Active Transportation Plan Virtual Site Visits

Lisa Davey-Bates reported that the California Transportation Commission's Active Transportation Program will be holding virtual site visits from now through February 2022, for all interested agencies across the state to discuss their upcoming projects with Commission staff. Lisa noted Commission staff availability and said suggested that because of the holiday season agencies might consider selecting two to three dates in late January or February. Additionally, if multiple projects are to be presented to Commission staff, ample time will need to be requested for the virtual site visits. Lisa noted that Lake APC staff plans to reach out to the Lake Technical Advisory Committee (TAC) to see if there are projects that they would like to present to the Commission. Lisa gave examples of priority projects and requested direction on what Active Transportation Program projects the Board would like to discuss with commission staff.

The group discussed their availability and potential projects for the site visits, and decided that APC staff, with the assistance of the TAC, should decide on one project (if possible) from each jurisdiction to discuss with the Commission.

RATIFY ACTION

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

Chair Mattina adjourned the Policy Advisory Committee at 10:57 a.m. and reconvened as the APC.

13. Consideration and Adoption of Recommendations of Policy Advisory Committee

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

Roll Call Vote: Ayes (5)-Directors Sabatier, Simon, Perdock, Cremer, Mattina, Noes (0); Abstain (0); Absent (3) Directors Leonard, Parlet – Vacant Member-at-Large

REPORTS

14. Reports & Information

a. Lake APC Planning Staff

i. Update on Various Grant Programs

John reported that staff was assisting the County with an application for a pilot program for the Wildfire Evacuation and Preparedness Plan for the Soda Bay Corridor. The grant was through the Fire Safe Council called the County Evaluation Route Grant.

Director Simon thanked John for the assistance on the application and said hopefully this pilot program will open the door and expand throughout the County.

ii. Pavement Management Program (PMP) Update

Danielle Casey reported that staff met with NCE staff regarding contract negotiations and agreed to extend the proposed timeline projected in the proposal to accommodate for the upcoming wet season.

iii. State Route 53 Corridor Project

Danielle Casey reported that the SR53 Corridor Local Circulation Study conducted by TJKM, and Quincy Engineering was nearly complete. Quincy Engineering was currently working on the final renderings to be included in the final report. The stakeholders reviewed the results at the November meeting. APC Staff expects TJKM will complete the draft report before the end of the year. Danielle asked if there were any questions.

Director Cremer expressed pedestrian safety concerns for a crosswalk on the roundabout on 18th Street and Highway 53. Danielle replied that traditionally crosswalks near a roundabout are set back with high visibility.

The group discussed lighting, roundabouts, crosswalks, and benefits of the long-term plan for a multi-use overpass.

Director Cremer stated the study included a right turn lane for Highway 29/53 and questioned if there was enough room. Lisa replied that staff has discussed doing another more detailed study to look closely at the options and concerns of that complicated intersection, but that was not the primary focus of this study.

iv. Miscellaneous

None

b. Lake APC Administration Staff

i. APC Budget Update

Lisa Davey-Bates said there was nothing new to report this month.

ii. Next Meeting Date – January 5, 2021 (*Virtual*)

iii. Miscellaneous

c. Lake APC Directors:

None

d. Caltrans

None

i. SR 29 Project Update:

Jeff Pimentel reported that the development team at Caltrans District 1 was working toward generating an updated cost estimate plan for the project. The cost estimate needed to be updated because the last one was completed at the beginning of the project. The draft of the cost estimate plan update should be available by March 2022. Jeff reported that staff has submitted a Lake 29 project evaluation spreadsheet and updated factsheet that headquarters requested for pipeline projects. Headquarters will evaluate the capacity projects and they will be assessed and categorized. Caltrans staff feels that the recently revised fact sheet aligns well with the goals of the project benefits such as accessibility, connectivity, economic development, goods movement, and safety.

The group discussed the project benefits and the overall need, multimodal corridor safety, fire evacuation, frontage roads, interregional public transit and that Lake County has the second lowest median household income in California.

Lisa thanked Jeff for all the hard work and stated that she appreciated the working relationship with Caltrans.

Lake County Project Status:

Tatiana Ahlstrand reported that the RTPA quarterly meeting will be next week, and staff will generate an updated Lake County Project Status report.

Tatiana reported that she was still working with the Office of Traffic Safety (OTS), relating to safety concerns. Tatiana stated that she was going to work with Lisa to add this to this subject as an agenda item, so that possibly we can get the safety staff to give the Board an update.

- ii. Miscellaneous
- e. Rural Counties Task Force
 - i. Next Meeting Date – January 21, 2022
- f. California Transportation Commission
 - i. Next Meeting Date – December 8 – 9 (*Los Angeles/ Webinar*)
- g. California Association of Councils of Governments (CalCOG)
 - i. CDAC Meeting – December 3 (*Webinar*)
 - h. CalCOG Board of Directors Meeting – (*TBD*)
 - i. Miscellaneous

INFORMATION PACKET

- 12 a) Build Back Better Act Fact Sheet
- b) 9/16/21, 10/21/21 Lake TAC Minutes
- c) 11/8/21 SSTAC Minutes

ADJOURNMENT

The meeting was adjourned by Chair Mattina at 11:16 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker
Administrative Associate

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

MEMBERSHIP ROSTER - 2022

		<u>TERM</u>
1. Potential Transit User 60 Years or Older	Vacant	Nov. 2021 – Oct. 2024
2. Potential Transit User Disabled	Vacant	Nov. 2020 – Oct. 2023
3. Social Services Provider Seniors	Dena Eddings-Green Program Coordinator Area Agency on Aging of Lake & Mendocino Counties P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-4298 E-mail: dena.eddings-green@lakecountyca.gov	Nov. 2019 – Oct. 2022
4. Transportation Provider	Holly Goetz, MSW, ASW Sutter Lakeside Hospital 5176 Hill Rd. E. Lakeport, CA 95453 E-mail: GoetzHR@sutterhealth.org	Nov. 2021 – Oct. 2024
5. Social Services Provider Disabled	Rev. Shannon Kimbell-Auth Adventist Health Clear Lake 15322 Lakeshore Drive, Suite 201 Clearlake, CA 95422 Phone: 707-461-4426 / E-mail: kimbels@ah.org	Nov. 2021 – Oct. 2024
6. Transportation Provider Disabled	Karen Dakari People Services 4195 Lakeshore Boulevard Lakeport, CA 95453 Phone: 263-3810 / E-mail: karendakari@yahoo.com	Nov. 2019 – Oct. 2022
7. Social Services Provider Limited Means	Melinda Lahr Lake County Department of Social Services P.O. Box 9000 Lower Lake, CA 95457 Phone: 707-995-4364 / E-mail: Melinda.Lahr@lakecountyca.gov	Nov. 2020 – Oct. 2023
8. Consolidated Transportation Services Agency	Paul Branson P.O. Box 1355 Clearlake Oaks, CA 95423 Phone: 925-286-5494 / E-mail: kayak707@gmail.com	Nov. 2020 – Oct. 2023
9. Consolidated Transportation Services Agency	Clarissa Kincy Lake Links 14420 Lakeshore Drive Clearlake, CA 95422 Phone: 707-995-3330 / E-mail: clarissa.kincy@lakelinks.org	Nov. 2019 – Oct. 2022



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: 2022 Regional Transportation Plan/Active Transportation Plan

DATE PREPARED: January 27, 2022
MEETING DATE: February 9, 2022

SUBMITTED BY: John Speka, Senior Transportation Planner

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

A draft of the RTP/ATP was released at the end of October for public review and comment. The corresponding California Environmental Quality Act (CEQA) document was also posted at that time, along with a legal notice that the Draft Negative Declaration (CEQA) and the Draft RTP/ATP would come before the Board for adoption at the December 1, 2021, meeting. At that time, the Board moved to continue the item to February 9, 2022, in order for staff to make revisions to the Draft based on written comments received from Caltrans District 1. The Draft RTP/ATP was recommended for approval by the TAC at its November 18, 2021, meeting, subject to incorporation of relevant comments received.

This hearing will allow for final comments on the Draft Negative Declaration and the RTP/ATP. Prior to adopting the Plan, the Board must consider the Draft Negative Declaration and any comments received during the public review period. Please note the attached comment letter from the Center for Biological Diversity (dated November 30, 2021) requesting additional habitat analysis and the response letter from Lake APC staff.

Upon finding that there is no substantial evidence that adoption of the Plan will have a significant effect on the environment, the Board may then adopt the Negative Declaration. Once adopted, the Board may take action on the Plan itself.

Attached to this staff report is a proposed resolution to adopt the Negative Declaration and approve the 2022 Lake County RTP/ATP.

Also attached are the following:

1. Draft CEQA document- Initial Study/Negative Declaration (IS/ND)
2. Comment letter received from the Center for Biological Diversity on circulated CEQA document
3. Lake APC staff response letter to Center of Biological Diversity
4. Comment letter from Caltrans District 1 on the Draft RTP/ATP
5. Lake APC staff response letter to District 1

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

[2022 Regional Transportation Plan/Active Transportation Plan \(RTP/ATP\)](#)

ACTION REQUIRED:

1. Make finding that proper notice of meeting has been provided. This consists of a legal notice

in the October 29 edition of the Record Bee, a notice posted on the Lake APC website, and notice sent to State and local agencies and local Tribal Governments.

2. Receive staff report.
3. Open public hearing.
4. Receive public comments.
5. Close public hearing.
6. Consideration of Negative Declaration – Upon finding that there is no substantial evidence that adoption of the Plan will have a significant effect on the environment, adopt the Negative Declaration.
7. Action by Resolution on 2022 Lake County Regional Transportation Plan/Active Transportation Plan.

ALTERNATIVES:

1. Approve the RTP/ATP with changes.
2. Continue approval of the RTP/ATP to a later meeting.

RECOMMENDATION:

1. The Lake APC finds that there is no substantial evidence that approval of the RTP/ATP will have a significant effect on the environment and adopts the Negative Declaration.
2. By Resolution, the Lake APC approve the 2012 Regional Transportation Plan/Active Transportation Plan.

LAKE COUNTY/CITY AREA PLANNING COUNCIL

RESOLUTION 21-22-15

RESOLUTION ADOPTING A NEGATIVE DECLARATION AND APPROVING THE 2022 LAKE COUNTY REGIONAL TRANSPORTATION PLAN/ACTIVE TRANSPORTATION PLAN (RTP/ATP)

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

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

WHEREAS, in accordance with Government Code 65080, the Lake Area Planning Council is required to update the Regional Transportation Plan every four years; and

WHEREAS, public participation and outreach activities were conducted to provide the opportunity for the public to be involved in the development of the 2022 Regional Transportation Plan/Active Transportation Plan and the Negative Declaration; and

WHEREAS, the Lake APC's Technical Advisory Committee reviewed the draft RTP/ATP at their meeting of November 18, 2021, and recommended approval; and

WHEREAS, adoption of the RTP/ATP will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory; and

WHEREAS, adoption of the RTP/ATP will not have possible environmental effects that are individually limited but cumulatively considerable; and

WHEREAS, the Lake APC has found, on the basis of the whole record, that there is no substantial evidence that adoption of the RTP/ATP will have a significant effect on the environment;

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), a Negative Declaration was prepared for the Plan and noticed and made available for agency and public review on October 27, 2021; and

WHEREAS, the Lake APC Board held a public, legally noticed hearing on December 1, 2021, and continued to February 9, 2022, at which time the Board heard and received all relevant testimony and evidence presented orally or in writing regarding the Negative Declaration and the Project. All interested persons were given an opportunity to hear and be heard regarding the Negative Declaration and the Project.

NOW, THEREFORE, BE IT RESOLVED THAT:

The Lake Area Planning Council hereby adopts a Negative Declaration and approves the 2022 Lake County Regional Transportation Plan/Active Transportation Plan and directs staff to forward this resolution and

the appropriate documentation to California Department of Transportation (Caltrans) and the California Transportation Commission (CTC).

