



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, August 9, 2017

TIME: 9:00 a.m.

PLACE: City Council Chambers
225 Park Street
Lakeport, California

Caltrans-District 1
Teleconference
2460 6th Street
Eureka, California

Dow & Associates
Teleconference
367 N. State Street, #208
Ukiah, California

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

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

PUBLIC EXPRESSION

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

CONSENT CALENDAR

4. Approval of June 14, 2017 Minutes

REGULAR CALENDAR

5. 2018 State Transportation Improvement Program Draft Fund Estimate & Guidelines (*Barrett*)
6. Discussion of Additional Funding Needs for Lake 29 Expressway (*Matteoli/Davey-Bates/Barrett*)
7. Consideration of Extending Professional Services Contract with Smith & Newall for Auditing Purposes (*Davey-Bates*)
8. Discussion of and Recommendation to Join the California Consensus Transportation Investment Principles (*Dow*)

RATIFY ACTION

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

REPORTS

11. Reports & Information
 - a. Lake APC Staff Summary of Meetings – Administration and Planning Services
 - b. Lake APC Planning Staff
 1. Regional Transportation Plan Update (*Dow*)
 2. Senate Bill 1 Process Report (*Dow*)
 3. Miscellaneous

Lake County/City Area Planning Council Agenda

August 9, 2017 Meeting

Page 2

- c. Lake APC Administration Staff
 - 1. Next Meeting Date – **September 6, 2017 (Clearlake)**
 - 2. Miscellaneous
- d. Lake APC Directors
- e. Caltrans
 - 1. Lake County Project Status Report
 - 2. Miscellaneous
- f. California Association of Councils of Governments (CalCOG)
 - 1. CDAC Meeting – **September 27, 2017 (Sacramento)**
 - 1. CalCOG Directors Meeting – **November 27, 2017 (Oakland)**
- g. Rural Counties Task Force
 - 1. Next Meeting Date – **September 22, 2017 (Sacramento)**
- h. Miscellaneous

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 County/City Area Planning Council office at (707) 263-7799, at least 72 hours before the meeting.

ADDITIONS TO AGENDA

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

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

CLOSED SESSION

If 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: August 3, 2017

Attachments:

Agenda Item #4 –6-14-17 Lake APC Draft Minutes

Agenda Item #5 – STIP Staff Report

Agenda Item #6 – Lake 29 Power Point Presentation (to be distributed prior to the meeting by Caltrans)

Agenda Item #7 – Smith & Newell Contract & Staff Report

Agenda Item #8 – Staff Report & Consensus Principles

Agenda Item #11a – Summary of Meetings Staff Report

Agenda Item #11b2 – Senate Bill 1 Progress Report

Agenda Item #11e1 – Lake County Project Status Report



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

Wednesday, June 14, 2017

Location: Lakeport City Council Chambers
255 Park Street
Lakeport, California

Teleconference Location: Caltrans – District 1
1656 Union Street
Eureka, California

Present

Moke Simon, Supervisor, County of Lake
Jeff Smith, Supervisor, County of Lake
Nick Bennett, Council Member, City of Clearlake
Russell Perdock, Mayor, City of Clearlake
Stacy Mattina, Mayor, City of Lakeport
Kenneth Parlet, Council Member, City of Lakeport
Rex Jackman, Caltrans District 1 (Policy Advisory Committee)

Absent

Chuck Leonard, Member at Large
Vacant Position, Member at Large

Also Present

Lisa Davey-Bates, Executive Director, Admin. Staff – Lake APC
Alexis Pedrotti, Admin. Staff - Lake APC
Phil Dow, Planning Staff – Lake APC
John Speka, Planning Staff – Lake APC
Jaime Mattioli, Caltrans District 1 (Teleconference)
Phil McGuire, Innovative Paradigms/Greg Miller, Greg Miller Consulting (Teleconference)
Scott De Leon, Lake County Public Works Director

1. Call to Order/Roll Call

Chairperson Smith called the meeting to order at 9:04 am. Alexis Pedrotti called roll. Members present: Simon, Smith, Bennett, Perdock, Mattina, Parlet, and Jackman.

2. Adjourn to Policy Advisory Committee

Chairperson Smith adjourned to the Policy Advisory Committee (PAC) to include Rex Jackman, Caltrans District 1, and allow him to participate as a voting member of the Lake APC.

3. Public Expression

None.

CONSENT CALENDAR

4. Approval of May 10, 2017 (Draft) Minutes

Director Perdock made a motion to approve the consent calendar. The motion was seconded by Director Mattina and carried unanimously.

REGULAR CALENDAR

5. Presentation and Recommended Approval of 2017/18 Lake County/City Area Planning Council's Budget and adoption of Resolutions:

- a. Resolution No. 17-18-1 Allocating 2017/17 Local Transportation Funds for Administrative Purposes
- b. Resolution No. 17-18-2 Allocating 2017/18 Local Transportation Funds for Bicycle and Pedestrian Facilities
- c. Resolution No. 17-18-3 Allocating 2017/18 Local Transportation Funds and Carryover Funds for Planning Projects Included in the Work Program
- d. Resolution No. 17-18-4 Allocating 2017/18 Local Transportation Funds to Lake Transit Authority
- e. Resolution No. 17-18-5 Allocating State Transit Assistance Funds to Lake Transit Authority
- f. Resolution No. 17-18-6 Approving State Transportation Improvement Program (STIP) Planning, Programming, and Monitoring Fund Transfer Agreement
- g. Resolution No. 17-18-7 Allocation of 2017/18 Local Transportation Funds (5%) to the Consolidated Transportation Service Agency (CTSA) for Non-Emergency Medical Transportation (NEMT) Purposes

Lisa Davey Bates reported that a one-page staff report was included for the Board to review last month, explaining the process and typical changes to the annual budget. It was Lisa's intention to spend a sufficient amount of time reviewing the budget in detail for the newer members of the Board; but due to time constraints expressed by some board members, she highlighted the important pieces throughout the document.

The annual budget document includes a memo discussing the priorities of administering the Transportation Development Act (TDA) funding. This includes allocations for administration, 2% LTF Bicycle and Pedestrian account, planning funds for the Overall Work Program (OWP) and Lake Transit. Also included were detailed budgetary notes clarifying the various types of funding administered by the Lake APC.

The budget document includes the 2017/18 Budget, as well as the 2 previous years for reference purposes. Lisa described the various sources of revenues and expenditures identified in the Lake APC's budget and offered to answer any questions.

Director Perdock made a motion to adopt the Final 2017/18 Lake County/City Area Planning Council Budget and supporting resolutions 17-18-1 through 17-18-7, as presented. The motion was seconded by Director Simon and carried unanimously.

Full Roll Call: 7 Ayes – Simon, Bennett, Perdock, Mattina, Parlet, Smith and Jackman (PAC); 0 Noes; 0 Abstain; 2 Absent – Leonard, Vacant – Member-at-Large.

6. Consideration of Contract with Mark Wall for Transit Planning Services Pursuant to the Work Program

The contract included for Board approval was for Mark Wall, Transit Manager, to perform planning activities under the Overall Work Program (OWP) during the fiscal year 2017/18.

Director Mattina made a motion to approve the contract for professional services with Mark Wall, Transit Planning Services pursuant to the Overall Work Program, as presented. The motion was seconded by Director Simon and carried unanimously.

7. Presentation and Recommended Approval of 2017/18 (Draft) Overall Work Program

The Overall Work Program (OWP) has been discussed on various occasions over a 6-month period with the Board. In January, APC Staff distributed the OWP project solicitation to the Technical Advisory Committee (TAC) for new projects in the OWP. The TAC reviews and approves the draft list of projects for the new OWP. Some elements in the OWP are ongoing planning elements, and some are new projects, such as the Lake Transit Passenger Facilities Plan and Lake County Pedestrian Facility Needs Inventory project.

Lisa specifically addressed Work Element 601. This element has been developed as a result of various conversations and meetings with Caltrans and other RTPA's that are allocated Rural Planning Assistance (RPA) Funding. Caltrans Headquarters' staff prefers to see RPA and local funding separated into different work elements for clarification and auditing purposes. In past years, APC Staff would combine RPA and local funding under Work Element 600-Regional Planning & Intergovernmental Coordination. To comply with the request by Caltrans, we are now separating funding types between Work Element 600 and 601. All new elements in the OWP are identified in Bold for clarity.

Director Bennett made a motion to adopt the Final 2017/18 Work Program and authorize the Executive Director to sign necessary certifications/agreements and forward to Caltrans. The motion was seconded by Director Simon and carried unanimously.

Full Roll Call: 7 Ayes – Simon, Bennett, Perdock, Mattina, Parlet, Smith and Jackman (PAC); 0 Noes; 0 Abstain; 2 Absent – Leonard, Vacant – Member-at-Large.

8. Update of Lake Links as a Non-Profit Organization and Recommendation to Pursue Appointments to Lake Links' Board of Directors

Lisa introduced Phil McGuire, Innovative Paradigms, and Greg Miller, Greg Miller Consulting. Both consultants were hired to help establish the Lake Links non-profit. They have worked to develop the by-laws, articles of incorporation and submit all the necessary filings to the State. Phil and Greg participated via teleconference.

Phil McGuire updated the Board on the formation of the non-profit. He and Greg were approached by Mark and Lisa last fall to assist in developing the non-profit. Phil has a vast amount of experience with working with other CTSA's and is very familiar with forming non-profit organizations. They began the process by working with local officials, and formed Lake Links. They have participated in various discussions regarding details for articles of incorporation, bylaws, filings for the state, and other necessary documentation. The Article of Incorporation was filed in early May, and Phil was pleased to report that Lake Links now does legally exist. Lisa is the incorporating Director, which is required by the State.

The bylaws were included for the Board to review and comment. The bylaws identify the process for understanding how the Board will be developed and function. After a year Lisa, will become an Ex-officio member of the Lake Links Board as stated in the bylaws, and the permanent Board will be appointed. It is a complicated process and takes some time, but the agency has to follow these formal steps. This will be an excellent move for Lake County.

Action will be requested at the next APC Board Meeting to officially accept appointment from the APC to the Lake Links Board of Directors. Along the way the Board has been vocal about being a part of this process and Lake Links Board. As noted in the bylaws, the Lake APC Board has two seats as voting members on the Lake Links Board. The Lake Links non-profit terms will be 3-year terms, with a 2 term maximum.

This item will be further addressed at the next Lake APC Board meeting,

RATIFY ACTION

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

Chairperson Smith adjourned the Policy Advisory Committee and reconvened as the APC.

10. Consideration and Adoption of Recommendations of Policy Advisory Committee

Director Mattina made a motion to adopt the recommendations of the Policy Advisory Committee. The motion was seconded by Director Perdock and carried unanimously.

REPORTS

11. Reports & Information

a. Lake APC Staff Summary of Meetings - Administration and Planning Services

A Summary of Meetings was provided in the packet for review.

1. Senate Bill 1 Implementation – Phil Dow included a written staff report with information about SB1. Phil participated in a California Transportation Commission (CTC) webinar on implementation of Senate Bill 1 from Ukiah. The following day he became involved in the facilitation of various committees for the new funding package. Phil volunteered to participate on committees to ensure there is appropriate rural representation. The Local Streets and Roads Committee should be followed closely to monitor any legislative requirements being pursued for extensive performance measures. Phil and many other local agencies are pushing to ensure funding is spent taking care of the issues at hand, not extensive paperwork and performance measures.

The Lake APC has a very suitable program that evaluates the Pavement Condition Index (PCI) every three years. The Pavement Management Program would be a great way to show adequate performance measures by evaluation of the increasing PCI.

Phil also signed up for the Active Transportation Program committee. There appears to be widespread emphases on disadvantaged communities. Phil wants to ensure the program is headed in the right direction for rural areas like Lake County.

The Local Partnership Program component is an incentivized program for self-help cities and counties. This funding would be for agencies that have an exclusively dedicated Transportation Sales Tax in their city or county. Clearlake will be the only qualifying agency in our County. Phil reported that there are only eight self-help cities in state. An issue recently discussed was to make 75% of this pot of funding a competitive process for the agencies to apply for and the other 25% formula based. Phil disagreed, noting that these agencies have already been through a competitive process, they should receive a flat amount

of funds, and then the remaining could be based on a formula allocation. It appears that CTC staff is currently considering a 50/50 split. Phil is hoping for \$100,000 to \$150,000 per year to at least help the smaller agencies get a project done with the money. Phil discussed the history of how the Self-Help cities and counties received money during the bond program, and how the concepts are similar.