ADOPTION OF THIS RESOLUTION was moved by Director _____, seconded by Director _____, and carried this 9th day of February, 2022, by the following roll call vote:

AYES:

NOES:

ABSENT:

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

ATTEST: Lisa Davey-Bates
Executive Director

Stacey Mattina, Chair
APC Member

CEQA Document- Initial Study/Negative Declaration

DATE: October 18, 2021

PROJECT TITLE: 2022 Lake County Regional Transportation Plan/
Active Transportation Plan Update

LEAD AGENCY: Lake County/City Area Planning Council (APC)
525 South Main Street, Suite B
Ukiah, CA 95482

CONTACT PERSON: Lisa-Davey Bates, APC Executive Director, 707-263-7799
John Speka, Senior Planner, Dow & Associates, 707-263-
7799

PROJECT LOCATION: The Regional Transportation Plan/Active Transportation
Plan covers the entire County-wide area, including the
incorporated cities of Clearlake and Lakeport.

PROJECT SPONSOR: Lake County/City Area Planning Council
525 South Main Street, Suite B
Ukiah, CA 95482

PROJECT DESCRIPTION: The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) update is a transportation planning document prepared by the Lake County/City Area Planning Council (APC). The Plan provides an overview of both short- and long-term transportation goals, objectives and policies for the region, as well as a list of potential projects intended for implementation. The RTP/ATP considers all modes of transportation including automobile, trucking, bicycle, pedestrian, air, public transit, and any related facilities needed for an effective transportation system. The Plan also assesses current and long-range transportation issues, identifies needs and deficiencies, considers funding options and suggests actions to address these items, in an effort to improve the overall transportation system in the region. While it is intended to guide transportation decision making over a 20-year planning horizon, it does not necessarily require that projects recommended in the document become implemented. Such decisions are instead made by jurisdictional authorities with discretionary control over subject facilities such as Caltrans, local streets and roads departments, or regional tribal leaders, based on a variety of factors (e.g. budgetary constraints, local priorities, environmental considerations, etc.) specific to local or regional needs.

SETTING: Lake County is located in Northern California, lying within the Pacific Coastal ranges between the counties of Mendocino and Sonoma to the west, and Glenn, Colusa, Yolo and Napa to the east and south. The County consists largely of mountainous terrain and resource lands surrounding Clear Lake, its primary geographic feature. The lake itself covers approximately five percent of the land area and includes a majority of the County's population centers along its shores.

Much of the northern third of the County is unoccupied and lies within the Mendocino National Forest, while the rural southern portions are made up of sparsely populated communities divided among agricultural and other resource lands.

OTHER NECESSARY APPROVALS: Projects listed in the RTP/ATP will be undertaken by individual agencies within the region (e.g. Caltrans, public works, tribal authorities, transit agency, etc.) and may require approvals from responsible or trustee agencies (e.g. California Department of Fish and Wildlife, California Regional Water Quality Control Board, Army Corps of Engineers, etc.). No other approvals are required for adoption of the RTP/ATP.

NATIVE AMERICAN CONSULTATION: California Native American tribes traditionally and culturally affiliated with the project area were notified at the earliest stages of the RTP/ATP's development, with offers for individual consultation between the Lead Agency and the tribes. No requests for consultation were received from tribal representatives notified of the Plan, pursuant to Public Resources Code Section 21080.3.1.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input checked="" type="checkbox"/> Geology/Soils	<input checked="" type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials
<input checked="" type="checkbox"/> Hydrology/Water Quality	<input checked="" type="checkbox"/> Land Use/Planning	<input checked="" type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Wildfire	<input checked="" type="checkbox"/> Mandatory Findings of Significance

“Significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change, may be considered in determining whether the physical change is significant (CEQA Guidelines, Section 15382).

INITIAL STUDY/EVALUATION OF ENVIRONMENTAL IMPACTS:

An explanation for all checklist responses is included, and all answers take into account the whole action involved, including off site as well as on-site; cumulative as well as project level; indirect

as well as direct; and construction as well as operational impacts. The explanation of each issue identifies (a) the significance criteria or threshold, if any, used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance. In the checklist the following definitions are used:

"Potentially Significant Impact" means there is substantial evidence that an effect may be significant.

"Potentially Significant Unless Mitigation Incorporated" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"Less Than Significant Impact" means that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"No Impact" means that the effect does not apply to the Project, or clearly will not impact nor be impacted by the Project.

INITIAL STUDY/ENVIRONMENTAL REVIEW: This section assesses the potential environmental impacts which may result from the project. Questions in the Initial Study Checklist are stated and answers are provided based on analysis undertaken.

<u>I. AESTHETICS.</u> Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through d) No Impact- The Regional Transportation Plan/Active Transportation Plan (RTP/ATP) is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Its adoption will not result in specific

impacts to scenic resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of scenic as well as light and/or glare impacts at the time of design. There are no designated State Scenic Highways in Lake County.

<u>II. AGRICULTURE AND FORESTRY RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through e) Less Than Significant Impact/No Impact- The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to

be implemented over time. Its adoption will not result in specific impacts to agricultural or forestland resources, although individual projects included within the Plan may include potentially adverse effects. Projects involving grading, widening or expansion of streets, roads or highways may entail the acquisition of additional right-of-way, which could include marginal degrees of resource land conversion depending on the setting. In these cases, potentially adverse effects will be analyzed and appropriate mitigation measures will be recommended at the time of project development.

<u>III. AIR QUALITY.</u> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of any applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through d) Less Than Significant Impact/No Impact- Adoption of the RTP/ATP would not conflict with local air quality plans or create objectionable odors, nor are projects contained in the Plan, upon implementation, expected to have any substantial impacts on local air quality. The Lake County Air Basin has been designated as an “attainment” area with respect to each of the (10) State and (6) national area criteria pollutants including ozone, suspended particulate matter (PM₁₀), fine suspended particulate matter (PM_{2.5}), carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, hydrogen sulfide and visibility reducing particles. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. Short term impacts that may result from local construction activities will not affect overall air quality in the region, which is considered to be among the cleanest in the nation. In addition, components of the Plan (e.g. Transit Element, Active Transportation Element, etc.) include goals and policies intended to reduce

dependency on automobile travel, traffic related congestion and vehicle miles traveled, to the overall benefit of local and regional air quality.

<u>IV. BIOLOGICAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through f) Less Than Significant Impact/No Impact- The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to biological resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts to sensitive or special status species, riparian habitat, sensitive natural communities, wetlands, native resident, migratory species, or other biological resources, at the time of design. In these cases, potentially adverse effects will be analyzed and appropriate mitigation measures will be recommended at the time of project development. Likewise, consistency with all local policies or approved local, regional or State habitat conservation plans will be addressed during the design phase of the proposed projects.

<u>V. CULTURAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through c) Less Than Significant Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to cultural resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of potential impacts to historical and archaeological resources, or disturbance of human remains outside of formal cemeteries, at the time of design.

<u>VI. ENERGY.</u>				
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Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) and b) Less Than Significant Impact/No Impact- The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific energy related impacts, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of potential impacts resulting from wasteful, inefficient, or unnecessary consumption of energy resources, at the time of design.

<u>VII. GEOLOGY AND SOILS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through f) Less Than Significant Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to geology and soils, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts related to exposure to fault ruptures, ground shaking, slides, erosion or soils capability, or potential impacts to unique paleontological resources, sites or unique geologic features, at the time of design.

<u>VIII. GREENHOUSE GAS EMISSIONS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) and b) Less Than Significant Impact/No Impact – Certain projects included within the RTP/ATP may involve roadway capacity increases, although, given the small and rural nature of the region, they are usually intended more for safety or multi-modal considerations and are unlikely to lead to additional automobile traffic. Potentially adverse effects resulting from individual projects within the Plan will be analyzed and appropriate mitigation measures will be recommended at the time of design. The Overarching Issues Element of the RTP includes policies (under Objective OI-3) intended to reduce GHGs by supporting the expansion of transit services and encouraging active transportation (e.g. bicycle and pedestrian) projects. Likewise, objectives and policies of the RTP’s Active Transportation (Objectives AT-1 and AT-2) and Public Transit (Policies PT-4.1 and PT-4.2) elements call for reductions in GHG emissions and Vehicle Miles Traveled as a further means of helping to meet overall reduction targets of the State.

<u>IX. HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>IX. HAZARDS AND HAZARDOUS MATERIALS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
response plan or emergency evacuation plan?				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through g) Less Than Significant Impact/No Impact - The RTP/ATP is a program level document,

which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific risks involving hazardous materials or situations, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving the transport, use or disposal of hazardous materials, or other conditions which would expose people or structures to hazardous materials or situations, at the time of design.

<u>X. HYDROLOGY AND WATER QUALITY.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<u>X. HYDROLOGY AND WATER QUALITY.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) result in a substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through e) Less Than Significant Impact/No Impact - The RTP/ATP is a program level document,

which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in impacts to water quality or hydrology, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving existing drainage patterns, additional surface or polluted runoff, increases in pollutant discharges, or additions to potential flood hazards, at the time of design.

<u>XI. LAND USE AND PLANNING.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a) and b) No Impact - Adoption of the RTP/ATP would not conflict with existing general, area or specific plans or zoning ordinances within the region. The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level consistency evaluation at the time of design. As project implementation will be led by the individual jurisdictions in which they are located (i.e. cities, county, tribal lands, State right-of-way), local land use regulations will apply. As a result, consistency with all local policies or approved local, regional or State plans will be addressed during the design phase of the proposed projects.

<u>XII. MINERAL RESOURCES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) and b) No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in impacts to available mineral resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts involving the availability of known mineral resources at the time of design.

<u>XIII. NOISE.</u> Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through c) Less Than Significant Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in exposures to excessive levels of noise, although individual projects included within the Plan may include potentially adverse effects. Short term impacts that may result from local construction activities will be held to noise standards of the local jurisdiction in which the project is located (e.g. cities or County). Longer term impacts such as traffic noise will need to be evaluated as part of the environmental review of the individual projects, with potential abatement measures recommended as needed.

<u>XIV. POPULATION AND HOUSING.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) and b) Less Than Significant Impact/No Impact – Adoption of the RTP/ATP will not result in population growth or housing displacement. Given the small populations (Countywide estimated to be 64,040 as of January 1, 2020) and flat or negative growth rates (approximately - 0.1% since 2011) of the rural Lake region, improvements to or expansion of the existing transportation system will not have a substantial impact on housing or population. Local land use decisions regarding housing development may include the need for improved access over time to facilitate better or more efficient circulation, although the current overall lack of development pressure in the area would not be affected by implementing projects found within the RTP/ATP. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to housing and population growth at the time of design.

<u>XV. PUBLIC SERVICES.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) No Impact – Adoption of the RTP/ATP would not affect the provision of government services or facilities. Implementing projects within the Plan would lead to improvements to or expansion of the existing transportation system, which would benefit many of the public services including those involving response times, access, connectivity and medical services. Short term impacts may lead to some minor congestion and alternative routing in certain cases, although not to a significant degree. Active transportation projects included within the RTP/ATP, upon implementation, will improve safety and access for pedestrians and bicyclists to schools, parks and other public spaces. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to public services at the time of design.

<u>XVI. RECREATION.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) and b) Less Than Significant Impact/No Impact – The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not lead to adverse impacts on parks or other recreational activities within the region. While implementation of certain projects may improve transportation modes to and from local and regional recreation areas, the potential increase in use will not result in the substantial deterioration of such facilities. Implementation of projects discussed in the Plan will involve a project level evaluation of impacts to parks and recreational activities at the time of design.

<u>XVII. TRANSPORTATION.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) through d) Less Than Significant Impact/No Impact – Adoption of the RTP/ATP will lead to overall improvements to the transportation system with individual projects having a positive

effect on different aspects of the system including highways, local streets and roads, bicycle and pedestrian facilities, public transit and others. Implementation of certain projects discussed in the Plan will involve increases in capacity, which could result in additional vehicular movement, although such increases are not expected to adversely affect either individual components of the transportation system, or the regional system as a whole. Many other projects found within the Plan are intended to improve safety for automobile, bicycle and pedestrian traffic upon implementation. An evaluation of specific impacts from yet-to-be-implemented projects will be required at the time of design.

<u>XVIII. TRIBAL CULTURAL RESOURCES.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific impacts to tribal cultural resources, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the

projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of potential impacts to historical resources or resources potentially significant to one or more of the region's Native American tribes, at the time of design.

<u>XIX. UTILITIES AND SERVICE SYSTEMS.</u> Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a through e) Less Than Significant Impact/No Impact – The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in impacts to utilities and service systems, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently

conceptual in nature and will involve a project level evaluation of potential impacts related to stormwater drainage, electric power lines, or natural gas or telecommunications infrastructure, at the time of design.

<u>XX. WILDFIRE.</u> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a through d) Less Than Significant Impact/No Impact – The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in specific risks involving hazardous materials or situations, although individual projects included within the Plan may include potentially adverse effects. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of transportation projects that may that may exacerbate fire risk, or expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, at the time of design.

<u>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</u>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) through c) Less than Significant Impact/No Impact - The RTP/ATP is a program level document, which includes a general overview of both short- and long-range projects expected to be implemented over time. Adoption of the RTP/ATP will not result in cumulative impacts to biological or historical resources, although individual projects included within the Plan may include potentially adverse effects, either directly, indirectly or cumulatively. The vast majority of the transportation system in the Lake County region is pre-existing with many of the projects included in the RTP/ATP involving improvements or maintenance of the system. Other projects discussed within the Plan, such as grading, road widening and expanded right-of-way acquisition, new structures or new road projects are presently conceptual in nature and will involve a project level evaluation of impacts and/or cumulative impacts involving biological, historical, archaeological or other resources, at the time of design.

DETERMINATION: On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.


☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

10/18/21
Date


Signature



November 30, 2021

Sent via email

John Speka
Senior Transportation Planner
Lake Area Planning Council
525 South Main Street, Ste. B
Ukiah, CA 95482
spekaj@dow-associates.com

Re: Draft 2022 Lake County Regional Transportation Plan/Active Transportation Plan (RTP/ATP) and Associated Negative Declaration

Dear Mr. Speka:

These comments are submitted on behalf of the Center for Biological Diversity (the “Center”) regarding the Draft 2022 Lake County Regional Transportation Plan/Active Transportation Plan (“RTP/ATP”). The Center has reviewed the Negative Declaration and RTP/ATP and provides these comments for consideration by the Lake Area Planning Council Board (“Board”). As outlined in further detail below, we urge the County to fully consider and mitigate the impacts of the RTP/ATP on mountain lions and wildlife connectivity, as required by the California Environmental Quality Act (“CEQA”). We are concerned that the Negative Declaration does not meet these goals.

The Center is a non-profit, public interest environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 1.7 million members and online activists throughout California and the United States. The Center and its members have worked for many years to protect imperiled plants and wildlife, open space, air and water quality, and overall quality of life for people in the Northern California.

I. The County Must Analyze and Mitigate Impacts of the RTP/ATP to Mountain Lions (*Puma concolor*) throughout the Lake County Region.

We strongly disagree with the Negative Declaration’s assertion that there will be “less than significant impact” of the RTP/ATP on mountain lions and other sensitive species (IV. Biological Resources, Section A, RTP/ATP page 6).

The County has an obligation under CEQA to provide decision-making bodies and the public with detailed information about the effect a proposed project is likely to have on the environment, to list ways in which the significant effects of a project might be minimized, and to indicate alternatives to the project. (Pub. Res. Code § 21061.) CEQA further requires a lead agency to mitigate to the extent feasible significant impacts. (CEQA Guidelines § 15064.4.) More specifically, CEQA requires a “mandatory finding of significance” if there is substantial evidence in the record that a proposed plan or project *may* cause a “wildlife *population* to drop below self-sustaining levels; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species” (CEQA Guidelines § 15065(a)(1); see also CEQA Guidelines Appendix G, §§ IV. (a), (d).) While mountain lions in Lake County are not considered threatened or endangered, they are classified as a “specially protected mammal” under Prop 117 and a special-status species.¹

Here, any further impairment of connectivity or destruction of habitat has the potential to significantly impact local mountain lions and other wide-ranging species, like deer, bobcats, and coyotes. By way of background, there is ample scientific evidence that indicates that human activities and land use planning that does not integrate adequate habitat connectivity can have adverse impacts on mountain lions. Continued habitat loss and fragmentation has led to 10 genetically isolated populations within California. Several populations in Southern California are facing an extinction vortex due to high levels of inbreeding, low genetic diversity, and high human-caused mortality rates from car strikes on roads, depredation kills, rodenticide poisoning, poaching, disease, and increased human-caused wildfires (Ernest et al. 2003; Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015; Benson et al. 2016; Gustafson et al. 2018; Benson et al. 2019). This is detailed in the Center’s petition to the California Fish and Game Commission to protect Southern California and Central Coast mountain lions under CESA (Yap et al. 2019).

The primary threat to the long-term survival of mountain lions is genetic isolation due to lack of connectivity caused by continuous development in mountain lion habitat with little regard of their movement needs. Thus, the persistence of the mountain lions within Lake County relies heavily on being connected with mountain lions throughout the region. Mountain lions are wide ranging species that have home ranges of 75 to 200 mi²; anthropogenic barriers like freeways and development that slice through their habitat will impede their movement, and over time careless land use could prevent adequate gene flow necessary for their long-term survival. Such dangerous patterns are being seen now in Southern and Central Coast California populations experiencing an extinction vortex (Ernest et al. 2003; Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015; Gustafson et al. 2018; Benson et al. 2019), and continuing business-as-usual will lead local mountain lions towards a similar fate. Yet the RTP/ATP will likely result in the allocation of funding for freeway and road expansions/widenings/construction without adequate preservation of existing connectivity areas and mitigation for wildlife connectivity (*e.g.*, wildlife crossings), which fragments the landscape more severely and propagates sprawl development further out into mountain lion habitat and movement areas. Such development without addressing wildlife connectivity issues and integrating wildlife movement needs into the design

¹ California Legislative Information.” ARTICLE 2. California Wildlife Protection [2785 - 2799.6] (Article 2 added June 5, 1990, by initiative Proposition 117.).” Accessed November 30, 2021.
https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=FGC&division=3.&title=&part=&chapter=9.&article=2.

could lead to significant impacts to local mountain lion populations and other sensitive species in Lake County.

Mountain lions are the last remaining wide-ranging top predator in the region, and impacts to mountain lions in the Lake County could therefore have severe ecological consequences; loss of the keystone species could have ripple effects on other plant and animal species, potentially leading to a decrease in biodiversity and diminished overall ecosystem function. In some ecosystems that lack mountain lions, increased deer populations can overgraze vegetation and cause stream banks to erode (Ripple and Beschta 2006; Ripple and Beschta 2008). Many scavengers, including foxes, raptors, and numerous insects, can lose a reliable food source without mountain lions (Ruth and Elbroch 2014; Barry et al. 2019). Fish, birds, amphibians, reptiles, rare native plants, and butterflies could diminish if this apex predator were lost (Ripple and Beschta 2006; Ripple and Beschta 2008; Ripple et al. 2014).

All projects associated with the RTP/ATP should be designed to allow safe passage of mountain lions under or over transportation projects that cross mountain lion movement areas. In addition, any structures adjacent to open space should include mitigation measures that reduce or eliminate mountain lion conflict (e.g., require livestock be kept in lion-proof enclosures at night), lighting should be turned away from open space, noise should be limited, pet cats and dogs should be kept indoors, the use of anticoagulant rodenticides should be restricted, and measures that reduce the risk of wildfire ignitions and/or spread should be required (e.g., limit new development in fire-prone areas and retrofit existing communities with solar microgrids, ember-resistant vents and roofing, and irrigated defensible space made up of native vegetation within 100-feet or less immediately adjacent to structures).

Given that mountain lion are specially protected mammals under Prop 117, the Negative Declaration's assertion that there will be "less than significant impact" of the RTP/ATP on mountain lions and other sensitive species (IV. Biological Resources, Section A, RTP/ATP page 6) is a violation of CEQA. **The County must analyze and fully mitigate potential impacts on these populations.**

II. The County Must Analyze and Mitigate Impacts of the RTP/ATP on Wildlife Movement and Habitat Connectivity.

The County must analyze the potential impacts of the RTP/ATP and its associated projects on wildlife connectivity. Roads and development create barriers that lead to habitat loss and fragmentation, which harms native wildlife, plants, and people. As barriers to wildlife movement, poorly-planned development and roads can affect an animal's behavior, movement patterns, reproductive success, and physiological state, which can lead to significant impacts on individual wildlife, populations, communities, landscapes, and ecosystem function (Mitsch and Wilson 1996; Trombulak and Frissell 2000; van der Ree et al. 2011; Brehme et al. 2013; Haddad et al. 2015; Marsh and Jaeger 2015; Ceia-Hasse et al. 2018). For example, as noted above, habitat fragmentation from roads and development has been shown to cause mortalities and harmful genetic isolation in mountain lions in southern California (Ernest et al. 2014; Riley et al. 2014; Vickers et al. 2015), increase local extinction risk in amphibians and reptiles (Cushman

2006; Brehme et al. 2018), cause high levels of avoidance behavior and mortality in birds and insects (Benítez-López et al. 2010; Loss et al. 2014; Kantola et al. 2019), and alter pollinator behavior and degrade habitats (Trombulak and Frissell 2000; Goverde et al. 2002; Aguilar et al. 2008). Habitat fragmentation also severely impacts plant communities. An 18-year study found that reconnected landscapes had nearly 14% more plant species compared to fragmented habitats, and that number is likely to continue to rise as time passes (Damschen et al. 2019). The authors conclude that efforts to preserve and enhance connectivity will pay off over the long-term (Damschen et al. 2019). In addition, connectivity between high quality habitat areas in heterogeneous landscapes is important to allow for range shifts and species migrations as climate changes (Heller and Zavaleta 2009; Cushman et al. 2013; Krosby et al. 2018). Loss of wildlife connectivity decreases biodiversity and degrades ecosystems. It also prevents the reestablishment of native species, like wolves, as was seen with the dispersing wolf OR93 who traveled south from Oregon and roamed California until it was killed by a vehicle strike in Kern County in less than a year.²

Edge effects of development in and adjacent to open space will likely impact key, wide-ranging predators, such as mountain lions and bobcats (Crooks 2002; Riley et al. 2006; Delaney et al. 2010; Lee et al. 2012; Smith et al. 2015; Vickers et al. 2015; Smith et al. 2017; Wang et al. 2017), as well as smaller species with poor dispersal abilities, such as song birds, small mammals, and herpetofauna (Cushman 2006; Slabbekoorn and Ripmeester 2008; Benítez-López et al. 2010; Kociolek et al. 2011). Limiting movement and dispersal can affect species' ability to find food, shelter, mates, and refugia after disturbances like fires or floods. Individuals can die off, populations can become isolated, sensitive species can become locally extinct, and important ecological processes like plant pollination and nutrient cycling can be lost. Negative edge effects from human activity, such as traffic, lighting, noise, domestic pets, pollutants, invasive weeds, and increased fire frequency, have been found to be biologically significant up to 300 meters (~1000 feet) away from anthropogenic features in terrestrial systems (Environmental Law Institute 2003)

The County must also consider corridor redundancy (*i.e.* the availability of alternative pathways for movement) because it allows for improved functional connectivity and resilience. Compared to a single pathway, multiple connections between habitat patches increase the probability of movement across landscapes by a wider variety of species, and they provide more habitat for low-mobility species while still allowing for their dispersal (Mcrae et al., 2012; Olson & Burnett, 2008; Pinto & Keitt, 2008). In addition, corridor redundancy provides resilience to uncertainty, impacts of climate change, and extreme events, like flooding or wildfires, by providing alternate escape routes or refugia for animals seeking safety (Cushman et al., 2013; Mcrae et al., 2008; Mcrae et al., 2012; Olson & Burnett, 2008; Pinto & Keitt, 2008).

Corridor redundancy is critical when considering the impacts of climate change on wildlife movement and habitat connectivity. Climate change is increasing stress on species and ecosystems, causing changes in distribution, phenology, physiology, vital rates, genetics, ecosystem structure and processes, and increasing species extinction risk (Warren et al. 2011). A

² California Department of Fish and Wildlife. "Newsroom: OR93 Found Dead In Kern County." Accessed November 30, 2021. <https://wildlife.ca.gov/News/or93-found-dead-in-kern-county>

2016 analysis found that climate-related local extinctions are already widespread and have occurred in hundreds of species, including almost half of the 976 species surveyed (Wiens 2016). A separate study estimated that nearly half of terrestrial non-flying threatened mammals and nearly one-quarter of threatened birds may have already been negatively impacted by climate change in at least part of their distribution (Pacifi et al. 2017). A 2016 meta-analysis reported that climate change is already impacting 82 percent of key ecological processes that form the foundation of healthy ecosystems and on which humans depend for basic needs (Scheffers et al. 2016). Genes are changing, species' physiology and physical features such as body size are changing, species are moving to try to keep pace with suitable climate space, species are shifting their timing of breeding and migration, and entire ecosystems are under stress (Parmesan and Yohe 2003; Root et al. 2003; Parmesan 2006; Chen et al. 2011; Maclean and Wilson 2011; Warren et al. 2011; Cahill et al. 2012).