Director Smith was curious if using the formula based on road miles has been considered. Phil noted that idea being similar to the formula for the STIP program, with a percentage based on population also. It remains to be seen how the formula will be split, but Phil will continue watching the guidelines and do his best to ensure the rural perspective is heard.

Scott De Leon responded to Director Smith's question about recent discussion with the county revisiting the sales tax idea. At this point there have been discussions focused on a transportation sales tax. Phil noted there is a funding trend to reward Self-Help counties.

Mark Wall noted that for several years, State Transit Assistance funding had only been allocated based on 50% of their fare revenues. More recently, the formula includes all the other revenues supporting transit. So if a local entity had a local sales tax that supports transit, that original 50% formula will be influenced by the local sales tax as well. Over time, this can add up to be a meaningful amount of revenue.

Director Parlet recalled Phil highlighted several times in his staff report the importance of ensuring efficiency and accountability with this funding. Director Parlet was curious if others are supportive of not having to be bogged down completing paperwork. Phil ensured the group that there are committees, unions and agencies that are all against the mountainous amount of paperwork. In every small agency in rural areas people do everything, and everybody respects that and will guard against proliferation of paperwork. As previously mentioned, the Pavement Management Program is well established and can be utilized as a performance tool.

Director Bennett noted there is a grassroots movement to overturn this bill and bring it back to the people for a vote. Phil noted this has been discussed and that the CTC is focused on getting the program implemented and validating the benefits to the people. Director Bennett's concern is that some projects may be started and the funding is revoked. He noted his concerns about the completion of projects in that event.

b. Lake APC Planning Staff

- 1. Regional Transportation Plan Update** - John Speka provided a brief background on Regional Transportation Plan requirements. The Transportation Development Act in the early 70's led to the formation of the RTPA's, and as part of the TDA it also required the RTPA to complete the development of the Regional Transportation Plan. The RTP is basically the guide for the planning agencies to develop a better transportation infrastructure system.

The RTP is updated every four years now, but is a 20-year document. The idea is to provide a guide for a safer and efficient transportation system. The document is broken down into modes of transportation elements, including: State Highways, Active Transportation Program (Bike and Ped), Local Streets and Roads, Transit etc. Staff works to develop and identify the needs of each element and then prioritizes projects within each element.

John continues working on the document element by element. There have been a series of workshops held for the community to give feedback. Staff has also distributed and collected surveys as an additional method of public input. The public continues to indicate that road maintenance remains at the top of the list, as well as transit service, including expanded service, and finally bike and pedestrian facilities.

John reported he expects a draft document to be available in a couple months. It will be circulated to all relevant agencies. Comments and revisions will be incorporated before circulating to the public. The document will be brought to the Board for discussion and review, to address any revisions. The final adoption is proposed for October.

Phil Dow reminded the Board that the RTP was previously on a 5-year cycle, until the laws changed and the APC elected to go to 4-year cycle. The reason for the change was to help the County and cities with updating their housing element.

2. Miscellaneous – None

c. Lake APC Administration Staff

- 1. Next Meeting Date** – July 12, 2017 (Tentative)
- 2. Miscellaneous** – None

d. Lake APC Directors

Director Simon was curious how he should address small projects for his district such as lighted crosswalks and flashing lights for Highway 29. Rex Jackman noted there are different ways to accomplish these things, some programs depending on collision history, could be a safety project. Director Simon was pleased to be able to bring these issues to Caltrans.

e. Caltrans

- 1. Lake County Project Status Report** – Rex Jackman, Caltrans District 1 Representative, noted the status report included in the packet, with a map on the back. A question regarding the Northshore Project of upgrading sidewalks and curb returns to make ADA compliant. The question was referring to why ramps were being replaced when they were already new. Rex responded that it is unfortunate, but they were not originally built to ADA Standards.
- 2. Lake 29 Expressway Update** – At the last meeting Caltrans was unsure of the necessary amounts needed from the SHOPP to cover the shortfall. The Project Change Request has been approved, and they now have an agreement from the SHOPP Program Manager. Caltrans is happy to report the SHOPP Program will cover the bulk (\$11.4M) of the costs for the shortfall. A total of \$13.5 million will be needed for construction and right-of-way. The remaining \$2.1 million will need to be covered by the SHOPP or STIP Programs. There is a good chance the remaining portion will need to be requested from the STIP. The regional contribution and state contribution will need to be worked out at that time. Caltrans safety personnel commented that since this project is also capacity increasing, all of the shortfall should not be covered by safety funding.

Lisa was wondering if Caltrans would expect our regional share to be advanced, because the STIP was already in the negative. The response was that it would be likely that Caltrans would request that funding be advanced.

Lisa reiterated that the Lake APC is grateful for the SHOPP contribution on segment 2C of the Lake 29 Expressway project, and also for picking up the bulk of the project's most recent funding shortfall.

Director Parlet recapped the SHOPP funding situation. Jamie noted the project began as a STIP project that was identified as a capacity increasing project, then in 2013 Caltrans discovered a safety need with a high collision rate and number of fatalities, and found there to be a much higher need for safety improvements, which is when the SHOPP contribution occurred.

3. Miscellaneous – None.

f. California Association of Councils of Governments (CalCOG) – Lisa will be hearing more discussion on SB 1. Director Leonard was absent from the meeting, and was not available for an update.

g. Rural Counties Task Force
Next Meeting Date – July 14, 2017

h. Miscellaneous – No miscellaneous items were discussed.

11. ADJOURNMENT

The meeting was adjourned by Chairperson Scheel at 10:37 a.m.

Respectfully Submitted,

DRAFT

Alexis Pedrotti
Administrative Assistant



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: 2018 STIP Draft Fund Estimate & RTIP Development

DATE PREPARED: 08/01/17

MEETING DATE: 08/09/17

SUBMITTED BY: Nephele Barrett, Program Manager

BACKGROUND: The California Transportation Commission is scheduled to adopt the Fund Estimate (FE) for the 2018 State Transportation Improvement Program (STIP) at their August 17 meeting. The recent passage of SB 1 by the State legislature is expected to stabilize the STIP, which has been so volatile in recent years due to the price based excise tax. The estimate identified an available STIP programming target through FY 2022/23 of \$3,663,000 for the Lake County region, with a maximum programming of \$5,258,000 based on potential revenue through 2023/24. The totals include all of the previously identified reserves, which include \$149,000 for the City of Clearlake and \$700,000 for Lakeport. Also included in the programming target for the region are Planning, Programming & Monitoring funds in the amount of \$139,000.

After deducting the Planning, Programming and Monitoring (PPM) funds and all of the reserves, a total of \$2,684,000 remains for programming on new or existing projects, including replacement of funds that were de-programmed during the funding shortage of the 2016 STIP from Lakeport's Lakeport Boulevard and South Main Intersection project, totaling \$194,000. The APC has identified regional priority projects that must be considered when programming STIP funds. These are the Lake 29 Expressway, South Main/Soda Bay Road Corridor Project, and Dam Road/Phillips Avenue Extension. Funding needs for these projects receive priority before funds can be used for new projects. APC staff is aware of funding needs for the Lake 29 Expressway, which will be discussed separately on this agenda. The County has also expressed that they anticipate funding needs for South Main/Soda Bay Road. Although Clearlake has used their own funding to initiate project development on their project, it is possible that additional funding may be needed.

The STIP Fund Estimate also provides a new mechanism for programming project development components of a future project through the Advance Project Development Element. The amount available for the Lake County region in this cycle is \$782,000. These funds can only be used for environmental and design on a project and can be programmed in any year of the five year STIP period. If utilized, the APDE funds act as an advance of future shares for a region.

Of course, this is just a draft estimate at this time and could potentially change prior to approval by the CTC. New funds will primarily be available for programming in the final two years of the STIP cycle, FY 21/22 and 22/23. Consistent with APC policies, APC staff anticipates conducting a competitive application cycle this fall to select projects for programming. The adopted criteria for project selection is attached for reference. It is likely that all available funds will be utilized by the existing priority projects and replacement of previously deleted projects.

Staff will work with Technical Advisory Committee (TAC) members over the next couple of months in preparation for this application cycle. Applications for funding will be due in late September or early October. Prior to APC action, the TAC will review programming requests and make a recommendation using the approved criteria. Because the Regional Transportation Improvement Program (RTIP), which programs the region's STIP funds, is due to the State in December, we intend to present the final RTIP to the APC Board for adoption in November.

ACTION REQUIRED: No action required.

ALTERNATIVES: None.

RECOMMENDATION: Discuss the State Transportation Improvement Program Fund Estimate.
No action is required.

Lake APC
RTIP Project Selection Criteria

The following criteria have been established consistent with Resolution 12-13-11 which established Regional Transportation Improvement Program (RTIP) policies and selection criteria. Evaluations and scoring will be conducted by the Technical Advisory Committee. In formulating funding recommendations to the APC, the TAC may consider other relevant factors and through the exercise of professional judgment, may vary from that priority order which may have been established through the numerical ranking process. Final project selection shall be made by the APC.

Project: _____
 Applicant: _____
 Date Reviewed: _____

Criteria & Maximum Points	Score	Comments
Regional Benefit 20 Points		
Safety 15 Points		
Reasonableness/Cost Benefit 15 points		
Urgency 10 Points		
One-Time Funding Opportunity/ Leveraging Other Funds 10 Points		
Traffic Volume 10 Points		
Readiness 10 Points		
Complete Streets/Multi-Modal 10 Points		
TOTAL		

Lake 29-Expressway Project

Informational Update

Lake APC

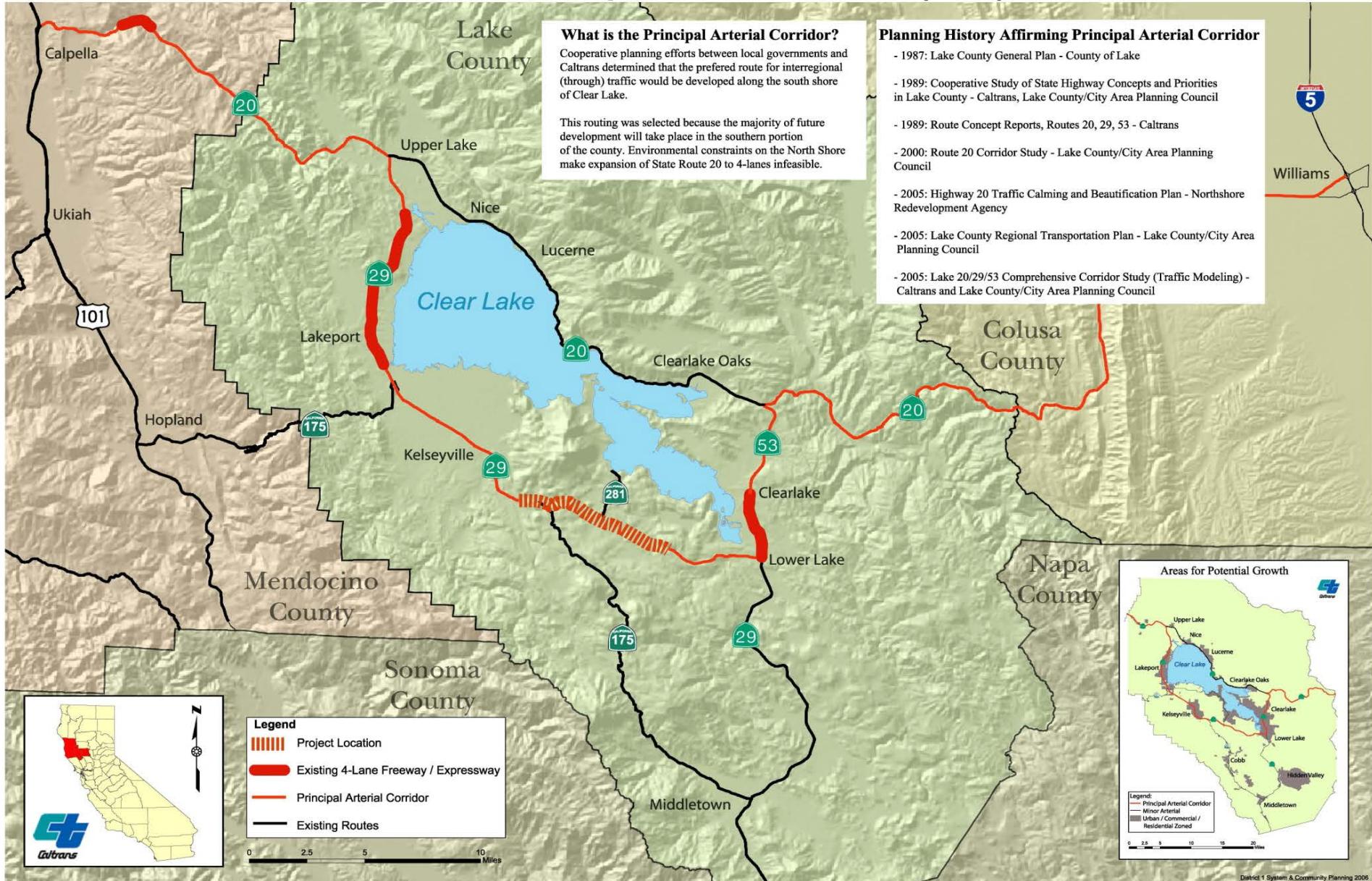
August 9, 2017

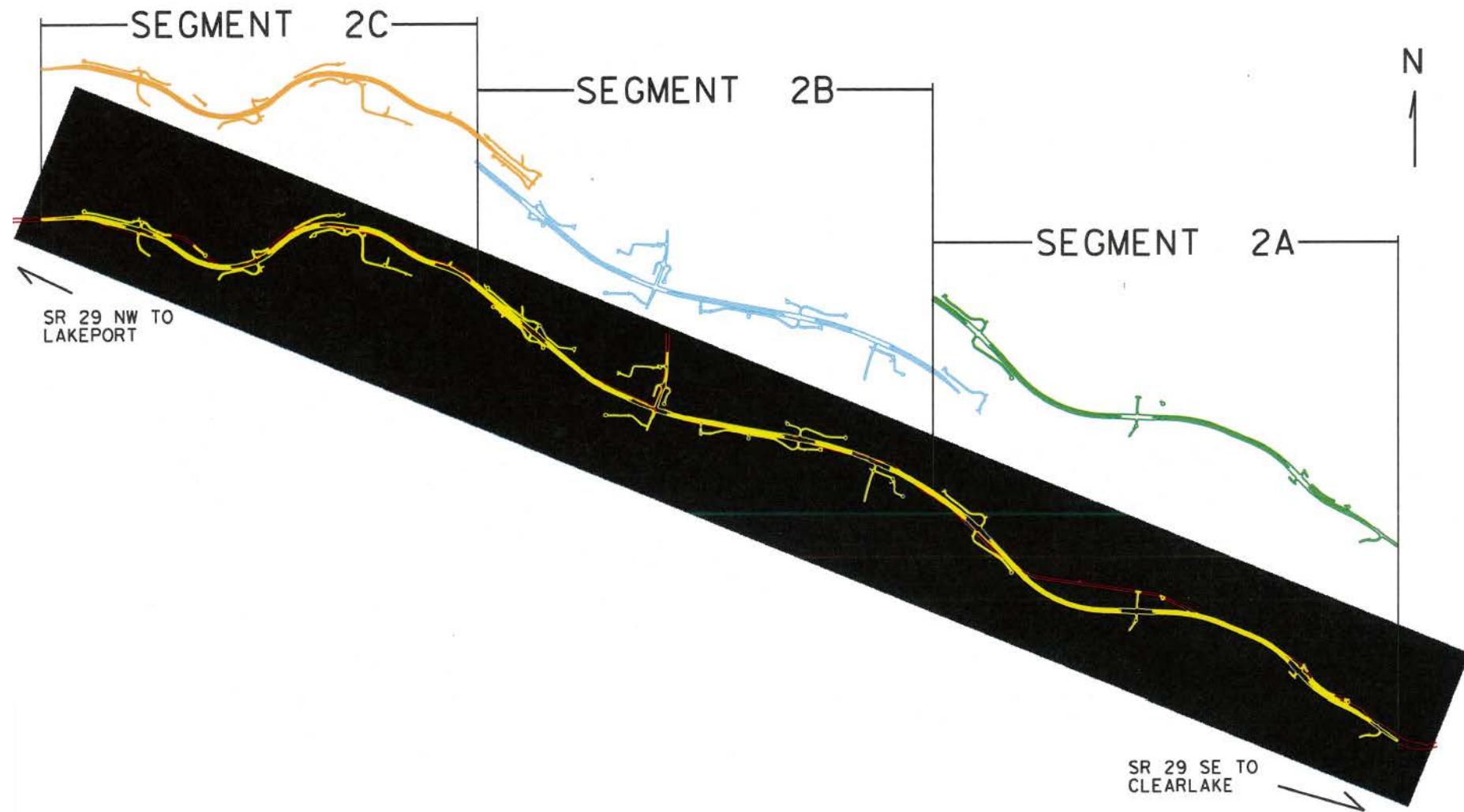
Jaime Matteoli, Caltrans Project Manager

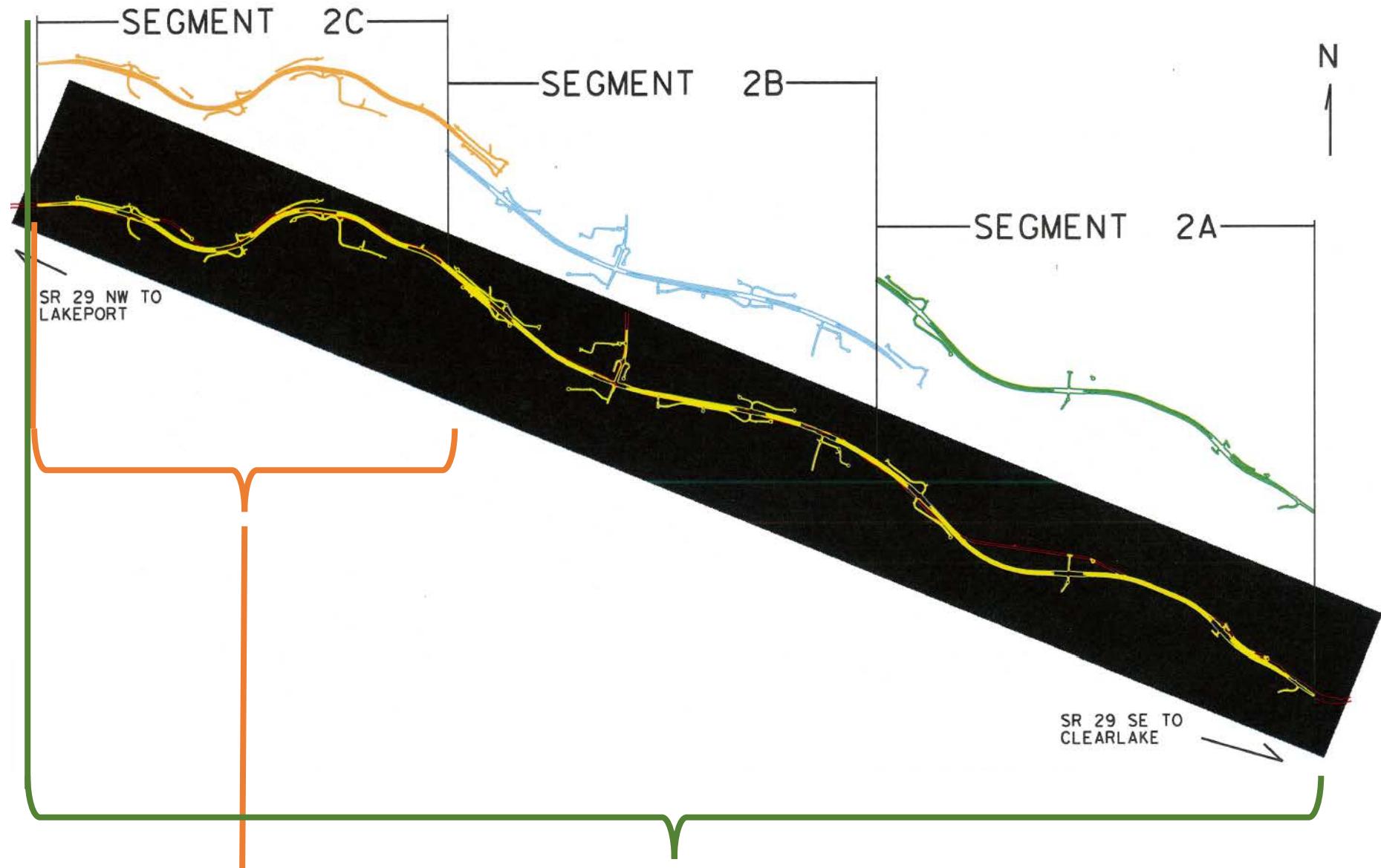
Presentation Outline

- Project Concept & Scope
- Cost Increases for Segment 2C
- Funding Segments 2A and 2B
- Questions

Route 20 Principal Arterial Corridor (PAC)



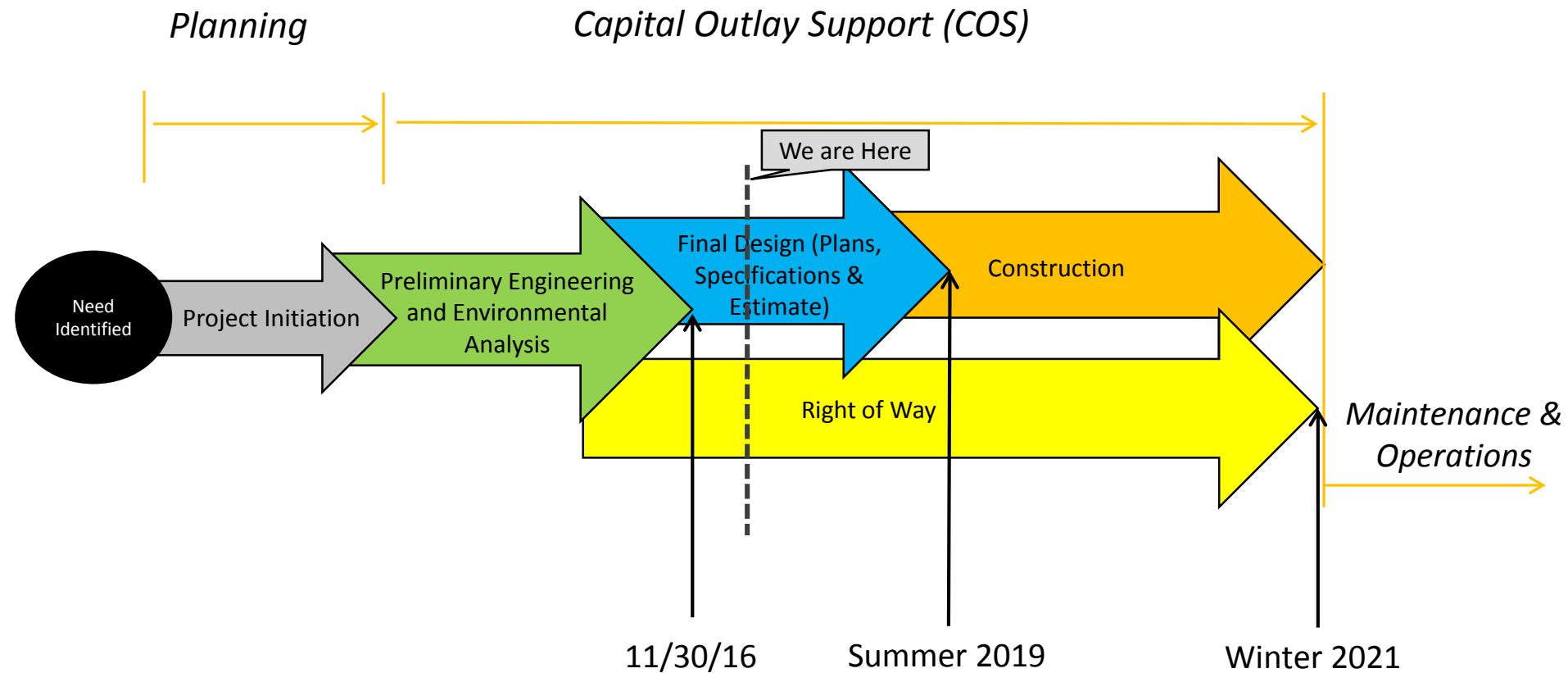




Funded Through
Construction

Environmental
Document Complete

Phases of Project Delivery



Existing

- **Conventional Highway**

- 8900 ADT
- 2 - 12 ft lanes
- 0 ft - 4 ft shoulders
- Curvilinear Alignment
- Limited Passing Opportunities



Scope

- Construct 8.0 miles of a 4-lane Expressway
 - 46-foot Median
 - Construct Frontage Roads / Decrease Number of At-Grade Intersections
 - Facilitate Principal Arterial Corridor (SR 20/29/53)
 - Construct to Current Standards
 - Meet Regional Transportation Plan and Interregional Transportation Strategic Plan