The County must also analyze the RTP/ATP's potential impacts to riparian corridors. Riparian ecosystems have long been recognized as biodiversity hotspots performing important ecological functions in a transition zone between freshwater systems and upland habitats. Many species that rely on these aquatic habitats also rely on the adjacent upland habitats (*e.g.*, riparian areas along streams, and grassland habitat adjacent to wetlands). In fact, 60% of amphibian species, 16% of reptiles, 34% of birds and 12% of mammals in the Pacific Coast ecoregion depend on riparian-stream systems for survival (Kelsey and West 1998). Many other species, including mountain lions and bobcats, often use riparian areas and natural ridgelines as migration corridors or foraging habitat (Dickson et al. 2005; Hilty & Merenlender, 2004; Jennings & Lewison, 2013; Jennings & Zeller, 2017). Additionally, fish rely on healthy upland areas to influence suitable spawning habitat (Lohse et al. 2008), and agricultural encroachment on these habitats and over-aggressive removal of riparian areas have been identified as a major driver of declines in freshwater and anadromous fish (*e.g.*, Stillwater Sciences 2002; Lohse et al. 2008; Moyle et al. 2011). Therefore, buffers that allow for connectivity between the aquatic resource and upland habitat is vital for many species to persist.

It is estimated that 90-95% of historic riparian habitat in the state has been lost (Bowler 1989; Riparian Habitat Joint Venture 2009). Using 2002 land cover data from CalFire, the Riparian Habitat Joint Venture estimated that riparian vegetation makes up less than 0.5% of California's total land area at about 360,000 acres (Riparian Habitat Joint Venture 2004). This is alarming because riparian habitats perform a number of biological and physical functions that benefit wildlife, plants, and humans, and loss of what little is left will have severe, harmful impacts on special-status species, overall biodiversity, and ecosystem function. California cannot afford to lose more riparian corridors.

A literature review found that recommended buffers for wildlife often far exceeded 100 meters (~325 feet), well beyond the largest buffers implemented in practice (Robins 2002). For example, Kilgo et al. (1998) recommend more than 1,600 feet of riparian buffer to sustain bird diversity. In addition, amphibians, which are considered environmental health indicators, have been found to migrate over 1,000 feet between aquatic and terrestrial habitats through multiple life stages (Semlitsch and Bodie 2003; Trenham and Shaffer 2005; Cushman 2006; Fellers and Kleeman 2007). Accommodating the more long-range dispersers is vital for continued survival of species populations and/or recolonization following a local extinction (Semlitsch and Bodie

2003; Cushman 2006). In addition, more extensive buffers provide resiliency in the face of climate change-driven alterations to these habitats, which will cause shifts in species ranges and distributions (Cushman et al., 2013; Heller & Zavaleta, 2009; Warren et al., 2011). This emphasizes the need for sizeable riparian and upland buffers around streams and wetlands in and adjacent to any project included in the RTP/ATP, as well as connectivity corridors between heterogeneous habitats. Again, the EIR must adequately assess and mitigate impacts to local, regional, and global wildlife movement and habitat connectivity.

It is widely recognized that the continuing fragmentation of habitat by humans threatens biodiversity and diminishes our (humans, plants, and animals) ability to adapt to climate change. In a report for the International Union for Conservation of Nature (IUCN), world-renowned scientists from around the world stated that “[s]cience overwhelmingly shows that interconnected protected areas and other areas for biological diversity conservation are much more effective than disconnected areas in human-dominated systems, especially in the face of climate change” and “[i]t is imperative that the world moves toward a coherent global approach for ecological connectivity conservation, and begins to measure and monitor the effectiveness of efforts to protect connectivity and thereby achieve functional ecological networks” (Hilty et al. 2020).

Given the potential for the RTP/ATP to fragment and destroy important habitat, including riparian areas, the Center urges the Board to avoid further fragmentation and degradation of existing, intact, heterogeneous habitats and incorporate into the RTP/ATP clear and enforceable wildlife connectivity mitigation measures that address the needs of target species. Unfortunately, as currently written, it appears that the Negative Declaration does not even acknowledge the potential significant impacts on wildlife connectivity or riparian ecosystems (IV. Biological Impacts, Sections B, C, and D, RTP/ATP page 6). The RTP/ATP should encourage the involvement of wildlife connectivity experts from CDFW and other agencies, organizations, academic institutions, communities, and local groups starting at the initial planning stage of development and transportation projects so that habitat connectivity can be strategically integrated into project design and appropriately considered in the project budget. The RTP/ATP should require road and highway projects to avoid important connectivity areas and include adequate wildlife crossing infrastructure with protected habitat on both sides in order to reduce impacts to wildlife movement and habitat connectivity.

In developing and adopting such measures, it is important to consider that different species have different behaviors and needs that affect how they move. For example, smaller species with poor dispersal abilities, like rodents and herpetofauna, would require more frequent intervals of crossings compared to larger wide-ranging species, like mountain lions or coyotes, to increase their chances of finding a crossing. Gunson et al. (2016) recommend that crossing structures generally be spaced about 300m (~0.19mi) apart for small animals when transportation infrastructure bisects large expanses of continuous habitat, though they recognize that some amphibians may need more frequent crossings no more than 50m (~0.03mi) apart. And for many amphibian and reptile species, undercrossings should have grated tops so that the light and moisture inside the crossings are similar to that of the ambient environment. Brehme and Fisher (2020) and Langton and Clevenger (2021) also provide additional guidance regarding amphibian crossings. Therefore, multiple crossings designed for different target species may be required. In-

depth analyses that include on-the-ground movement studies of which species are moving in the area and their home range area, habitat use, and patterns of movement are needed to determine how to best implement such crossings. In addition, associated crossing infrastructure (*e.g.*, exclusionary fencing appropriate for target species, berms to buffer crossings from sound and light) should be included to improve chances of wildlife using crossings, and such crossings and associated infrastructure should be designed and built in consultation with local and regional experts, including agency biologists. And to improve the effectiveness of any wildlife crossings, there should be protected habitat on both sides of the crossing; therefore, mitigation should also include acquiring unprotected lands on both sides of the roads where a wildlife crossing would be implemented, again, in consultation with local conservation organizations and stakeholders, and preserving and managing those lands in perpetuity to ensure that the wildlife crossings and associated infrastructure remain functional over time. Given that impacts of noise, light, and vibration can affect the use of wildlife crossings, even if crossings are designed with adequate parameters and fencing, the crossings should be built with wildlife responsive design; crossings should have sound and light berms to minimize light and sound at the entrance/exit as well as on/in/under the crossings structures, and they should be well-maintained on both sides of the crossing for animals to use them (Shilling 2020; Vickers 2020).

III. Conclusion

The listed Goals and Objectives in the Draft RTP/ATP include OI-4: “Reduce and mitigate environmental impacts of current and future transportation projects.” We strongly urge the County to adopt our recommendations and include detailed analysis and mitigation measures that protect native species and promote habitat connectivity.

Thank you for the opportunity to submit comments. We look forward to working with the Board to foster land use policy and growth patterns that promote wildlife movement and habitat connectivity and facilitate public health and safety. Please do not hesitate to contact the Center with any questions at the email addresses listed below.

Sincerely,



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RE: Response to Comments Submitted on the Draft Negative Declaration for the 2022 Regional Transportation Plan/Active Transportation Plan (RTP/ATP)

Dear Ms. Yap and Ms. Reid-Wainscoat,

Thank you for the comments submitted on behalf of the Center for Biological Diversity on the Draft California Environmental Quality Act (CEQA) document for the Draft 2022 Lake County Regional Transportation Plan/Active Transportation Plan (RTP/ATP, or Plan). Your letter, dated November 30, 2021, outlines perceived deficiencies of the Draft Initial Study/Negative Declaration (IS/ND) with respect to potential impacts to mountain lions and wildlife connectivity. The following addresses issues raised in the letter.

Background

Throughout the letter, the Center appears to be directing its comments to the “County.” To clarify, the County of Lake is one of several jurisdictions within the region covered by the Lake Area Planning Council (APC). As the Regional Transportation Planning Agency (RTPA) for the Lake County region, the Lake APC (not the County) is the Lead Agency for the project under CEQA. The project for which the IS/ND was prepared is the RTP/ATP, which lists a number of potential transportation projects for individual jurisdictions in the region, and also provides a high level overview of the region’s transportation system along with recommended improvements over a 20-year time span.

As noted in the Project Description from the Draft IS/ND, “[t]he Plan provides an overview of both short- and long-term transportation goals, objectives and policies for the region, as well as a list of potential projects intended for implementation.” An emphasis should be placed on the word “potential” as the projects listed are in no way approved for design or construction through the Plan. It should also be stressed that the Lake Area Planning Council serves as the Regional Transportation Planning Agency for the Lake County region and does not have jurisdictional authority to require or mandate anything within the Plan. And unlike other types of long-range planning documents subject to CEQA (e.g. General Plans, etc.), the RTP/ATP does not allow for potential development to occur through “by right” designations or zonings. In a sense, the projects listed in the Plan can be described more as a conceptual “wish list” of priority projects, rather than a list of projects guaranteed to be implemented.

As further stated in the Project Description from the Draft IS/ND:

...The Plan also assesses current and long-range transportation issues, identifies needs and deficiencies, considers funding options and suggests actions to address these items, in an effort to improve the overall transportation system in the region. While it is intended to guide transportation decision making over a 20-year planning horizon, it does not necessarily require that projects recommended in the document become implemented. Such decisions are instead made by jurisdictional authorities with discretionary control over subject facilities such as Caltrans, local streets and roads departments, or regional tribal leaders, based on a variety of factors (e.g. budgetary constraints, local priorities, environmental considerations, etc.) specific to local or regional needs.

In other words, future development of a listed project is carried out by an individual agency (State, county, city, tribe, etc.), which would have jurisdiction and discretion over each of the ensuing phases of implementation. The overall transportation development processes entail critical steps such as, 1) the ability to secure funding for all phases of the project, 2) design and subsequent CEQA review, 3) purchase of right-of-way (if needed), and 4) ultimate construction.

At this juncture, therefore, APC, in its capacity as an RPTA, cannot conduct meaningful environmental review of the potential projects that individual agencies might consider. There is insufficient information to properly define the scope of potential individual projects, assess their potential impacts on the environment, and develop appropriate mitigations. (See *Save Tara v. City of West Hollywood* (2008) 45 Cal.4th 116, 139; Cal. Code Regs., tit. 14, § 15004(b).) By identifying the long-term needs of the local transportation system, and in describing *potential* projects and funding sources that could meet these needs, the RTP/ATP cannot commit any agency to developing any project. (*Sustainable Transportation Advocates of Santa Barbara v. Santa Barbara Council of Governments* (2009) 179 Cal.App.4th 113, 123.) The potential commitments to specific projects, and the need for proper project-level CEQA review, could occur only at the time any agency decides to proceed with an individual project. (See *City of Irvine v. County of Orange* (2013) 221 Cal.App.4th 846, 865.)

Concerns Raised in Comment Letter

The comments received from the Center for Biological Diversity express concern that impacts to mountain lions and wildlife connectivity from the RTP/ATP have not been fully considered or mitigated in the Draft IS/ND. Specific areas of concern raised by the Center include the following:

1. “The County Must Analyze and Mitigate Impacts of the RTP/ATP to Mountain Lions (*Puma concolor*) throughout the Lake County Region.”

The letter discusses potential threats to mountain lion (or other sensitive species) habitat from adoption of the RTP/ATP, and that the Center disagrees with the IS/ND assessment that the RTP/ATP would have a “less than significant impact” on mountain lions or other sensitive species. It further states that the “County” has an obligation “to provide decision-making bodies and the public with detailed information about the effect a proposed project is likely to have on the environment, to list ways in which the significant effects of a project might be minimized, and to indicate alternatives to the project.”