Development History

- Project Study Report - 1988
- Initial Programming (IIP funds only): 1998
- DED was completed: 2007
- Safety Funding: 2014
- Environmental Document Completed: November 2016
- SHOPP Funding Increase - \$20M: April 2017

Reasons for Cost Increase

- Delay of STIP funds – Cost Escalation
- New Retaining Wall
- New Wildlife Crossing
- Utility Liability – Superior Rights
- Mitigation

Segment 2C Cost Increase

\$22M

\$20M

\$2.1M

\$1.8M

\$0.32M

Total Cost
Increase

SHOPP

STIP

IIP

RIP

Preconstruction for Segments 2A and 2B

1. Cost Estimate

- Design Work Estimate: \$12M
- Proposed IIP/RIP Ratio: 85/15
 - RIP Share: \$1.8M
- Advance Project Development Element (APDE): \$782k

Benefits of Funding Design

- Improved Competitiveness for Funding
 - SB1 Freight Program
 - Geographic Balancing
 - Strategic Planning
 - INFRA
- Cost Savings in Construction
- Approaching Full Concept
 - Freight Mobility
 - Safety
 - Operational Efficiency
 - Traffic Calming on North Shore
- History of Lake APC Commitment – Leveraging Funds

Leveraging RIP Funding on 2C

\$110M



Total Cost

\$18M



RIP

Questions or Comments



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Professional Services Contract with
Smith & Newell

DATE PREPARED: August 3, 2017
MEETING DATE: September 9, 2017

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

In September 2014, the Lake APC Directors approved a three-year agreement for auditing services with Smith & Newell for fiscal years June 30, 2014-2016. At that time, I explained that audits had been conducted over the past several years by Smith & Newell and had gone well. The Board considered the distribution of a Request for Proposal (RFP) for future audits, but ultimately directed me to execute the contract with Smith & Newell for the purposes of continuity, and the amount of time and money that would be saved by avoiding the RFP process.

Attached you will find a cover letter and Professional Services Agreement written by Norman Newell, CPA, for the continuation of auditing services the Lake APC and Lake Transit Authority for the following three years. According to the cost proposal, the payment schedule will be a not to exceed amount as follows: Years ended 6/30/17 - \$9,200, 6/30/18 - \$9,450 and 6/30/19 \$9,700. If, however, a single audit is required, an additional cost of \$1,450 will be applied. The cost to complete this year's audit (ending 6/30/16) is \$9,200, so increases would continue to be minimal.

There are three options the Board should consider: 1) Direct Lake APC Staff to conduct a formal RFP process; 2) Instruct Executive Director to execute (attached) three year contract with Smith & Newell; 3) Continue with Smith & Newell one year at a time. If the Board is satisfied with this proposal, I ask that you take action to authorize the Executive Director to approve the contract so we can begin the audit process in order to meet the State Controller's deadline of an electronic filing of October 20, 2017.

ACTION REQUIRED: Provide Executive Director with direction of how to proceed with next year's fiscal audit. If the Board is supportive of this contract formal action will be needed in order to proceed with the audit.

ALTERNATIVES: None identified.

RECOMMENDATION: No preference, but options are: 1) Conduct RFP process for professional auditing services for Lake APC & LTA, 2) Authorize Executive Director to continue with three year contract with Smith & Newell, or; 3) Contract with Smith & Newell on a year-to-year basis for auditing services.

RECEIVED JUN 30 2017

SMITH & NEWELL

CERTIFIED PUBLIC ACCOUNTANTS

June 28, 2017

Lake County/City Area Planning Council
c/o Davey-Bates Consulting
367 N. State Street, #204
Ukiah, CA 95482

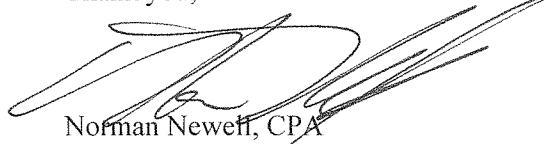
RE: Lake County/City Area Planning Council Proposal June 30, 2017, 2018 and 2019

Lisa,

Enclosed is our proposal to provide professional services to Lake County/City Area Planning Council for the years ending June 30, 2017, June 30, 2018 and June 30, 2019. If this proposal meets with your understanding of the engagement, we will provide a contract for you to sign.

If you have any questions concerning this proposal please give me a call at (530) 673-9790. We appreciate the opportunity to be working with you.

Thank you,



Norman Newell, CPA
Partner

**LAKE COUNTY/CITY
AREA PLANNING COUNCIL
LAKEPORT, CALIFORNIA**

**PROPOSAL TO PROVIDE AUDIT OF THE FINANCIAL
STATEMENTS OF THE LAKE COUNT/CITY AREA
PLANNING COUNCIL AND
THE LAKE COUNTY TRANSIT AUTHORITY
FOR FISCAL YEARS 2017, 2018 AND 2019**

**SUBMITTED BY
SMITH & NEWELL CPAS
950 THARP ROAD, SUITE 502
YUBA CITY, CA 95993
June 28, 2017**

SMITH & NEWELL

CERTIFIED PUBLIC ACCOUNTANTS

June 28, 2017

Lake County/City Area Planning Council
c/o Davey-Bates Consulting
367 N. State Street #204
Ukiah, CA 95482

Attn: Lisa Davey-Bates

Smith & Newell, CPAs is pleased to submit our proposal to provide the Lake County/City Area Planning Council and the Lake County Transit Authority professional audit services for the fiscal years ending June 30, 2017, 2018 and 2019. We are very familiar with your audit requirements and believe that our technical approach and staffing plan described herein respond fully to the Council's needs.

Our understanding of the scope of work is as described in the accompanying proposal. We are committed to performing the work within the time periods established and meeting the required delivery date of all required reports.

We believe our audit approach involving experienced staff, extensive partner participation and our proposed work plan uniquely qualify Smith & Newell to be the best choice for the Lake County/City Area Planning Council.

Our staff, who will be assigned to the Council's audit, are experienced professionals that have extensive experience with government audits. Each of our staff bring experience to the audit that allows for a new outlook with innovative suggestions to improve quality and efficiency. We feel the choice of an audit firm should be primarily based upon staff. We have an extremely low percentage of key employee turnover and we are confident that we will provide the Council with consistent staff over the contract period.

Partner involvement is also key to the audit's success. Norman Newell actively participates in all phases of the audit. He will be very responsive to the Council's needs and is available to assist the Council at any time during the year. His extensive experience with government auditing provides the benefit of recommendations based on valuable insights to better improve the Council's operations and procedures.

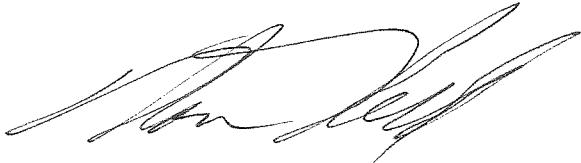
Our proposed work plan is based on years of experience with government auditing. We understand the demands placed on governments today and the challenges they face. In developing our work plan, we use the latest audit technology and methodologies to accomplish the goals of the engagement in the most efficient manner which minimizes disruption to normal Council operations.

We hope that as you read through this proposal, you recognize the philosophy of our firm which is to provide each of our clients with exceptional service, experienced staff, and an audit approach that will fit their needs. Our dedication to quality, professional standards and service has been the guiding force in our firm since its inception in 1988. Thank you for providing us the opportunity to present our proposal. This is a firm and irrevocable offer for 90 days from the date of this proposal. As a partner in the firm of Smith & Newell CPAs, Norman Newell is authorized to negotiate with the Council and to sign contracts on behalf of Smith & Newell CPAs. If you have any questions concerning this proposal, please call Norman Newell at (530)673-9790 or via e-mail at accounting@smithandnewell.com.

Very Truly Yours,

Smith & Newell, CPAs

By:

A handwritten signature in black ink, appearing to read "Norman Newell".

Norman Newell, CPA

Partner

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Appendix A: Peer Review

Appendix B: Resumes

SECTION 1

INTRODUCTION

Scope of Work

The Lake County/City Area Planning Council, the regional transportation planning agency for the County of Lake, was established in 1972 pursuant to the Transportation Development Act. The Council is responsible for transportation planning activities as well as administration of the Local Transportation Fund, State Transit Assistance Fund, Transportation Planning fund, and the Bicycle/Pedestrian fund.

The Lake Transit Authority, the transit agency for the County of Lake, was established in 1972 pursuant to the Transportation Development Act. The TDA Provides for state funding to the counties for public transportation expenditures. The principal source of funding is derived from 1/4 cent of the state sales tax collected statewide. The 1/4 cent is returned by the State Board of Equalization to each County according to the amount of sales tax collected in the County.

We will perform an audit of the Lake County/City Area Planning Council and the Lake Transit Authority. The audits will be prepared in accordance with generally accepted auditing standards applicable to financial audits contained in Government auditing Standards, issued by the Comptroller General of the United States, the Transportation Development Act and the Administrative rules and regulations pertaining thereto. This engagement will also include preparation of the Annual Report of Financial Transactions for the State Controller's Office.

SECTION 2

TECHNICAL APPROACH

Our Practice

Smith and Newell CPAs was established in 1988 as a full service firm. We are a local CPA firm located in Yuba City, California. We are a general partnership providing auditing, tax, accounting and consulting services to governmental entities, nonprofits, corporations, partnerships and individuals. Government services constitute a significant portion of Smith & Newell's total practice. As the partners in the firm of Smith & Newell, we have a commitment to maintain a "hands on" approach to our governmental audits. We actively participate in all phases of each engagement and feel that because of this policy we are able to offer you a high quality audit at a reasonable price.

Currently our firm consists of seven individuals, including five professionals and two administrative personnel. The professional staff consists of two partners, one manager, one supervisor and one staff accountant.

Peer Review

Our firm is devoted to quality, and we have taken extra steps to assure that we meet the highest professional standards of quality. Our firm has a program of quality control to ensure that our engagements meet the standards of the Yellow Book, including qualifications, independence, due professional care, and quality control. Every three years we must undergo a peer review of our system of quality control for our accounting and auditing practice. Our peer review includes an onsite review of specific government engagements. A Peer Review Committee establishes the standards and procedures governing the conduct of the peer review. Upon completion of the peer review, the reviewers communicate their findings to the reviewed firm and prepare a written report. These standards provide that the report should contain, among other things:

- The reviewer's opinion on whether the reviewed firm's quality control system met the guidelines of quality control standards established by the AICPA, and whether the system was being complied

- with to provide the firm with reasonable assurance of conforming with professional standards.
- The reviewer may issue an unqualified, qualified or adverse opinion. We are pleased to report that we have always received an unqualified opinion - the highest level of assurance possible. Our continued participation in periodic peer reviews and our voluntary membership in the AICPA and the California Society of CPAs support the firm's commitment to quality and client service.

A copy of our most recent Peer Review Report is provided in Appendix A of this proposal.

No Record of Substandard Audit Work

Our firm does not have a record of substandard audit work, nor any outstanding claim of substandard work or unsatisfactory performance pending with the State Board of Accountancy nor the Federal Inspector General. There have not been any positive enforcement actions or other matters that would reflect negatively on our professional qualifications, including any action for substandard audits taken by the State Board of Accountancy, or the Federal Inspector General.

Disciplinary Action

There are not any current or pending disciplinary or litigation actions against our firm in any manner related to our professional activities, nor have there been any such actions in the past.

SECTION 3

PROJECT MANAGEMENT

Proposed Segmentation of the Engagement

Our audit methodology for performing financial statement audits of government entities involves four phases: Phase I - Planning and Evaluating Internal Control, Phase II - Internal Control and Risk Assessment, Phase III - Testing and Phase IV - Reporting. These phases are summarized below:

Phase I - Planning and Evaluating Internal Control

This phase establishes our basic understanding of the Council and its environment and forms the basis of our evaluation of internal control.

- Establish an understanding with the Council
- Schedule staffing and conduct staff fraud and discussion meeting
- Develop and expand understanding of the Council's operations by review of prior year work papers, reviewing minutes and discussion and analysis
- Determine planning and design materiality and tolerable misstatement
- Conduct entrance meetings with Council and inquire about fraud and abuse
- Identify significant processes and internal controls
- Identify risk factors
- Prepare initial Audit Preparation Schedule and transmit to Council

Phase II - Internal Control and Risk Assessment

The timing of this phase is dependent on when the Council has completed the initial Client Preparation Schedule and closed the Council general ledger.

- Request Council closed trial balances
- Perform preliminary analytical procedures
- Identify control objectives
- Identify and understand relevant control activities for financial reporting as well as for

compliance reporting

- Determine the nature, extent, and timing of control tests and compliance
- Perform control tests and test compliance
- Assess internal control on a preliminary basis
- Design and update audit programs

Phase III - Testing Phase

The timing of this phase will be flexible to best accommodate the schedule of the Council while keeping in line with statutory requirements.

- Conduct additional audit procedures to conclude on financial statement presentation
- Perform compliance procedures on required disclosures
- Progress conference and exit conference with Council to discuss reports, pending items and observations
- Obtain legal representation letter and review for potential liability
- Documentation and review of workpapers

Phase IV - Reporting Phase

The timing of this phase will be scheduled upon completion of all required testing.

- Perform overall analytical procedures
- Reassess materiality and risk
- Evaluate misstatements
- Conclude other audit procedures and clear open items with Council
- Determine conformity with applicable standards
- Complete comprehensive engagement review
- Compile draft basic financial statements for Council review
- Prepare Annual State Controller's Report
- Review Council comments and suggestions and make any required revisions
- Obtain Management representation letter
- Provide final signed reports to Council

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SECTION

PROFESSIONAL STAFF

Qualifications and Experience of Assigned Partners, Supervisors and Staff

The engagement team for Lake County/City Area Planning Council collectively possess over 80 years of auditing experience. They have the ability and expertise to meet the complex demands of the engagement. They will participate in all phases of the audit.

The following chart provides an overview of the key members of the engagement team to be assigned to the Lake County/City Area Planning Council audit:

- Norman Newell, CPA - Norman is a partner in Smith & Newell, CPAs, specializing in government auditing. As a partner in the firm he will have hands on involvement in all aspects of this engagement. He will be responsible for planning the audit and assuring that the design of audit programs achieve the objectives of the audit as well as final review of all workpapers. He will work closely with the Council to ensure issues are identified and resolved in a timely manner. He will have ultimate responsibility for the delivery of services to Lake County/City Area Planning Council.
- Carrie Schroeder, CPA - Carrie is a partner in Smith & Newell, CPAs, specializing in government auditing. As a partner in the firm she will have hands on involvement in all aspects of this engagement. She will assist in resolving technical issues and review reports for overall quality.
- Matt Davis, CPA - Matt is a manager in Smith & Newell, CPAs, with experience in government auditing including transportation entities. As a manager in the firm he will participate in various aspects of the Council audit including internal control testing and analytical reviews.
- Susan Beeter, CPA - Susan is a supervisor in Smith & Newell, CPAs, with experience in governmental auditing including transportation entities. As a supervisor in the firm she will participate in various aspects of the Council audit including compliance testing and report formatting.

Engagement Staffing

We are committing the engagement partners, manager, supervisor and staff accountant as assigned in this proposal, and they will not be changed unless those personnel leave the firm. Other audit personnel may be changed at the discretion of the firm provided that replacements have substantially the same or better qualifications or experience. Resumes of these key professionals to be assigned to the Lake County/City Area Planning Council audit are provided in Appendix B of this proposal.

Continuing Education

In compliance with Generally Accepted Government Auditing Standards, our firm administers a program to ensure that all professional staff members meet continuing professional education (CPE) requirements. Since a large percentage of Smith & Newell's client base includes governmental entities, we are aware of the strict educational guidelines required by the "Yellow Book", Government Auditing Standards, published by the U.S. General Accounting Office. As part of our quality control program, we ensure that all members of the audit team complete a minimum of 80 hours of continuing professional education every two years, of which 24 must relate directly to government.

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SECTION

REFERENCES AND ADDITIONAL INFORMATION

Similar Engagements with Other Transportation Entities

Smith & Newell provides a significant amount of audit services to governmental entities. A firm resume of governmental audits we have performed in the last five years is included Appendix B. A representative list of three transportation audits follows:

COLUSA TRANSPORTATION COMMISSION

Scope of Services:

Conducted financial and/or compliance audits and prepared reports as follows:

- Commission Audited Financial Report
- Triennial Performance Audit

Years Served:

Fiscal years ending June 30, 2003 to present

Contact:

Robert Zunino
Assistant Auditor Controller
(530)458-0415

SIERRA COUNTY TRANSPORTATION COMMISSION AND TRANSIT FUND

Scope of Services:

Conducted financial and/or compliance audits and prepared reports as follows:

- Commission Audited Financial Report
- Transit Audited Financial Report
- Triennial Performance Audit

Years Served:

Fiscal years ending June 30, 2014 to present

Contact:

Van Maddox
Auditor
(530)289-3273

MARIPOSA TRANSPORTATION COMMISSION

Scope of Services:

Conducted financial and/or compliance audits and prepared reports as follows:

- Commission Audited Financial Report
- Transit Audited Financial Report
- Triennial Performance Audit

Years Served:

Fiscal years ending June 30, 2003 to present

Engagement Partner:

Norman Newell

Contact:

Debbie Isaacs
Auditor
(209)966-7606

Affirmative Action Policy

Smith & Newell is an equal opportunity employer committed to compliance with federal, state, and local laws prohibiting employment discrimination. Employment decisions are made solely on the basis of merit, fitness and equality of opportunity.

Independence

Smith and Newell, CPAs is independent of the Lake County/City Area Planning Council, as defined by auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards (commonly referred to as the "Yellow Book" standards), issued by the Comptroller General of the United States.

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SECTION

COST PROPOSAL

Total All Inclusive Maximum Price

The total all inclusive maximum price for the annual audit in conformity with generally accepted accounting principles and the applicable fiscal audit requirements of the Lake County/City Area Planning Council and the Lake Transit Authority for the year ended June 30, 2017 will not exceed \$9,200, for the year ended June 30, 2018 will not exceed \$9,450 and for the year ended June 30, 2019 will not exceed \$9,700.

If a single audit is required, we will conduct this audit in accordance with the Uniform Guidance and the Single Audit Act guidelines for single audits. This engagement will include all required statements and schedules. The additional costs will not exceed \$1,450.

Rates for Additional Professional Services

If it should become necessary for the Lake County/City Area Planning Council to request the auditor to render any additional services to either supplement the services requested or to perform additional work as a result of the specific recommendations included in any report issued on this engagement, then such additional work shall be performed only if set forth in an addendum to the contract between the Lake County/City Area Planning Council and Smith & Newell. Any such additional work agreed to between the Lake County/City Area Council and Smith & Newell shall be performed at an agreed upon price relative to the contracted service fee.

APPENDIX A: PEER REVIEW



www.CoughlanNapaCPACo.com
Company@CoughlanNapaCPACo.com

System Review Report

November 24, 2015

To Smith & Newell, CPAs and the Peer Review Committee
of the California Society of Certified Public Accountants

We have reviewed the system of quality control for the accounting and auditing practice of Smith & Newell, CPAs (the firm) in effect for the year ended May 31, 2015. Our peer review was conducted in accordance with the Standards for Performing and Reporting on Peer Reviews established by the Peer Review Board of the American Institute of Certified Public Accountants. As a part of our peer review, we considered reviews by regulatory entities, if applicable, in determining the nature and extent of our procedures. The firm is responsible for designing a system of quality control and complying with it to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Our responsibility is to express an opinion on the design of the system of quality control and the firm's compliance therewith based on our review. The nature, objectives, scope, limitations of, and the procedures performed in a System Review are described in the standards at www.aicpa.org/prsummary.

As required by the standards, engagements selected for review included an engagement performed under *Government Auditing Standards*.

In our opinion, the system of quality control for the accounting and auditing practice of Smith & Newell, CPAs in effect for the year ended May 31, 2015 has been suitably designed and complied with to provide the firm with reasonable assurance of performing and reporting in conformity with applicable professional standards in all material respects. Firms can receive a rating of *pass*, *pass with deficiency(ies) or fail*. Smith & Newell, CPAs has received a peer review rating of *pass*.

Coughlan Napa CPA Company, Inc.

Constance Coughlan

By: Constance Coughlan

APPENDIX B: RESUMES

FIRM RESUME

(Last Five Years)

Cities (Including Single Audits)

City of Auburn
City of Colusa
City of Jackson
City of Lincoln
City of Live Oak
City of Nevada City
City of Shasta Lake

Counties (Including Single Audits)

County of Calaveras
County of Colusa
County of Del Norte
County of Glenn
County of Lake
County of Mariposa
County of Nevada
County of Plumas
County of Siskiyou
County of Sierra
County of Tehama

Redevelopment Agencies/Housing Authorities

City of Live Oak Redevelopment Agency
Regional Housing Authority of
Sutter and Nevada Counties

Transportation Audits

Colusa County Transportation Commission/Transit
Lake County/City Area Planning Council
Mariposa County Transportation Commission/Transit
Plumas County Transportation Commission/Transit

Other Audits

Yuba Sutter Economic Development Corporation
Yuba Sutter United Way
North Valley Behavioral Health
Willow Glen Counseling Center
Counseling Solutions
Children and Families First - Mariposa County
Children and Families First - Plumas County

Special Districts

Big Rock Community Service District
Big Springs Irrigation District
Border Coast Regional Airport Authority
Brophy Water District
Butte Valley Fire Protection District
Central Valley Rice Growers Assoc.
Colusa Basin Drainage District
Colusa County Water District
Colusa Resource Conservation District

Special Districts (Continued)

Copco Lake Fire Protection District
Crescent Fire Protection District
Del Norte County Library District
Del Norte Solid Waste
Drainage District No. 100
Etna Cemetery District
Feather Water District
Fort Dick Fire Protection District
Gilsizer County Drainage District
Happy Camp Fire Protection District
Hidden Valley Lake CSD
Higgins Fire Protection District
Hornbrook Fire Protection District
Hunter Valley Community Service District
Kelseyville Fire Protection District
Klamath Community Service District
Knights Landing Ridge Drainage District
Lake County Fire Protection District
Lake of the Pines Ranchos Community Services
Lakeport Fire Protection District
Levee District No. 1
Levee District No. 9
Live Oak Cemetery District
Mariposa Resource Conservation District
Maxwell Public Utility District
Mayten Fire Protection District
Mt. Shasta Fire Protection District
Mystic Mine Community Services District
North San Juan Fire Protection District
Ophir Hill Fire Protection District
Picard Cemetery District
Reclamation District No. 108
Reclamation District No. 1500
Redwood Park Community Service District
Rough & Ready Fire Protection District
Sacramento River Westside Levee District
Scott Valley Irrigation District
Smith River Community Service District
Smith River Fire Protection District
South Sutter Water District
Sutter Basin Fire Protection District
Sutter Cemetery District
Sutter Community Services District
Sutter Mutual Water Company
Sutter Resource Conservation District
Yolo County Water Control and Conservation District
Tulelake Multi-County Fire Protection District

NORMAN NEWELL, CPA, PARTNER

RESUME

POSITION

Norm is a partner in Smith & Newell CPAs specializing in audits of governmental entities.

EDUCATION

Bachelor of Science degree from University of California, Cal Poly and a second Bachelor of Science degree in Business Administration with a concentration in Accounting from California State University, Chico.

BACKGROUND

Norm has over 30 years of professional experience providing auditing, accounting and consulting services to governmental entities. As a partner in Smith & Newell, he has managed audits for numerous counties, cities, housing authorities, redevelopment agencies, special districts and grants and special programs. .

PROFESSIONAL ASSOCIATIONS

American Institute of Certified Public Accountants (AICPA)
California Society of Certified Public Accountants (CalCPA)
Association of Government Accountants (AGA)

CONTINUING PROFESSIONAL EDUCATION

Norm has satisfied the "Yellow Book" requirement of having at least eighty hours continuing professional education every two years, of which twenty four must directly relate to the government environment. and government auditing.

2015

Governmental, Accounting, & Auditing/Fraud	40
Tax	19

2016

Governmental, Accounting, & Auditing/Fraud	40
Tax	40

2017

Governmental, Accounting, & Auditing/Fraud	40
Tax	16

RELEVANT EXPERIENCE

For the fiscal year ended June 30, 2016, Norm actively participated in the government audits of seven counties, seven cities, and numerous special districts.

CARRIE SCHROEDER, CPA, PARTNER

RESUME

POSITION

Carrie is a partner in Smith & Newell CPAs specializing in audits of governmental entities.

EDUCATION

Bachelor of Science degree from California State University Sacramento

BACKGROUND

Carrie has over 13 years of professional experience working with Smith & Newell. She has provided auditing and accounting services to a variety of governmental entities. As a partner in Smith & Newell, she has actively participated in audits for numerous counties, cities, housing authorities, redevelopment agencies, special districts, grants and special programs.