Response:

As noted above, the “project” covered by the Initial Study/Negative Declaration is the Plan itself, which analyzes a 20-year window of possibilities intended to improve the overall regional transportation system. Projects listed in the Plan are recommended to meet the improvement goals. Some are considered to be “constrained” (indicating a secured funding source for implementation through a process of design, environmental analysis, and eventual construction), while others (the majority) are “unconstrained,” or projects that may be sought in the future depending on priorities or funding opportunities. As noted above, any of the projects that are moved forward will require individual design and CEQA analysis at that time. Prior to that, however, there are simply too many unknowns to properly assess environmental impacts to the individual projects. The RTP/ATP, by its nature, cannot commit any agency to pursue development of any specific project, nor can it meaningfully predict if or when any project may be pursued over the 20-year timeframe it has examined.

The letter details a number of potential impacts projects listed in the RTP/ATP may have on mountain lions and mountain lion habitat throughout the region. It also claims that the IS/ND “is in violation of CEQA” with the document’s assertion that the RTP/ATP would have a “less than significant” impact on the noted habitats. It finally states that the “County must analyze and fully mitigate potential impacts on these populations.”

To reiterate, the Lead Agency for the project (adoption of the RTP/ATP) is the Lake APC, and not the County. Overall, however, staff does not agree with the claims or demands made by the Center in its comment letter for the reasons discussed above.

2. “The County Must Analyze and Mitigate Impacts of the RTP/ATP on Wildlife Movement and Habitat Connectivity.”

Similar to the first concern, the letter from the Center covers a list of reasons why the IS/ND does not properly analyze potential impacts of the RTP/ATP with respect to wildlife movement and connectivity. Among these are: habitat loss and fragmentation resulting from roads and development, edge effects of development in and adjacent to open space, a need for multiple connections between habitat patches (“corridor redundancy”), and impacts to riparian corridors.

Response:

While each of these are legitimate concerns, it is unclear how the RTP/ATP would result in negative impacts given its role as a long-range planning document without jurisdictional authority to require action. Again, the RTP/ATP lists potential projects that are mainly conceptual in nature, yet to be fully designed, and would still be subject to CEQA review prior to construction. Nothing in the RTP/ATP could be considered a commitment to the development of any specific project.

It should also be noted that improvement projects listed in the RTP/ATP would occur almost exclusively on existing facilities. In other words, the vast majority of potential projects listed in the Plan do not involve previously undisturbed land, or would lead to new divisions of wildlife habitat. In any event, all projects that may result in habitat impacts would still be subject to potential mitigations identified through their individual CEQA processes. For example, a major Caltrans project currently under way along State Route 29 between Kelseyville and Lower Lake had included habitat connecting wildlife crossings into its design as a means of improving

wildlife movement in the area.

For these reasons, staff does not agree with the claims of the letter with respect to wildlife movement and habitat connectivity.

3. “Conclusion”


The letter concludes by quoting the Draft RTP/ATP’s “Overarching Issues (OI) Objective OI-4,” which reads, “Reduce and mitigate environmental impacts of current and future transportation projects.” This is followed by a request that “the County...adopt our recommendations and include detailed analysis and mitigation measures that protect native species and promote habitat connectivity.”

Response:

As noted throughout each of the above responses, staff believes that concerns raised in the letter would be more appropriately addressed during the implementation stage of a given project. Projects listed in the RTP/ATP are subject to individual CEQA processes, with the implementing agency required to evaluate potential environmental impacts after project is properly designed to conform to local jurisdictional standards. Mitigations, when necessary, are applied through the CEQA process at that time.

While adoption of the Draft RTP/ATP and its corresponding Draft IS/ND was originally scheduled for December 1, 2021, before the Board of the Lake Area Planning Council, action was taken at that meeting to continue the item to February 9, 2022. Further comments or concerns are welcome until that time.

Respectfully,



Lisa Davey-Bates
Executive Director

/ldb

California Department of Transportation

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December 13, 2021

Ms. Lisa Davey-Bates
Executive Director
Lake Area Planning Council
367 North State Street, #206
Ukiah, CA 95482

Dear Ms. Davey-Bates:

Thank you for the opportunity to comment on the draft 2022 Lake County Regional Transportation Plan. The Regional Transportation Plan (RTP) is an important policy document that is based on the unique needs and characteristics of Lake County. It helps shape the region's economy, environment, social future, and communicates the region's vision to the state and federal government.

We commend LAPC for providing a thorough breakdown of the various modal elements noted in the draft RTP and for including the short-term and long-term projects listed in the Action Plan for each element. We appreciate the use of maps and graphics to provide visual support within sections. Including the list of updated goals from the 2021 Public Participation Plan is also notable.

We have the following comments for LAPC's consideration prior to adopting the Regional Transportation Plan:

Section I: Introduction.

- In the demographics section of the draft RTP (page 6), there is a summary of fires that have affected growth in the region. In future updates, we hope LAPC will consider mapping these wildfire areas and potential evacuation routes.
- In the subsection on funding challenges on page 23, the draft plan describes how the California Statewide Local Streets and Roads Needs Assessment (2018) gave Lake County a "poor" rating on the Pavement Condition Index. Since we are aware of ongoing efforts to address this concern with LAPC's new Pavement Management Program, we suggest noting this in the plan to make it more current and to reflect the ongoing efforts LAPC is employing to address this issue.

Section III: State Highway Issues.

- In the subsection describing intelligent transportation systems (ITS), we suggest adding a map (if available) displaying implemented ITS projects (such as those described on page 35), as well as future planned ITS needs locations on this map.
- We recommend replacing the Transportation Concept Report (TCR) language on page 29 with the following: "In the past, Caltrans prepared Transportation Concept Reports (TCRs) to study issues on state routes. Caltrans has shifted away from developing TCRs to focus on developing Comprehensive Multimodal Corridor Plans (CMCPs). Corridor Planning is a multimodal transportation planning approach that recognizes that transportation needs are based on the complex geographic, demographic, economic, and social characteristics of communities. The process is collaborative and done in partnership with local communities and transportation partners."
- Please consider adding language to the last paragraph on page 31 that notes the likelihood of funding the Lucerne Complete Streets Project. (Though technically unfunded, the project is proposed for programming in the ITIP (STIP) and SHOPP to cover PA & ED. ITIP hearings are happening now, final approval will be in March 2022. The remaining phases would be evaluated for 2024 SHOPP approval in spring 2024.)
- Page 35 notes performance measures for State Highway System (SHS) programs. We recommend confirming they align with State performance measures such as those contained in the 2050 California Transportation Plan, as well as other funding programs that may be utilized. Please also consider replacing the term "accident" with "collision."

Section V: Active Transportation.

- Page 65 notes the required plan element for equity analysis. We recommend considering whether there are other applicable ways to measure equity that can be used in Lake County in addition to identifying census tracts that are considered disadvantaged or low-income.
- Page 79 states that the community engagement detail is in Appendix D, however, we noted it is in Appendix C. Please revise this section.

Section VI: Public Transit

- This section would be enhanced by providing a high-level summary of the Lake Transit Authority (LTA) fleet, the fixed routes, routes with the heaviest ridership, user demographics, connections to interregional travel routes, and other pertinent facts.

- Please discuss the role the LTA fleet plays during emergencies such as fires in Lake County.

VIII. Aviation

- We suggest LAPC coordinate with the County to update the Airport Land Use Compatibility Plan (ALUCP) for Lampson Field Airport. The current Plan was published in 1992 and much has changed concerning land use guidance since that time. The California Airport Land Use Planning Handbook (Handbook) published by the Division has been updated three times (1993, 2002, and 2011), since the Lampson Field ALUCP. All ALUCPS in California are mandated to be guided by the Handbook. The Handbook states, that an ALUCP should have a comprehensive review and update at least every five years. Updating the plan is necessary to protect the public health, safety, and welfare, as well as the airport itself from encroachment. Caltrans staff is happy to coordinate this process and potential funding opportunities to update the ALUCP.

Appendices

- While there are references to District 1 Transportation Concept Reports (TCRs) in the appendices, there is no reference to District 1 Comprehensive Multimodal Corridor Plan (CMCP) efforts, as per SB 1. Please consider adding references to CMCPs and clarify how projects in the RTP will be integrated into the multimodal and plan coordination with Caltrans.

RTP Checklist

- Consistent with the RTP checklist, Caltrans requests including more details on stakeholder involvement, including involvement with the public, underserved populations, environmental and economic communities, Federal Land Management agencies, and State and local agencies.
- The list of projects for the Transit section are included in a single list and don't specify constrained/unconstrained. Please revise this list to reflect these differences. The page numbers should also be updated to reflect pgs. 52-53 and 84-87 (checklist item no. 3).
- While there is a listing of constrained projects, we recommend that Lake APC identify any regionally significant projects (checklist item no. 4).
- The RTP Checklist indicates that RTP reflects the "year of expenditure dollars" to reflect inflation rates, but it's not clear where that reference is included. We recommend clarifying the "year of expenditure dollars" where appropriate (checklist item no. 5).

- Please include a statement that addresses the consistency between the projects in the RTP and the projects in LAPC's Regional Transportation Improvement Program (RTIP).

General Caltrans Comments

- Freight planning is discussed throughout the draft RTP, with a more specific section on goods movement on page 22. In addition to the draft plan's discussion on the Highway 29 Improvement Plan, a greater emphasis on goods movement in Lake County is needed.
- To provide greater alignment with the California Freight Mobility Plan (CMFP), please consider including an inventory of existing public and private truck parking facilities, as well as the shortage of truck parking, to support CFMP Strategy SR-1-A: *Expand the system of truck parking facilities.*
- The SHOPP project list shared with LAPC in August 2021 has been updated with the approval of the SHOPP Ten-Year Project Book. Minor updates to the projects in this list will be sent to LAPC under a separate cover.

We look forward to working with LAPC during the horizon of this Regional Transportation Plan. If you have questions regarding the comments in this letter, please contact Destiny Preston at (707) 684-6896 or by email sent to destiny.preston@dot.ca.gov.

Sincerely,



BRAD METTAM

Deputy District Director for Planning and Local Assistance

c: Kevin Mariant, Associate Transportation Planner, Office of Regional and Community Planning, Headquarters Department of Transportation
Jelani Young, Associate Transportation Planner, Office of Regional and Community Planning, Headquarters Department of Transportation



LAKE COUNTY/CITY AREA PLANNING COUNCIL

Lisa Davey-Bates, Executive Director
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Administration: Suite G ~ 707-234-3314
Planning: Suite B ~ 707-263-7799

January 27, 2022

RE: Response to Comments Submitted on the 2022 Regional Transportation Plan/Active Transportation Plan (RTP/ATP)

Dear Brad,

Thank you for the comments submitted on behalf of Caltrans District 1 on the Draft 2022 Lake County Regional Transportation Plan/Active Transportation Plan (RTP/ATP). Your letter, dated December 13, 2021, includes a number of comments and recommendations on the draft plan which is scheduled to go before the Lake APC Board on February 9, 2022, for adoption. The following addresses issues raised in the letter.

Section I: Introduction.

- In the demographics section of the draft RTP (page 6), there is a summary of fires that have affected growth in the region. In future updates, we hope LAPC will consider mapping these wildfire areas and potential evacuation routes.

Comment noted. Lake APC is currently seeking grant funds to prepare a regionwide Wildfire Evacuation and Preparedness Plan intended to address the issue of appropriate evacuation routes. Over the past two years, staff applied for funding through two grant programs, but has been unsuccessful to date.

- In the subsection on funding challenges on page 23, the draft plan describes how the California Statewide Local Streets and Roads Needs Assessment (2018) gave Lake County a “poor” rating on the Pavement Condition Index. Since we are aware of ongoing efforts to address this concern with LAPC’s new Pavement Management Program, we suggest noting this in the plan to make it more current and to reflect the ongoing efforts LAPC is employing to address this issue.

Comment noted and language has been added to the “Funding Challenges” subsection. (See pages 24 and 25.)

Section III: State Highway Issues.

- In the subsection describing intelligent transportation systems (ITS), we suggest adding a map (if available) displaying implemented ITS projects (such as those described on page 35), as well as future planned ITS needs locations on this map.

A map of ITS projects is not felt to be necessary at this time. Currently, there are very few ITS projects within the region, and no ITS projects that are not on a State owned right-of-way or facility. Lake APC will consider mapping projects in future RTP updates if believed to be warranted.

- We recommend replacing the Transportation Concept Report (TCR) language on page 29 with the following: “In the past, Caltrans prepared Transportation Concept Reports (TCRs) to study issues on state routes. Caltrans has shifted away from developing TCRs to focus on developing Comprehensive Multimodal Corridor Plans (CMCPs). Corridor Planning is a multimodal transportation planning approach that recognizes that transportation needs are based on the complex geographic, demographic, economic, and social characteristics of communities. The process is collaborative and done in partnership with local communities and transportation partners.”