PROFESSIONAL ASSOCIATIONS

American Institute of Certified Public Accountants (AICPA)
California Society of Certified Public Accountants (CalCPA)
Association of Government Accountants (AGA)

CONTINUING PROFESSIONAL EDUCATION

Carrie has satisfied the "Yellow Book" requirement of having at least eighty hours continuing professional education every two years, of which twenty four must directly relate to the government environment, and government auditing.

2015

Governmental, Accounting, & Auditing/Fraud	48
Tax	19
Ethics, Regulatory & Review	6

2016

Governmental, Accounting, & Auditing/Fraud	34
Tax	16

2017

Governmental, Accounting, & Auditing/Fraud	52
Tax	16
Ethics, Regulatory & Review	4

RELEVANT EXPERIENCE

For the fiscal year ended June 30, 2016, Carrie actively participated in the government audits of seven counties, seven cities, and numerous special districts.

MATT DAVIS, CPA, MANAGER RESUME

POSITION

Matt is a manager in Smith & Newell CPAs specializing in audits of governmental entities.

EDUCATION

Bachelor of Science degree from Harding University, Arkansas

BACKGROUND

Matt has over 18 years of professional experience providing auditing, accounting and consulting services to governmental entities. As a manager in Smith & Newell, he has actively participated in audits for numerous counties, cities, housing authorities, redevelopment agencies, special districts and grants and special programs.

PROFESSIONAL ASSOCIATIONS

American Institute of Certified Public Accountants (AICPA)
California Society of Certified Public Accountants (CalCPA)
Association of Government Accountants (AGA)

CONTINUING PROFESSIONAL EDUCATION

Matt has satisfied the "Yellow Book" requirement of having at least eighty hours continuing professional education every two years, of which twenty four must directly relate to the government environment. and government auditing.

2015

Governmental, Accounting, & Auditing/Fraud	47
Tax	8
Ethics, Regulatory & Review	2

2016

Governmental, Accounting, & Auditing/Fraud	41
Tax	16

2017

Governmental, Accounting, & Auditing/Fraud	40
Tax	8

RELEVANT EXPERIENCE

For the fiscal year ended June 30, 2016, Matt actively participated in the government audits of seven counties, seven cities, and numerous special districts.

SUSAN BEETER, CPA, SUPERVISOR RESUME

POSITION

Susan is a supervisor in Smith & Newell CPAs specializing in audits of governmental entities.

EDUCATION

Bachelor of Science degree in Accounting from North Dakota State University

BACKGROUND

Susan has over 15 years of professional experience working with Smith & Newell. She has provided auditing and accounting services to a variety of governmental entities. As a supervisor in Smith & Newell, she has actively participated in audits for numerous counties, cities, housing authorities, redevelopment agencies, special districts and grants and special programs.

PROFESSIONAL ASSOCIATIONS

American Institute of Certified Public Accountants (AICPA)
California Society of Certified Public Accountants (CalCPA)
Association of Government Accountants (AGA)

CONTINUING PROFESSIONAL EDUCATION

Susan has satisfied the "Yellow Book" requirement of having at least eighty hours continuing professional education every two years, of which twenty four must directly relate to the government environment. and government auditing.

2015

Governmental, Accounting, & Auditing/Fraud	40
Tax	8
Ethics, Regulatory & Review	4

2016

Governmental, Accounting, & Auditing/Fraud	32
Tax	8

2017

Governmental, Accounting, & Auditing/Fraud	52
Tax	8
Ethics, Regulatory & Review	4

RELEVANT EXPERIENCE

For the fiscal year ended June 30, 2016, Susan actively participated in the government audits of seven counties, seven cities, and numerous special districts.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

Lake APC Meeting: 8/9/17

Agenda Item: #8

TITLE: California Consensus Transportation Investment Principles

DATE PREPARED: August 1, 2017

MEETING DATE: August 9, 2017

SUBMITTED BY: Phil Dow, Transportation Planning

BACKGROUND:

Earlier this year, Giles Giovinazzi, the Federal Transportation Liaison for the California Department of Transportation, convened a California Transportation Federal Affairs Working Group with a number of California stakeholders (MPOs, Counties, California Transit Association, CTC, Tribal groups, and others) to consider transportation issues and develop a “Consensus Principles” document. Afterward, a high-level document was developed that reflected State priorities based on these discussions as well as written comments that were submitted. The attached PRE-DECISIONAL DISCUSSION DRAFT – “California Federal Transportation Infrastructure Investment Principles” document is the result of this effort.

Based on indications that Congress may soon consider legislation dealing with America’s infrastructure needs, Caltrans Director Malcom Dougherty hosted a statewide conference call to discuss these Consensus Principles on July 31, 2017.

Director Dougherty requested that each transportation agency consider signing on to these principles so that California can present a united front when serious debate begins in addressing infrastructure needs. All agencies were asked to consider these during August so that the California Consensus can be available when Congress resumes after the August recess. A final edited draft is expected to be available by August 4.

I participated in the conference call on behalf of the Area Planning Council. After review of each principle by Director Dougherty, the conference call was opened up for questions on the proposed Consensus Principles. Finding that there were no questions from participants, Director Dougherty concluded the shorted conference call of this type I have ever attended.

With the deadline for the August 9 agenda approaching tomorrow, the APC’s opportunity to participate in California’s consensus principle process will be based on the draft principles attached herein. If an amended consensus principles document is available prior to the meeting date, it will be supplied to the Board.

At this point I see nothing in these draft consensus principles that are radically different than principles agreed upon in past cycles. Although rural agencies would likely develop some different principles than contained in this document, it is very difficult to obtain consensus in a state as large and diverse as ours.

ACTION REQUIRED: Consider joining other California transportation agencies as a signatory to the California Consensus Principles

ALTERNATIVES: (1) The Board may choose not to sign on to the California Consensus Principles or, (2) the Board may choose to propose changes or amendments to these principles.

RECOMMENDATION: Provided that there are not significant revisions to the draft provided to the Board, it is recommended that the Area Planning Council agree to become a signatory agency to California Consensus Principles outlined in the document identified as “California Federal Transportation Infrastructure Investment Principles”.

PRE-DECISIONAL DISCUSSION DRAFT – “California Federal Transportation Infrastructure Investment Principles”

As President Trump and the U.S. Congress consider an agenda for the 115th Congress, we, the undersigned California transportation stakeholders, urge the nation’s leaders to make federal surface transportation infrastructure investment a top priority.

California is Eager to Partner with the Federal Government on Infrastructure

Transportation is the lifeblood of California’s economy. The state’s multimodal surface transportation network transports the highest volume of freight in the nation and enables 18 million California workers to commute to major employment centers, supporting the state’s \$2.6 trillion annual contribution to the nation’s economy. Yet, California – like the rest of the country – faces significant transportation challenges that threaten to stifle economic growth and degrade the quality of life of our residents.

California has joined cities, counties, regions, and states across the country to increase infrastructure funding. In April, Governor Edmund G. Brown Jr. signed Senate Bill 1, the landmark “Road Repair and Accountability Act of 2017,” which was backed by a broad coalition of supporters and will invest \$52.4 billion over the next decade to fix roads, freeways, bridges, and put more dollars toward transit, safety programs and active transportation infrastructure in communities across California. Yet state, local and tribal governments across America continue to need a strong federal partner to make needed “fix it first” investments to preserve our existing assets and deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility and keep the economy growing in California and across the nation.

We recommend the following principles guide the development of an infrastructure package:

Restore Highway Trust Fund Solvency – Without an infusion of significant new funding to the Highway Trust Fund (HTF), Congress will be faced with nearly \$20 billion in annual revenue shortfalls when the Fixing America’s Surface Transportation (FAST Act) expires in federal fiscal year (FY) 2020. Thus, the Trump Administration’s FY 2018 Budget proposal to limit HTF outlays to anticipated revenues starting in FY 2021 would significantly reduce core federal support for highway and transit projects. Any new infrastructure funding package should include new sustainable revenues to ensure the long-term solvency of the HTF and provide for increased direct federal investment after FY 2020. It should also ensure that Federal Transit Administration (FTA) programs continue to receive their historical funding share from the HTF. Federal financing and targeted one-time funding proposals cannot replace increased and sustained federal investment.

Direct Federal Investment Should Be Major Part of Any Funding Package – California has taken the lead in utilizing innovative financing mechanisms to deliver major transportation investments. As such, California supports proposals to expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and expand and lift the cap on Private Activity Bonds. However, financing tools cannot replace direct federal investment. In fact, direct federal funding is often an important tool that enables further leveraging of public sector funds and can help bring private partners to the table. For example, across the country, FTA Capital Investment Grant project sponsors have employed innovative financing tools such as TIFIA to fund major transit expansions combined with multi-year federal direct funding commitments

PRE-DECISIONAL DISCUSSION DRAFT – “California Federal Transportation Infrastructure Investment Principles”

through Full Funding Grant Agreements (FFGA), which enable these projects to put together innovative financing packages.

Build on the Bipartisan FAST Act Structure – California strongly supported the passage of the bipartisan FAST Act. Adopted in 2015, the FAST Act provides long-term certainty needed to advance multi-year highway, transit and passenger rail improvements. Any new infrastructure package should increase funding for the core highway, transit and passenger rail programs authorized by the FAST Act, which would empower state, local and tribal governments to expedite delivery of high-priority projects that are planned but not fully funded. Importantly, any transportation package should be in addition to, not in lieu of, maintaining existing FAST Act funding commitments to both highway and transit programs. As such, we oppose cuts to the FTA Capital Investment Grant program, as proposed in the FY 2018 Trump Administration budget request. Moreover, we reject the notion, included in the Administration’s budget, that “Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects,” as this approach ignores the regional and national mobility, economic and jobs benefits that transit projects provide.

Balance Investments with Formula and Discretionary Programs – California is a diverse state and as such we support the balanced approach Congress employed with the FAST Act of investing in both formula and discretionary funding programs. An infrastructure package could expand on this structure with increased investment. This approach ensures that not only will state, local and tribal governments have the flexibility to address pressing “fix it first” priorities, improve safety and mobility, and meet the needs of rural communities and tribal governments, but also invest in the many regionally and nationally-significant projects in California – examples of which are included an initial list of high-priority infrastructure projects that the State developed earlier this yearⁱ – that will relieve congestion in major jobs centers and improve goods movement in critical border and trade corridors. This approach could include supplementing the FAST Act formula apportionment programs, FAST Act freight-related discretionary grants, FTA Capital Investment Grants and the Transportation Improvements Generating Economic Recovery – programs with a track record of success – as well as funding a new major projects program.

Fund Multimodal Mobility Solutions – Regions across California are taking a holistic approach to improving their transportation systems by making investments in multimodal transportation infrastructure that relieve congestion, improve the movement of goods and people, spur economic growth and improve quality of life. Similarly, the State is seeking to triple bicycle and double pedestrian and transit travel between 2010 and 2020 as a strategic sustainability target.ⁱⁱ Any new infrastructure package should increase the flexibility to invest in a range of mobility solutions that best address the wide array of challenges that face our community.

- **Public Transportation:** California has made significant investments in public transportation to meet mobility, economic (e.g., access to employment), environmental and transportation equity (e.g., providing mobility options to individuals who cannot drive or who cannot afford to drive) objectives. We also recognize, and impress on Congress, that investment in public transportation creates good-paying construction

PRE-DECISIONAL DISCUSSION DRAFT – “California Federal Transportation Infrastructure Investment Principles”

jobs, spurs domestic manufacturing in states across the nation where transit buses, rail cars, parts and materials are produced, and thus, promotes economic growth. Over a 20-year period, \$1 billion in investment in public transportation yields approximately \$3.7 billion in increased economic activity. At current wage rates, this is equivalent to a ratio of approximately 50,731 jobs per \$1 billion invested in public transportation.

- **Active Transportation:** Investing in active transportation furthers the State’s sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. Any new infrastructure package should ensure that walking and bicycling projects are eligible for funding. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment given the opportunity with new federal funding.
- **Passenger Rail:** As the state responsible for delivering the nation’s first high-speed rail system, California is making significant investments in intercity passenger rail, and therefore supports dedicated long-term federal investment in passenger rail programs. Modernizing the state’s passenger rail system will: reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; and sustain an innovative state economy that will help drive America’s economic competitiveness. Any new federal infrastructure investment package should provide significant funding for the High-Speed Intercity Passenger Rail program and fully fund FAST Act authorized Federal Railroad Administration intercity passenger rail grant programs. California opposes cuts to Amtrak service proposed by the FY 2018 Trump Administration budget.

Shorten Project Delivery Time – California strongly supports efforts to streamline Federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards. We are also encouraged by President Trump’s focus on streamlining the environmental review and permitting processes, and the state has developed a list of high-priority projects for consideration under Executive Order 13766, *Expediting Environmental Review and Approvals for High Priority Infrastructure Projects*.ⁱⁱⁱ

Provide Relief for 2017 California Winter Storm Damage - In 2017, California suffered the most severe winter storm events it has seen in 20 years brought on by an “atmospheric river” weather phenomena. These storms ended California’s drought and also caused an estimated \$1.4 billion in damage to state and local roadways since January, ranking the 2017 winter as the most expensive in history.^{iv} As federal policymakers consider investment in new infrastructure improvements, we urge Congress to also set aside funding to help California repair the damage to its transportation infrastructure stemming from this historic 2017 California Winter Storm disaster event.

PRE-DECISIONAL DISCUSSION DRAFT – “California Federal Transportation Infrastructure Investment Principles”

ⁱ Office of Governor Edmund G. Brown Jr. February 7, 2017 Letter to the National Governor’s Association providing and initial list of key infrastructure projects;

https://www.gov.ca.gov/docs/CA_Infrastructure_Letter_and_Projects_2.7.17.pdf

ⁱⁱ California Department of Transportation *Strategic Management Plan 2015-2020*;

http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf

ⁱⁱⁱ Governor Edmund G. Brown Jr. February 24, 2017 Letter to President Trump regarding California High-Priority Projects for consideration under Executive Order 13766;

https://www.gov.ca.gov/docs/2.24.17_Infrastructure_Letters.pdf

^{iv} Caltrans June 2017 *Mile Marker*, “Winter Storms Exact Historic Roads Toll”;

http://www.dot.ca.gov/milemarker/docs/2017/MM-2017-Q2.pdf#winter_storms

FINAL DRAFT – “California Federal Transportation Infrastructure Investment Principles”

As President Trump and the U.S. Congress consider an agenda for the 115th Congress, we, the undersigned California transportation stakeholders, urge the nation’s leaders to make federal surface transportation infrastructure investment a top priority.

California is Eager to Partner with the Federal Government on Infrastructure

Transportation is the lifeblood of California’s economy. The state’s multimodal surface transportation network transports the highest volume of freight in the nation and enables 18 million California workers to commute to major employment centers, supporting the state’s \$2.6 trillion annual contribution to the nation’s economy. Yet, California – like the rest of the country – faces significant transportation challenges that threaten to stifle economic growth and degrade the quality of life of our residents.

California has joined cities, counties, regions, and states across the country to increase infrastructure funding. In April, Governor Edmund G. Brown Jr. signed Senate Bill 1, the landmark “Road Repair and Accountability Act of 2017,” which was backed by a broad coalition of supporters and will invest \$52.4 billion over the next decade to fix roads, freeways, bridges, and put more dollars toward transit, safety programs and active transportation infrastructure in communities across California. Yet state, local and tribal governments across America continue to need a strong federal partner to make needed “fix it first” investments to preserve our existing assets and deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility and keep the economy growing in California and across the nation.

We recommend the following principles guide the development of an infrastructure package:

Restore Highway Trust Fund Solvency – Without an infusion of significant new funding to the Highway Trust Fund (HTF), Congress will be faced with nearly \$20 billion in annual revenue shortfalls when the Fixing America’s Surface Transportation (FAST Act) expires in federal fiscal year (FY) 2020. Thus, the Trump Administration’s FY 2018 Budget proposal to limit HTF outlays to anticipated revenues starting in FY 2021 would significantly reduce core federal support for highway and transit projects. Any new infrastructure funding package should include new sustainable revenues to ensure the long-term solvency of the HTF and provide for increased direct federal investment after FY 2020. It should also ensure that Federal Transit Administration (FTA) programs continue to receive their historical funding share from the HTF. Federal financing and targeted one-time funding proposals cannot replace increased and sustained federal investment.

Direct Federal Investment Should Be Major Part of Any Funding Package – California has taken the lead in utilizing innovative financing mechanisms to deliver major transportation investments. As such, California supports proposals to expand and provide additional flexibility for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, including streamlining the approval process, and to expand and lift the cap on Private Activity Bonds. However, financing tools cannot replace direct federal investment. In fact, direct federal funding is often an important tool that enables further leveraging of public sector funds and can help bring private partners to the table. For example, across the country, FTA Capital Investment Grant project sponsors have employed innovative financing tools such as TIFIA to fund major

transit expansions combined with multi-year federal direct funding commitments through Full Funding Grant Agreements (FFGA), which enable these projects to put together innovative financing packages.

Build on the Bipartisan FAST Act Structure – California strongly supported the passage of the bipartisan FAST Act. Adopted in 2015, the FAST Act provides long-term certainty needed to advance multi-year highway, transit and passenger rail improvements. Any new infrastructure package should increase funding for the core highway, transit and passenger rail programs authorized by the FAST Act, which would empower state, local and tribal governments to expedite delivery of high-priority projects that are planned but not fully funded. Importantly, any transportation package should be in addition to, not in lieu of, maintaining existing FAST Act funding commitments to both highway and transit programs. As such, we oppose cuts to the FTA Capital Investment Grant program, as proposed in the FY 2018 Trump Administration budget request. Moreover, we reject the notion, included in the Administration’s budget, that “Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects,” as this approach ignores the regional and national mobility, economic and jobs benefits that transit projects provide.

Balance Investments with Formula and Discretionary Programs – California is a diverse state and as such we support the balanced approach Congress employed with the FAST Act of investing in both formula and discretionary funding programs. An infrastructure package could expand on this structure with increased investment. This approach ensures that not only will state, local and tribal governments have the flexibility to address pressing “fix it first” priorities, improve safety and mobility, and meet the needs of rural communities and tribal governments, but also invest in the many regionally and nationally-significant projects in California – examples of which are included an initial list of high-priority infrastructure projects that the State developed earlier this yearⁱ – that will relieve congestion in major jobs centers and improve goods movement in critical border and trade corridors. This approach could include supplementing the FAST Act formula apportionment programs, FAST Act freight-related discretionary grants, FTA Capital Investment Grants and the Transportation Improvements Generating Economic Recovery – programs with a track record of success – as well as funding a new major projects program.

Fund Multimodal Mobility Solutions – Regions across California are taking a holistic approach to improving their transportation systems by making investments in multimodal transportation infrastructure that relieve congestion, improve the movement of goods and people, spur economic growth and improve quality of life. Similarly, the State is seeking to triple bicycle and double pedestrian and transit travel between 2010 and 2020 as a strategic sustainability target.ⁱⁱ Any new infrastructure package should increase the flexibility to invest in a range of mobility solutions that best address the wide array of challenges that face our community.

- **Public Transportation:** California has made significant investments in public transportation to meet mobility, economic (e.g., access to employment), environmental and transportation equity objectives (e.g., providing mobility options to individuals who cannot drive or who cannot afford to drive, and breaking down barriers for disadvantaged

communities). In California, public transportation has helped support the growth of key industries and institutions that are an engine of growth for the national economy. We also recognize, and impress on Congress, that investment in public transportation creates good-paying construction jobs, spurs domestic manufacturing in states across the nation where transit buses, rail cars, parts and materials are produced, and thus, promotes economic growth. Over a 20-year period, \$1 billion in investment in public transportation yields approximately \$3.7 billion in increased economic activity. At current wage rates, this is equivalent to a ratio of approximately 50,731 jobs per \$1 billion invested in public transportation.

- **Active Transportation:** Investing in active transportation furthers the State’s sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. Any new infrastructure package should ensure that walking and bicycling projects are eligible for funding. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment given the opportunity with new federal funding.
- **Passenger Rail:** As the state responsible for delivering the nation’s first high-speed rail system, California is making significant investments in intercity passenger rail, and therefore supports dedicated long-term federal investment in passenger rail programs. Modernizing the state’s passenger rail system will: reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; and sustain an innovative state economy that will help drive America’s economic competitiveness. Any new federal infrastructure investment package should provide significant funding for the High-Speed Intercity Passenger Rail program and fully fund FAST Act authorized Federal Railroad Administration intercity passenger rail grant programs. California opposes cuts to Amtrak service proposed by the FY 2018 Trump Administration budget.
- **Managed Lanes:** Throughout California, the construction of managed lanes has become a realistic and cost-effective way to deliver mobility choices to commuters. Managed lanes address multiple priorities including, but not limited to: enhanced transit service, ridesharing, travel time reliability, and congestion reduction. Tolled managed lanes can also offer the benefit of paying for operations and maintenance costs and other system improvements along the corridor, as well as potentially attracting private investment. A new transportation infrastructure investment package should liberalize tolling policy and facilitate the implementation of tolled managed express lanes.

Shorten Project Delivery Time – California strongly supports efforts to streamline Federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards. We are also encouraged by President Trump’s focus on streamlining the environmental review and permitting processes, and the state has developed a list of high-priority projects for consideration under Executive Order 13766, *Expediting Environmental Review and Approvals for High Priority Infrastructure Projects*.ⁱⁱⁱ

Provide Relief for 2017 California Winter Storm Damage - In 2017, California suffered the most severe winter storm events it has seen in 20 years brought on by an “atmospheric river” weather phenomena. These storms ended California’s drought and also caused an estimated \$1.4 billion in damage to state and local roadways since January, ranking the 2017 winter as the most expensive in history.^{iv} As federal policymakers consider investment in new infrastructure improvements, we urge Congress to also set aside funding to help California repair the damage to its transportation infrastructure stemming from this historic 2017 California Winter Storm disaster event.

ⁱ Office of Governor Edmund G. Brown Jr. February 7, 2017 Letter to the National Governor’s Association providing and initial list of key infrastructure projects;

https://www.gov.ca.gov/docs/CA_Infrastructure_Letter_and_Projects_2.7.17.pdf

ⁱⁱ California Department of Transportation *Strategic Management Plan 2015-2020*;

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ⁱⁱⁱ Governor Edmund G. Brown Jr. February 24, 2017 Letter to President Trump regarding California High-Priority Projects for consideration under Executive Order 13766;

https://www.gov.ca.gov/docs/2.24.17_Infrastructure_Letters.pdf

^{iv} Caltrans June 2017 *Mile Marker*, “Winter Storms Exact Historic Roads Toll”;

http://www.dot.ca.gov/milemarker/docs/2017/MM-2017-Q2.pdf#winter_storms



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

Lake APC Meeting: 8/9/17

Agenda Item: #11a

TITLE: Meetings Attended by APC Staff

DATE PREPARED: August 1, 2017

MEETING DATE: August 9, 2017

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

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

- | | |
|---|--------------|
| 1. Lake APC & LTA Meetings
Lakeport
(Davey-Bates, Dow, Pedrotti, Barrett, Speka) | 6/14/17 |
| 2. NEMT Update
Teleconference
(Davey-Bates) | 6/21/17 |
| 3. Lake Links/Partnership Health Meeting
Teleconference
(Davey-Bates) | 6/21/17 |
| 4. ATP Augmentation Workshop
Sacramento
(Davey-Bates) | 6/23/17 |
| 5. SB1 – Planning Grant Workshop
Sacramento
(Dow) | 6/27/17 |
| 6. CalCOG Directors Meeting
Sacramento
(Davey-Bates, Dow) | 6/27/17 |
| 7. California Transportation Commission (CTC)
Sacramento
(Davey-Bates, Dow) | 6/28 – 29/17 |
| 8. NEMT Update
Teleconference
(Davey-Bates) | 7/10/17 |
| 9. SB1 Workshop
Sacramento
(Davey-Bates, Dow) | 7/11/17 |
| 10. NEMT Meeting
Teleconference
(Davey-Bates) | 7/10/17 |
| 11. Rural Counties Task Force (RCTF) – Sub recipient Training
Sacramento
(Davey-Bates, Dow) | 7/14/17 |

12.	Rural Counties Task Force (RCTF) – Procurement Workshop Sacramento (Davey-Bates, Dow)	7/14/17
13.	SB1-Local Streets & Roads Workshop Sacramento (Davey-Bates)	7/17/17
14.	STIP Workshop Sacramento (Davey-Bates)	7/17/17
15.	Local Partnership Program Workshop Sacramento (Davey-Bates, Dow)	7/18/17
16.	SB1- Local Part Program Guidelines Workshop Los Angeles (Dow)	7/20/17
17.	Lake TAC Meeting Lakeport (Davey-Bates, Dow, Pedrotti, Speka)	7/20/17
18.	Lake 29 Expressway Funding Meeting Ukiah (Davey-Bates, Dow, Barrett, Matteoli)	7/24/17
19.	Lake County Status Meeting Teleconference (Davey-Bates, Barrett)	7/27/17
20.	SB1 Local Partnership Program Oakland (Dow)	8/7/17
21.	SB1 Trade Corridor Meeting Oakland (Dow)	8/8/17

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

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

Lake APC Meeting: 8/9/17

Agenda Item: #11b2

TITLE: Senate Bill 1 Implementation

DATE PREPARED: August 2, 2017

MEETING DATE: August 09, 2017

SUBMITTED BY: Phil Dow, Transportation Planning

BACKGROUND:

When Governor Brown signed Senate Bill 1, the “Road Repair and Accountability Act of 2017”, a wave of activity was set in motion within Caltrans and the California Transportation Commission (CTC) that has rearranged regional agency summer priorities throughout the state. Senate Bill 1 created 4 new programs, placing them under the purview of the CTC, and either added supplemental funding to, or affected 4 other existing programs. A chart identifying these new and affected programs is attached.