Comment noted and language has been added to the “Current Issues, Challenges and Opportunities” subsection. (see page 29).

- Please consider adding language to the last paragraph on page 31 that notes the likelihood of funding the Lucerne Complete Streets Project. (Though technically unfunded, the project is proposed for programming in the ITIP (STIP) and SHOPP to cover PA & ED. ITIP hearings are happening now, final approval will be in March 2022. The remaining phases would be evaluated for 2024 SHOPP approval in spring 2024.)

Comment noted and language has been added to the “State Highways- State Route 20 (Minor Arterial Segment)” subsection. (See page 34.)

- Page 35 notes performance measures for State Highway System (SHS) programs. We recommend confirming they align with State performance measures such as those contained in the 2050 California Transportation Plan, as well as other funding programs that may be utilized. Please also consider replacing the term “accident” with “collision.”

Comment noted. An additional category was included in Table 3.1 for “Goods Movement,” which better aligns with performance measures found in the 2050 CTP regarding “Economy.” The new performance measure will (similar to measures for the “Mobility/Accessibility” category) look to a regional Travel Demand Model for travel time and trip data, along with north shore/south shore route splits to reflect current and future use of the preferred interregional route. (See page 39.)

Section V: Active Transportation.

- Page 65 notes the required plan element for equity analysis. We recommend considering whether there are other applicable ways to measure equity that can be used in Lake County in addition to identifying census tracts that are considered disadvantaged or low-income.

Comment noted and language was added to subsection “I. Equity Analysis” noting the region’s large population of seniors, disabled persons, and generally poor health statistics. (See page 83.)

- Page 79 states that the community engagement detail is in Appendix D, however, we noted it is in Appendix C. Please revise this section.

Comment noted and discrepancy corrected. (see page 83).

Section VI: Public Transit

- This section would be enhanced by providing a high-level summary of the Lake Transit

Authority (LTA) fleet, the fixed routes, routes with the heaviest ridership, user demographics, connections to interregional travel routes, and other pertinent facts.

Comment noted. A sentence was added with basic fleet information (see page 108). General route facts and area demographic information are already included under the “Current Issues, Challenges and Opportunities” subsection, which provides these and many of the other high-level summary facts requested in the comment. Also, as noted under the “Plans, Reports and Studies” subsection, an update of the region’s Transit Development Plan is scheduled to be completed in 2022 or early 2023. That document will provide more useful planning guidance for the transit system based on a detailed analysis at that time.

- Please discuss the role the LTA fleet plays during emergencies such as fires in Lake County.

Comment noted and language was added to the “Wildfires” section in the Overarching Element (see page 21), and “Current Issues, Challenges and Opportunities- Lake Transit Authority” subsection regarding wildfires in the region. (See page 109.)

VIII. Aviation

- We suggest LAPC coordinate with the County to update the Airport Land Use Compatibility Plan (ALUCP) for Lampson Field Airport. The current Plan was published in 1992 and much has changed concerning land use guidance since that time. The California Airport Land Use Planning Handbook (Handbook) published by the Division has been updated three times (1993, 2002, and 2011), since the Lampson Field ALUCP. All ALUCPS in California are mandated to be guided by the Handbook. The Handbook states, that an ALUCP should have a comprehensive review and update at least every five years. Updating the plan is necessary to protect the public health, safety, and welfare, as well as the airport itself from encroachment. Caltrans staff is happy to coordinate this process and potential funding opportunities to update the ALUCP.

Comment noted. Lake APC will offer assistance to the County with respect to an update of the ALUCP. Depending on how the County chooses to proceed, this may involve assistance with obtaining necessary funding as well as possible staff time needed for administration of a grant led update project.

Appendices

- While there are references to District 1 Transportation Concept Reports (TCRs) in the appendices, there is no reference to District 1 Comprehensive Multimodal Corridor Plan (CMCP) efforts, as per SB 1. Please consider adding references to CMCPs and clarify how projects in the RTP will be integrated into the multimodal and plan coordination with Caltrans.

Comment noted and language was added to the “Current Issues, Challenges and Opportunities” subsection in the State Highway System element. (See page 29.)

RTP Checklist

- Consistent with the RTP checklist, Caltrans requests including more details on stakeholder involvement, including involvement with the public, underserved populations,

environmental and economic communities, Federal Land Management agencies, and State and local agencies.

Comment noted. Appendix C provides details on the comprehensive outreach efforts made throughout the process of developing the RTP/ATP. Newspaper, radio and online announcements, social media platforms, and extensive email lists were used to notify the community to the broadest extent possible. The overall process included underserved populations, environmental and economic communities, Federal, State and local agencies.

- The list of projects for the Transit section are included in a single list and don't specify constrained/unconstrained. Please revise this list to reflect these differences. The page numbers should also be updated to reflect pgs. 52-53 and 84-87 (checklist item no. 3).

Comment noted and revisions made adding Table 6.3. (See page 114.)

- While there is a listing of constrained projects, we recommend that Lake APC identify any regionally significant projects (checklist item no. 4).

Comment noted. Footnotes added to Table 3.2 and 3.3 indicating projects considered to be regionally significant. (See pages 40 and 41.)

- The RTP Checklist indicates that RTP reflects the "year of expenditure dollars" to reflect inflation rates, but it's not clear where that reference is included. We recommend clarifying the "year of expenditure dollars" where appropriate (checklist item no. 5).

Comment noted. Estimates within each of the project lists reflect potential rates of inflation over the term of the projects, which is now noted under separate footnotes in each table.

- Please include a statement that addresses the consistency between the projects in the RTP and the projects in LAPC's Regional Transportation Improvement Program (RTIP).

Comment noted and language was added to the "Potential Funding Sources- State Transportation Improvement Program" subsection in the State Highway System element. (See page 42.)

General Caltrans Comments

- Freight planning is discussed throughout the draft RTP, with a more specific section on goods movement on page 22. In addition to the draft plan's discussion on the Highway 29 Improvement Plan, a greater emphasis on goods movement in Lake County is needed.

Comment noted. Further narrative has been added to the "Goods Movement" section of the Overarching Issues Element. (See pages 22 and 23.)

- To provide greater alignment with the California Freight Mobility Plan (CMFP), please consider including an inventory of existing public and private truck parking facilities, as well as the shortage of truck parking, to support CFMP Strategy SR-1-A: Expand the system of truck parking facilities.

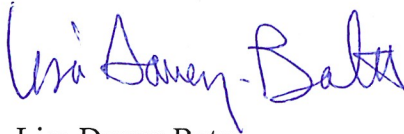
Staff has considered this comment, but determined that such an inventory is not feasible to include at this time.

- The SHOPP project list shared with LAPC in August 2021 has been updated with the approval of the SHOPP Ten-Year Project Book. Minor updates to the projects in this list will be sent to LAPC under a separate cover.

Comment noted.

Thanks again for the opportunity to respond. Feel free to contact us with any questions you may have.

Respectfully,



Lisa Davey-Bates
Executive Director



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Regional Rural Energy Network (REN)
Transportation Plan

DATE PREPARED: February 1, 2022
MEETING DATE: February 9, 2022

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND/ DISCUSSION:

During public comment of the November 10, 2021, Board meeting, Dan Gjerde, Chair, Mendocino Council of Governments, inquired if members of the Lake APC may be interested in exploring the possibility of initiating, or becoming a member of, a multi-regional Regional Energy Network (REN). MCOG had become aware that the Redwood Coast Energy Authority in Humboldt County was already in the process of establishing a Rural REN. The Board requested the item be brought back to the December 1, 2021, Lake APC Board Meeting. The Executive Committee was given direction to further explore the opportunity. Based on that direction, Lake APC staff and Executive Committee Members, along with MCOG staff and their Ad-Hoc Committee, met with staff of the Redwood Coast Energy Authority and Association of Monterey Bay Area Governments (AMBAG) to learn more about the Regional REN. Ultimately, the Executive committee voted unanimously to move forward with this project and recommended the full Lake APC Board approve the Memorandum of Understanding on February 9th. The business plan will be submitted by March 4th, 2022 and will seek funding from January 1st 2023 to December 31st 2031.

Lake APC staff plans to implement five Rural REN programs as described below:

The Residential Equity Program:

This program will primarily target low to moderate income rural service workers and retirees since they often face a high energy cost burden. The program will first seek to increase energy efficiency awareness in our communities by conducting extensive education and outreach delivered through local government and community-based organizations. The program will also offer a basic energy-efficiency “toolkits” containing simple energy efficiency and conservation education material as well as easy to install energy efficiency equipment such as LED lightbulbs and power strips. The toolkit will be provided at no cost to residents who sign up for a phone energy consultation online or at community events. Finally, the program will offer in person and virtual energy efficiency audits which will also include no cost energy efficiency equipment, provide actionable energy efficiency and electrification project recommendations as well as guide customers towards qualified external incentives programs and financing solutions.

The Residential Resource Acquisition Program:

This program will offer Incentives for common home energy upgrades and GHG reducing technologies such as heat pumps. Energy efficiency measures will include a variety of “whole home” items like insulation, Heating Ventilation and Air Conditioning (HVAC), and plug loads/appliances. Financing will also be made available to enable customers to implement energy projects with no capital outlay. The RuralREN finance offering is described in the finance equity program section below.

Commercial Resource Acquisition Program:

This program will offer energy advisor services and financial incentives to small and medium sized businesses. Region specific outreach and energy audits will provide specific, actionable recommendations for improving the place of business to reduce energy consumption and will guide the customer toward available incentives and financing options offered by RuralREN, electric and gas utility companies, and third-party program implementers. Incentives will be offered for common energy upgrades and Greenhouse Gas (GHG) reducing technologies such as electric heat pumps. Energy efficiency measures will

include a variety of items like controls, HVAC, and plug loads / appliances. Financing will also be made available to enable customers to implement energy projects with no capital outlay. Financing offerings are described in the Finance equity program section below.

Public Equity Program:

This program will offer a suite of technical assistance and expert services to public agencies in the Lake APC region to identify, develop, track, and implement energy savings projects in their buildings and facilities. This will help agencies on their path to meeting state mandates for GHG reduction and Zero Net Energy. In addition to providing much needed project services, this program will connect agencies to external incentives programs and financing offerings, increase awareness and expertise of public agency staff, increase regional collaboration amongst agencies, and help demonstrate local government leadership in energy efficiency and electrification within local communities. The program will also seek to integrate energy efficiency as part of the regular maintenance and equipment replacement process of each agency through the creation of infrastructure inventories that can be used as long-term project pipelines.

Workforce Education and Training Equity Program:

This Rural California Pathways to Climate Adaptive Careers program will provide energy efficiency training and upskilling to community members through hands-on training, career support and placement services. The program provides three training pathways to achieve these outcomes:

- 1) The Clean Energy Academy will bring free energy efficiency career training to underserved populations that include but aren't limited to veterans, 18- to 24-year-olds, previously incarcerated individuals, and individuals residing in low income or disadvantaged communities. This is a nationally recognized model, which provides certification training designed to meet the needs of the clean energy job market.
- 2) The climate careers employment and training pathway will target 15 to 22 years old's and train them to act as energy auditors as part of the residential equity program. This program will help participants develop energy management knowledge and techniques, professionalism, and time management skills while also providing benefits to the community at large.
- 3) The Connectivity pathway will seek connect graduates of the Clean Energy Academy and Climate Careers pathway and place them in programs that provide needed certifications to start working at a prevailing wage.

Codes and Standards Program:

This program will support code enforcement agencies as well as the building design and construction community to better understand and implement California's ambitious Building Energy Efficiency Standards (Title 24), helping make buildings more efficient, paving the way for zero net energy building stock, and reducing energy use and greenhouse gas emissions in our region. The program will provide building professionals with topic specific code trainings as well as support and facilitate transition to new codes, in particular ZNE-Ready reach codes. This program will also seek Increase agency collaboration and cooperation regionally, improving consistency among jurisdictions and streamlining energy code processes building professionals. Finally, this program will include an Energy Codes Coach service, which will consist of on-demand technical assistance for public agencies or contractors to ask issue specific questions that arise as part of the permitting process.