A number of workshops have been scheduled to develop guidelines for the administration of each of these programs. A brief summary of each follows:

New SB 1 Programs:

Local Streets & Roads: This program, consistent with the “Fix It First” theme of the legislation, will provide new funding directly to the counties and cities for streets and roads repair. The workshops are completed and draft guidelines have been prepared. The program is scheduled for adoption at the August 16-17 CTC meeting. Lisa and I have both been involved in early workshops pertaining to this program.

1. ***Solutions for Congested Corridors:*** Staff considers this program the least likely to have benefit to rural areas and has not invested much time monitoring this program to date. The guidelines are not scheduled to be available until mid-October, so there is still time to monitor to ensure we are not missing opportunities.
2. ***Trade Corridor Enhancement:*** Lisa has attended workshops related to this program. The Route 20 Corridor (which includes our Lake 29 segment) is an important freight route in northern California. This program could be available to help fund remaining segments of our State Route 29 widening project along the south shore. Several more workshops are forthcoming, as this program is not scheduled to have guidelines available until December.
3. ***LOCAL PARTNERSHIP:*** Lisa attended the initial workshop and I attempted to call in (with little success in being able to hear). I attended the second workshop in Los Angeles and intend to be at the Oakland meeting coming up August 7. There is promise in obtaining funding for the benefit of Clearlake under this program. the intent of the legislature is to reward existing Self-Help entities and provide an incentive for other to pass local sales tax measures dedicated to transportation. I have been representing the 3 small Mendocino cities and 3 small Nevada cities as well as Clearlake. Although the program will be 50% competitive and 50% formula for the first 2 years, there is a reasonable chance that Clearlake e will receive some type of meaningful benefit from this program. Guidelines will be available by mid-August with adoption coming up in October.

Existing Commission Programs:

1. **Active Transportation program:** SB1 supplements this program by \$100 million per year. Since this program is over-subscribed, the CTC elected to let recently awarded projects from Cycle 3 advance their projects to earlier years if they applied to do so. Only one project in Lake County qualified to do

so, Lakeport's Hartley Street pedestrian project. The CTC will also be reviewing the Cycle 3 list and funding projects with lower scores until the remaining funding is committed. This was the first SB 1 program finalized. APC staff worked with Lakeport staff to submit the necessary material to advance the project. It was due August 1.

2. ***State Highway Operation and protection Program (SHOPP):*** SB1 also increases funding for this well known Caltrans program. Interim guidelines have been adopted and the proposed SHOPP will be submitted by Caltrans in January, 2018. District 1 staff reports regularly on SHOPP projects to the APC. This program has not been a priority for monitoring by APC staff.
3. ***Transportation Asset Management:*** The guidelines for this Caltrans program were adopted in late June. I attended a workshop on Asset Management much earlier in the year. It is an efficiency program to ensure that the condition and life-cycle of multiple assets (culverts, utilities, drainage, bridges, pedestrian features, etc) are considered when scheduled maintenance/operational improvements are scheduled on highway segments. There will be positive local implications to this program when implemented.
4. ***State Transportation Improvement program (STIP):*** SB 1 provides funding that will hopefully stabilize the STIP. Draft guidelines are now available and are due for adoption in at the August CTC meeting. Lisa attended the first workshop in July in Sacramento. Two more will follow in October. APC staff will be paying increasing attention to this program, as this happens to be a year in which our Regional transportation Improvement Program (RTIP) is due.

Although normal routines for this time of the year have been interrupted, this is all good news. We anticipate local benefit to one degree or another from most SB 1 programs.

Staff will be available to attempt to answers questions regarding these various programs.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.

SB 1 Programs – Implementation Schedule

New SB 1 Programs					
Program	Workshops	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Local Streets and Roads	<ul style="list-style-type: none"> July 18th - Sacramento 	June 30, 2017	August 16-17, 2017	Sept. – Oct. 2017	October 18-19, 2017 (Adopt Eligibility List and Submit to Controller)
Solutions for Congested Corridors	<ul style="list-style-type: none"> June 28th - Sacramento July 21st - Los Angeles August 7th - Oakland September 8th - Sacramento November 17th – Stockton December 6th - Riverside 	October 18-19, 2017	December 6-7, 2017	February 2018	May 2018
Trade Corridor Enhancement	<ul style="list-style-type: none"> July 17th - Sacramento August 8th - Oakland September 25th – Sacramento October 24th – Los Angeles 	December 6-7, 2017	January 2018	March 2018	May 2018
Local Partnership	<ul style="list-style-type: none"> July 11th - Sacramento July 21st - Los Angeles August 7th - Oakland September 8th – Sacramento September 25th – Sacramento 	August 16-17, 2017	October 18-19, 2017	March 2018	June 2018

As of July 6, 2017 – Please note that all dates are tentative and schedule is subject to change

SB 1 Programs – Implementation Schedule

Existing Commission Programs					
Program	Workshops	Draft Guidelines Available	Guidelines Adoption	Applications or Project Lists Due	Program Adoption
Active Transportation	<ul style="list-style-type: none"> June 23, 2017 June 28, 2017 	June 26, 2017	June 28, 2017	August 2017	October 18-19, 2017 (Statewide & Urban/Small Rural Components) December 6-7, 2017 (MPO Component)
State Highway Operation and Protection Program (SHOPP)	<ul style="list-style-type: none"> May 17th – San Diego June 9th - Sacramento TBD in early 2018 – North and South hearings on Proposed 2018 SHOPP 	May 17, 2017 Presented Draft Interim SHOPP Guidelines to Commission	June 28, 2017 Adopted Interim SHOPP Guidelines	January 2018 (Caltrans submits proposed SHOPP)	March 2018
Transportation Asset Management*	<ul style="list-style-type: none"> May 17th – San Diego June 9th - Sacramento 	May 17, 2017 Presented Draft Transportation Asset Management Plan (TAMP) Guidelines to Commission	June 28, 2017 Adopted TAMP Guidelines	N/A	N/A
State Transportation Improvement Program (STIP)	<ul style="list-style-type: none"> July 17th - Sacramento October 19th - Modesto October 24th – Los Angeles 	June 28, 2017	August 16-17, 2017	October 15, 2017 (Draft ITIP due from Caltrans) December 15, 2017 (Final RTIPs & ITIP due)	March 2018

* The TAMP Guidelines inform the Department's development of the Transportation Asset Management Plan which prioritizes investments for projects funded from the SHOPP. The Department's completed Transportation Asset Management Plan must be submitted to the Commission by July 2020.

Status of Lake County Projects: As of June 28, 2017

Lake APC Meeting: 8/9/17

Agenda Item: #11e1

PSR (Project Study Report) Projects

#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	PSR Target Date

PSR Complete & Not Yet Programmed (for Design)

#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	
1	LAKE	20	5.84	5.84	Project Number OF490k Jaime Matteoli (Project Mgr)	110 Bridge Rehab	on Route 20 three miles west of Upper Lake @ Bachelor Creek	Bridge replacement	\$2.00	PSR signed 6-20-16; to be amended into 2018 SHOPP RTL: 2021

Projects Programmed (in Design)

#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion Date Start of Work Date
2	LAKE	20	1.0	46.3	Project Number 42780 J. Matteoli	2014 SHOPP 151 Roadway	various locations Rte 20, 29 & 53	culvert rehabilitation	\$4.211	on schedule Nov 2019 Start Work: Aug 2018 RTL: Feb 2018
3	LAKE	20	5.20	5.55	Project Number OG330 J. Matteoli	2016 SHOPP 010 Safety	east of Upper Lake, 0.3 mi west of Witter Springs Rd to 0.02 mi east of Witter Sp Rd	Widen shoulders on both sides of SR 20	\$7.400	amended into 2016 SHOPP 6-6-17 RTL: 2020
4	LAKE	20	31	32	Project Number OC810 J. Matteoli	2014 SHOPP 010 Safety	intersection of SR 20/53	roundabout	\$6.156	on schedule 2020 Start Work: Aug 2018 RTL: March (prev Feb) 2018
5	LAKE	var	var	var	Project Number OE850 Steven Blair (Project Mgr)	2016 SHOPP 015 Safety	various on Rte 20, 29, 175	MBGR, widening & rumblestrips	\$3.812	on schedule RTL: 2019
6	LAKE	29	9.0	20.7	Project Number OE730K J. Matteoli	2016 SHOPP 010 Safety	three locations on Route 29 between Middletown and Lower Lake	MBGR, widening and truck climbing lane	\$5.30	on schedule RTL: 2019
7	LAKE	29	9.6	10.3	Project Number OC750 J. Matteoli	2014 SHOPP 010 Safety	Hartmann Rd/Rte 29	roundabout	\$6.017	on schedule 2020 Start Work: Aug 2018 RTL: Nov 2017
8	LAKE	29	12.78	14.35	Project Number OE720K J. Matteoli	2016 SHOPP 010 Safety	near Lower Lake, .85 mi N of Spruce Grove Rd-S to .52 mi S of Hofacker Ln	shoulder widening	\$8.10	on schedule RTL: 2019
9	LAKE	29	28.5	31.6	Project Number 29811 J. Matteoli	STIP & RIP & SHOPP	Near Lower Lake - Lake 29 Expressway	upgrade to 4-lane expressway	\$76.600	on schedule RTL: 2019
10	LAKE	29	34.17	34.5	Project Number OE640 J. Matteoli	2014 SHOPP 010 Safety	Cruikshank Rd/Rte 29	NB left-turn pocket	\$1.300	estimate contract award Sept 2017 Fall 2018 Start Work: Spring 2018 RTL was May 2017
11	LAKE	29	41.42	41.42	Project Number OB690 J. Matteoli	2014 SHOPP 378 Mandates	ramps at Lakeport Blvd overcrossing	upgrade ped facilities to ADA compliance	\$0.763	estimate contract award Sept 2017 March 2018 Start: Fall (prev summer) 2017 RTL was 3-27-17
12	LAKE	var	var	var	Project Number OE080 Steven Blair	2016 SHOPP 112 Bridge Rail replacement	bridges on 20, 29 & 175	Bridge rail replacement & upgrade - 5 bridges	\$5.884	on schedule RTL: 2019
13	LAKE	175	25	27.5	Project Number OA040 J. Matteoli	2012 SHOPP 010 Safety	near Middletown, from east of Putah Cr Bridge to Dry Cr Bridge	Shoulder Widening	\$12.700	on schedule 2020 Start: Fall 2018 RTL: June 2018

Under Construction

#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion
14	LAKE	20	13.5	30.5	Project Number OB120 J. Matteoli	2012 SHOPP 361 Mandates	from Lucerne area east to Route 20/53	upgrade 55 curb ramps & sidewalks	\$2.500	80% complete Fall 2017 (prev 2018)
15	LAKE	20	13.5	31.4	Project Number OB8000 J. Matteoli	2012 SHOPP 121 Roadway	from Lucerne area east to Route 20/53	Capital Preventative Maint.	\$25.215	COMPLETE Complete Oct 2016
16	LAKE	29	0.2	0.2	Project Number 38560 J. Matteoli	119 Bridge Prevent Mt	St Helena Cr Bridge	Bridge scour-repair	\$300	COMPLETE Complete Oct 2016

State Route 20 Projects

State Route 29 Projects

State Route 53 Projects

State Route 175 Projects

Revised since last report.

project cost = construction & RW

start work 0500

est comp date 0600

y: Reg Plng/Status/Lake/Lake Status June 28, 2017.xlsx





Department of Transportation
Planning and Local Assistance

Lake County Project Status

0 2 4 6 Miles

Prepared by: J. Castro