Finance Equity Program:

The Rural Regional Energy Networks' Finance Program will address first cost and access to capital barriers that exist in Public, Small Business and Residential sectors in rural California by providing guidance and support to rural customers during their participation in energy efficiency related funding and financing offerings. This program will also operate a short-term bridge Loan offering for small businesses and local government agencies to cover energy efficiency project costs during construction in order to "bridge" the time gap between the time of approval for PG&Es On-Bill Financing (OBF) and the disbursement of the

OBF funds occurring upon verification of the project installation by PG&E. This time gap can be many months, and in some cases a year or more. The “bridge” funding will allow cash strapped, small businesses and rural local government agencies to implement energy efficiency projects quicker and eliminates the added cost of contractor financing during construction (if contractor financing is even available). Finally, this program will also run a residential Loan offering which will offer zero percent interest medium term financing of energy efficiency upgrades for homeowners with a focus on appliance electrification. These loans will be focused in the \$1,000 to \$10,000 range, with loan terms of up to 36 months.

In order to implement these five programs, Lake APC is making the following budget request as part of the strategic business plan application:

Year	Budget
2023	825,793
2024	1,539,589
2025	1,867,259
2026	1,992,439
2027	2,020,189
2028	n/a
2029	n/a
2030	n/a
2031	n/a

In addition to the yearly budget shown in the table above, Lake APC will also receive the services of consultants to be hired by the San Joaquin Valley Clean Energy Organization on behalf of all Rural REN partners to implement part of the residential equity as well as the workforce education and training program.

The next steps in this process are for the RuralREN to submit a motion to the California Public Utilities Commission by March 4th, 2022, to become a portfolio administrator, as well as for the RuralREN to submit a strategic business plan application. Once the motion and proposal are submitted each official parties to the CPUC energy efficiency proceeding will have the opportunity to make comments, request additional information, and reply comments, after which a CPUC administrative law judge will issue an official decision. If the business plan is approved, Lake APC staff will then work with Rural REN partners to submit the detailed program participation guidelines, manuals, and implementation plans to the CPUC for final approval, in order to begin implementing programs on January 1st 2023.

ACTION REQUIRED: Per the recommendation of Lake APC staff and the Executive Committee Members, take action to approve the Memorandum of Understanding (MOU) with Redwood Coast Energy Authority (RCEA) to subcontract REN Services until full membership can be achieved.

ALTERNATIVES: Delay action on the MOU, however this is not recommended due to the impending CPUC submission application deadline and could jeopardize participation in the Rural REN.

RECOMMENDATION: Approve the Memorandum of Understanding (MOU) to participate as a subcontractor in the Rural REN while working toward full REN membership.

Becoming a Rural Regional Energy Network

**Stephen Kullmann, Director of Demand Side
Management, Redwood Coast Energy Authority**





Background

- November 2021, MCOG and Lake APC reached out to RCEA to explore formation of a Regional Energy Network, or REN
- Because RCEA was already in the process of forming a REN and work was well underway to apply, the most expedient path forward was to include Lake and Mendocino Counties within RCEA territory, subcontracting work to MCOG and Lake APC with the intention of making MCOG and Lake APC full partners after the submission of the business plan.

Advantages of a REN...



- By launching new programs, RENs bring energy efficiency incentives and increased technical support to previously underserved communities
- RENs are allowed to design innovative programs which focus on serving communities in ways traditional energy efficiency programs do not.
- Rural regions of California have a high energy cost to income ratio and have not received the same level of service as urban areas.

The Basics



Program Administrator

Redwood Coast Energy Authority

Implementing Agencies by RuralREN Region

North Coast

Redwood Coast Energy Authority
in association with Lake Area Planning Council and Mendocino
Council of Governments

Central Coast

Association of Monterey Bay Area Governments
County of San Luis Obispo

San Joaquin Valley

San Joaquin Valley Clean Energy Organization

Sierras

High Sierra Energy Foundation
Sierra Business Council

31 counties, 7,000,000* people, 70,000* square miles, 398 DACs, 66 Tribes, 81% in Tier 2 and 57% in Tier 3 Fire Zones, 3 IOUs, start date of 01/01/2023

**rounded for summation*



The RuralREN will act as a catalyst to accelerate the implementation of the state's energy efficiency and climate goals in geographically hard-to-reach California. By leveraging rural regional collaboration, our trusted local relationships, and promoting pragmatic responses to community needs the RuralREN will help deliver a just and clean energy future.

GOALS

- ✓ Reduce energy use and GHG emissions in rural spaces.
- ✓ Increase rural access to energy efficiency programs and policies.
- ✓ Design and implement scalable programs that meet the needs of rural communities.
- ✓ Cultivate locally trained workforces that meet the needs of their communities.
- ✓ Build long term career opportunities in energy efficiency and clean energy for rural Californians.

VALUES

Equity
Independence
Pragmatism

INTERVENTION STRATEGIES

- ✓ Reduce energy consumption and GHG emissions in buildings and infrastructure through installation of energy efficient measures.
- ✓ Ensure more equitable service delivery through increased customer education and assistance.
- ✓ Offer accessible and customized workforce trainings that foster and improve performance practices and knowledge of building science.
- ✓ Collaborate regionally, customize locally

LONGTERM OUTCOMES

- ✓ Increase in energy-related career opportunities for the rural workforce.
- ✓ Help rural leaders better understand and embrace an equitable transition to a cleaner economy.
- ✓ Rural regions of California become leaders in the state's energy future.
- ✓ Reduction in energy costs for rural communities.
- ✓ Reduction in GHG emissions from rural spaces.





Rural REN Proposed Budget and Programs

- Five-year budget covering six partners and seven programs is approximately \$96 million
- Redwood Coast Energy Authority is the Program Administrator for the entire REN
- Lake APC and MCOG will have the opportunity to participate in all seven programs as a subcontractor to RCEA



Programs focused on Rural Equity and Market Support (non-resource)

- Public Agency, serving municipalities, school districts, public safety, tribal governments, and more
- Residential, targeting low to moderate income, raising energy awareness and providing energy efficiency audits
- Workforce Education and Training, creating pathways for community members to participate in the green economy
- Codes and Standards, supporting enforcement agencies and building professions to meet or exceed existing and new codes
- Finance, offering zero interest residential, commercial and public electrification and energy efficiency loans

Residential and Non-Residential Resource Programs

- Focused on filling the unmet needs from other utility and statewide programs
- Deliver direct-to customer rebates for energy efficient and electrification upgrades as well as some direct install options
- Offered in RCEA (including Humboldt, Lake, and Mendocino Counties) and Sierra Business Council Territories only



Benefits for Lake APC and MCOG

- Leverage work already done to design and apply as REN
- Receive guidance from six experienced energy program implementers as partner agencies
- Initial budget supports staff capacity at Lake APC and MCOG, programmatic incentives, and loan seed fund
- Rural REN Leadership Team recognizes desire for Lake APC and MCOG to become full REN members and will pursue this shortly after Business Plan filing



Next Steps

- Letters of support from local jurisdictions
- Execute Memorandum of Understanding between RCEA, MCOG, and Lake APC for RCEA to implement energy programs in Lake and Mendocino Counties through the Rural REN
- Final Business Plan filing by March 4, 2022
- Upon approval by the California Public Utilities Commission, the Rural REN will begin operations in January 2023



A black and white photograph of a winter mountain landscape. In the foreground, several evergreen trees are heavily covered in snow, their branches drooping under the weight. The middle ground shows a dense forest of similar trees stretching across a valley. In the background, a large mountain rises, its upper slopes also covered in snow and partially obscured by a layer of mist or low clouds. The sky is overcast and grey. The text "Thank you" is superimposed in the center of the image in a white, sans-serif font.

Thank you

**MEMORANDUM OF UNDERSTANDING BETWEEN
MENDOCINO COUNCIL OF GOVERNMENTS,
LAKE AREA PLANNING COUNCIL, AND
REDWOOD COAST ENERGY AUTHORITY
TO PROVIDE REGIONAL ENERGY NETWORK PROGRAMS**

This MEMORANDUM OF UNDERSTANDING ("MOU") is entered into this _____ day of _____, 2022 and sets forth the understanding between Mendocino Council of Governments ("MCOG"), Lake Area Planning Council ("Lake APC"), and Redwood Coast Energy Authority ("RCEA") concerning MCOG's and Lake APC's receipt of regional energy network programs. MCOG, Lake APC, and RCEA are hereinafter also referred to collectively as the "Parties" and individually as a "Party".

The Parties:

1. MCOG is a California joint powers authority with member agencies consisting of the Cities of Fort Bragg, Point Arena, Ukiah and Willits, and the County of Mendocino. Its purpose is to assist local governments in planning to address common needs, cooperating for mutual benefit, and coordinating for sound regional, community, and intercommunity development. MCOG is the Regional Transportation Planning Agency for the Mendocino County region.
2. Lake APC is a California joint powers authority with member agencies consisting of the Cities of Lakeport and Clearlake and the County of Lake. Lake APC is the Regional Transportation Planning Agency created with authority to plan for and suggest solutions to common problems, assist in the preparation of proposals by utilizing planning talents and general plans of the various governmental agencies located within the County and of planning and technical experts in various other fields.
3. RCEA is a California joint powers authority with member agencies consisting of the Cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell and Trinidad, the County of Humboldt, and the Humboldt Bay Municipal Water District. A purpose of RCEA is to develop and implement sustainable energy initiatives that reduce energy demand, increase energy efficiency, and advance the use of clean, efficient and renewable resources available in the region for the benefit of RCEA's member agencies and their constituents.

Background:

1. RCEA entered into a Memorandum of Understanding with the Association of Monterey Bay Area Governments, the High Sierra Energy Foundation, the San Joaquin Valley Clean Energy Organization, the County of San Luis Obispo, the Sierra Business Council, and the County of Ventura, dated May 13, 2021, to collaborate in forming a REN that

focuses on rural communities by providing programmatic flexibility to meet diverse needs not served by existing programs. The rural communities REN (“RuralREN”) is being formed under California Public Utility Commission (“CPUC”) Decision D.12-05-015. For purposes of clarification in this MOU, the memorandum of understanding to form the RuralREN is referred to herein as the “RuralREN-MOU.”

2. Under the terms of the RuralREN-MOU, the collaboration to form the RuralREN is governed by a leadership team consisting of a representative from each of the seven RuralREN-MOU parties. The RuralREN-MOU parties will submit a business plan to the CPUC for approval of the RuralREN by February 15, 2022, the CPUC submission deadline.
4. MCOG and Lake APC represent rural California regions and are interested in participating in the RuralREN. However, the CPUC deadline for submission of the RuralREN business plan and identifying the proposed REN regions is too soon to allow for MCOG and Lake APC to become parties to the RuralREN-MOU. MCOG and Lake APC each intend to seek membership in the approved RuralREN to become direct REN program participants.
5. Until such time when MCOG and Lake APC obtain membership in the approved RuralREN, the RuralREN-MOU leadership team approved inclusion of the MCOG and Lake APC regions into RCEA’s program budget and scope in the RuralREN business plan to be submitted to the CPUC. The parties to the RuralREN-MOU anticipate that upon CPUC approval of the RuralREN, RCEA would enter into separate agreements with MCOG and Lake APC to implement REN programs in their regions.

Anticipated Areas of Cooperation:

The Parties intend to cooperate and work together in good faith for the purpose of planning RuralREN energy programs within the MCOG and Lake APC regions, to be implemented in the future under separate contracts. The anticipated areas of cooperation under this MOU are the following:

- To design programs that reflect existing service gaps and expressed needs within the respective MCOG and Lake APC regions. To coordinate and cooperate with state, local, and other relevant officials to advance RuralREN program interests within the respective MCOG and Lake APC regions;
- To inform all other Parties in a timely fashion of relevant developments that could affect or impact the RuralREN program development process within the respective MCOG and Lake APC regions;
- To facilitate the MCOG and Lake APC processes of becoming members of the approved RuralREN;
- Upon CPUC approval of RuralREN, to enter into separate agreements to provide RuralREN funding to implement programs in the MCOG and Lake APC regions.

Termination or Withdrawal From MOU:

Any party may withdraw from this MOU at any time. This MOU will terminate as to either MCOG or Lake APC upon the occurrence of said Party becoming a member of the approved RuralREN. This MOU will terminate as to all Parties in the event the CPUC rejects the RuralREN-MOU business plan.

General Provisions:

This MOU does not establish a joint venture, partnership, or business unit of any kind between the Parties, nor does it necessarily create a financial obligation on behalf of any Party.

This MOU may be executed in counterparts, each of which is an original and all of which constitute one and the same instrument. Delivery of an executed counterpart of this MOU by e-mail will be deemed as effective as delivery of an originally executed counterpart. This MOU may be executed electronically through a verified signature third party application such as DocuSign.

IN WITNESS WHEREOF, each Party has caused this MOU to be duly signed and delivered, effective as of the date of the last Party signing.

Redwood Coast Energy Authority

Signature: _____ Date: _____
Matthew Marshall, Executive Director

Mendocino Council of Governments

Signature: _____ Date: _____
Nephele Barrett, Executive Director

Lake Area Planning Council

Signature: _____ Date: _____
Lisa Davey-Bates, Executive Director



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

February 9, 2021

President Reynolds
California Public Utilities Commission
505 Van Ness Ave
San Francisco, CA 94102

Re: Support for the Rural Regional Energy Network's (RuralREN) motion to become a portfolio administrator as well as for the 2024-2031 RuralREN Strategic Business Plan application.

Dear CPUC president Reynolds:

Lake Area Planning Council is excited about the opportunity of partnering with the Redwood Authority Energy Authority as part of the proposed Rural Regional Energy Network. These efforts are critical to helping us achieve deep energy savings in our region and accelerating an equitable transition to a green and resilient economy. Rural customers traditionally have had a higher energy cost-to-income ratio while having less access statewide to energy efficiency programs.

This program will be exceptionally valuable to Lake County because it is frequently ranked among the poorest counties in the United States. Approximately 18.3% of County residents were considered "persons in poverty" according to current Census data, compared to 11.8% statewide. Median household income was \$47,040 (statewide median \$75,235) as of 2019. Furthermore, California's rural regions can serve as proving grounds for innovative energy solutions. The RuralREN will help our region achieve significant energy efficiency benefits for those who need it most while also creating new career opportunities in clean energy within our community.

The creation of the RuralREN is important pathway for rural regions of California to support the ambitious state and national goals for transitioning to a green economy and equitably participate in its benefits. The RuralREN is composed of six member agencies that are cooperating regionally to create programs that will be locally customized to fit the needs of each community it serves. RCEA has successfully implemented energy services to rural public, commercial, and residential customers throughout Humboldt County since 2003, and this is a unique and invaluable opportunity for the Lake APC to collaborate as a partner in the RuralREN.

On February 9, 2022, the Lake APC's Board of Directors took action to join the RuralREN through a Memorandum of Understanding, confirming their commitment for the RuralREN. This letter serves as a formality to validate Lake APC's support for RCEA to become a portfolio administrator as well as for the 2024-2031 RuralREN Strategic Business Plan application.

Sincerely,

Lisa Davey-Bates, Executive Director
Lake Area Planning Council

Cc: Commissioner Rechtschaffen, Commissioner Shiroma, Commissioner Houck, Commissioner Reynolds



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

EXECUTIVE COMMITTEE

A JOINT MEETING OF THE LAKE APC EXECUTIVE COMMITTEE AND MCOG CLIMATE AD HOC COMMITTEE

(DRAFT) MEETING MINUTES

Friday, January 21, 2022

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

Present

Moke Simon, Supervisor, County of Lake
Stacey Mattina, City Council Member, City of Lakeport
Russell Perdock, City Council Member, City of Clearlake

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
Nephele Barrett, MCOG Admin, Lake APC Planning
Dan Gjerde, MCOG Climate Ad Hoc Committee
John Haschack, MCOG Climate Ad Hoc Committee
Tess-Albin-Smith, MCOG Climate Ad Hoc Committee
Stephen Kullmann, Redwood Coast Energy Authority
Lexie Perez, Redwood Coast Energy Authority
Amaury Berteaud, Association of Monterey Bay Area Governments
Janet Orth, MCOG Admin. Staff
Charlene Parker, Admin. Staff - Lake APC

1. Call to Order/Roll Call

Lisa Davey-Bates started the meeting with introductions of everyone present.

The meeting was called to order at 8:16 am. The Executive Committee Members present: Simon, Mattina, and Perdock – Absent: None.

2. Rural Regional Energy Network (REN) Presentation & Discussion

Stephen Kullmann, Redwood Coast Energy Authority (RCEA) gave a brief description of RCEA stating it was formed as a Joint Powers Agency to deliver energy efficiency programs to the community and member agencies. RCEA is Community Choice Aggregation Program, providing local control, cleaner power, and lower rates prioritizing hard to reach customers. RCEA currently became a Program Administrator and has a local government partnership with PG&E to deliver both resource and non-resource programs. Steven noted that Association of Monterey Bay Area Governments (AMBAG) was also a partner on the REN team. AMBAG serves as the Council of Governments (COG) for Monterey and Santa Cruz Counties similar to MCOG and Lake APC. Stephen asked if there were questions of the group.

Stephen gave a detailed presentation, describing the background and the purpose of a RuralREN. Stephen stated that MCOG reached out to explore a formation of a REN, but since RCEA was already in the final stages of the process, the practical path was to include Lake and Mendocino Counties as a sub-contractor with the intention of making MCOG and Lake APC full partners of the RuralREN. Stephen explained that in California, every electricity bill contains a public goods charge. In 2020, over \$800,000,000 was collected from ratepayers to implement energy efficiency programs. All ratepayer funded energy efficiency programs were overseen by the California Public Utilities Commission (CPUC) with the goal of reducing energy. RENs were first envisioned as an innovative framework for local government to design and administer energy efficiency programs. The CPUC allowed two pilot REN programs to serve customers not currently served by other energy efficiency programs. The CPUC decided to make the two pilot RENs permanent and allow the creation of new RENs. Steven noted the advantages of a REN was that they were allowed to design programs that focus on communities in ways traditional energy efficiency program do not. Rural energy efficiency implementers throughout California came together to form a Rural and Hard To Reach (RHTR) Working Group to explore ways to advocate for rural counties. The group began participating in the CPUC and ultimately moved forward with a RuralREN including six agencies: Association Monterey Bay Area Governments, High Sierra Energy Foundation, San Joaquin Valley Clean Energy Organization, County of San Luis Obispo, Sierra Business Council, and County of Ventura.

The focus of the RuralREN was to bring energy efficiency incentives and increased technical support targeted to moderate to low income for rural customers such as residential, public agencies, school districts, and tribal governments that have not received the same level of service as urban areas.

Stephen closed stating that the next steps were to execute the Memorandum of Understanding between RCEA, MCOG, and Lake APC. RCEA will file the Final RuralREN Business Plan, and upon approval by CPUC, execute the sub-contract for MCOG and Lake APC to join the program. The RuralREN would begin operations January 2023.

3. Lake APC & MCOG Participation in RuralREN - Discussion and Q&A

Steven asked if there were any questions:

- Tess-Albin-Smith, MCOG Climate Ad Hoc Committee, asked since parts of Mendocino County already have Sonoma Clean Power what would change.

The group discussed that Sonoma Clean Power extends their rebates to Mendocino County, which was not sustainable because they do not receive the REN funding. The RuralREN offers the freedom and control of what program best fits the needs for the agencies' service levels, and to have local contractors certified benefits customers and increases workforce development.

- Tess questioned if Mendocino County would lose the option to use Sonoma Clean Power

The group discussed that Sonoma Clean Power and RCEA were both a Community Choice Aggregation (CCA), which distribute power. The RuralREN was for energy efficiency programs and has nothing to do with the CCA status. Sonoma Clean Power will still provide power to Mendocino County.

- Lisa asked if the RuralREN could add additional rebates to a rebate that Sonoma Clean Power was already offering.

The group discussed rate payer funded rebates and if they could be layered to reach the full amount allowed by the CPUC. An example was that customers received a combination of three rebates from different funding sources with the purchase/installation of a heat pump. There are diverse types of rebates that could be considered.

- Tess asked if charging stations, wind energy, solar water pumps, and solar for public buildings were included in the RuralREN program.

The RuralREN program includes lighting, HVAC, refrigeration, water pumps upgrades, etc. It was possible that plug loads, or chargers, and working with the agencies to access separate funding for charging stations could all be an option. There are limits on the type of transportation and renewable energy funding, as opposed to renewable energy that can be done under the RuralREN program.

- Tess questioned what the cost would be to join the RuralREN for our community.

The RuralREN programs will provide the funding and there will be no direct costs to the counties, with the exception of some upfront staff time. The program itself was funded by fees that ratepayers were already paying and will get the benefits for which they were already paying. The California Public Advocates Office will make sure we are spending the ratepayers' dollars in the most efficient ways possible.

Lisa thanked RCEA staff for all the upfront work that MCOG and Lake APC will benefit from.

- Tess asked if it were possible that the RuralREN will get too big and would MCOG and Lake APC be a part of the decision-making process.

The group spoke about adding other Rural counties and noted that most were already served through a RuralREN. It was possible that RCEA would consider adding more counties. There was a leadership team in place to make those decisions, and both agencies would become a part of that team once they were full members.

- Stacey Mattina questioned how the budget process would work

Stephen noted that there will be opportunities to revisit the budget every two years, even though a five-year budget was being developed.

Lisa asked Stephen to elaborate on letters of support. Steven explained that it would be preferable if letters of support were received from each of the counties that are being served, and other jurisdictions and organizations within the county would be ideal.

- Moke Simon asked when does RCEA need the letter of support.

Steven replied that it would be best if letters were received early in February with a final date of February 10, 2022.

- Nephele Barrett asked how the RuralREN service would be implemented for the City of Ukiah residents who have a municipal utility for electricity and only pay for partial service fees to PG&E for gas service.

There would be limited services for customers that pay less than the customers who pay the full rate. The level of service that would be offered was something that would need clarification from the CPUC.

4. Adjourn to Separate Meetings of the Lake APC Executive Committee and MCOG Climate Ad Hoc Committee

5. Discussion and Recommendation for Lake County Participation in the RuralREN

Lisa gave a brief overview of the materials provided including the Joint Powers Agreement, MOU, and the budget. Lisa asked the committee if the program was something in which they were interested.

Director Mattina asked Lisa if she had concerns with becoming a subcontractor of the Rural REN. Lisa replied that it would require an amendment to the DBC contract to hire staff for the program. There would be two positions, one General Manager and Program Specialist. Lisa reiterated that the program funding was being paid by a public utility charge already in customers' bills, and the only costs would be upfront staff time needed to become a subcontractor of the REN. The benefits were that RCEA has done the work to develop the Rural REN's business plan and all other associated work and will help run the program for the first two-years until we become full partners. This will provide the opportunity to work in partnership with the professionals to provide a successful program when we become full partners.

Lisa noted that Amaury Berteaud, Association of Monterey Bay Area Governments had prepared a staff report that explains all the different programs that would be useful to the local agencies when seeking letters of support.

Director Simon stated that Tess Albin-Smith's questions answered concerns he had for the RuralREN program and stated that we should be open to opportunities that benefit our communities.

6. Consideration of RuralREN Letter of Support

The Executive Committee members discussed the process of obtaining letters of support and stated they would take the item to their respective councils and board for consideration.

Director Perdock stated that this meeting was informative and asked Lisa if she was comfortable presenting an overview of the RuralREN program to the councils. Lisa said she'd be willing to participate and suggested that Stephen or Amaury present a brief overview at each meeting if they were available.

Lisa stated that she would reach out to the City Managers to explain the program and to send them the letter of support template.

Director Simon expressed concern over the challenges and additional costs associated with codes and standards enforcement, stating that there were not contractors in our county that currently trained on energy efficiencies.

Lisa replied that the program was not intended to add additional requirements to the existing California codes. The educational/workforce development piece of the program would provide assistance on that issue.

Director Perdock explained that he looked over the MOU, budget and the staff report and said it was a good meeting and dialog. He further stated that Lake County often gets left out, so we should bring something positive such as the RuralREN program to the County.

The Executive Committee agreed that they were all in favor of becoming partners in the RuralREN program and providing a letter of support if needed.

Director Simon recommended to move forward with the Letters of Support and to Join the Rural REN as a Subcontractor to RCEA through a Memorandum of Understanding. The motion was seconded by Director Perdock and carried unanimously. Ayes (3)-Directors Simon, Mattina and Perdock; Noes (0); Abstain (0); Absent (0).

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

None

8. Reports/Information

None

9. ADJOURNMENT

The meeting was adjourned at 10:15 a.m.

Respectfully Submitted,

DRAFT

Charlene Parker
Administrative Associate