



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

367 North State Street, Ukiah, CA 95482
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LAKE COUNTY/CITY AREA PLANNING COUNCIL (APC) AGENDA

DATE: Wednesday, August 12, 2015
TIME: 9:30 (or as soon thereafter as the Lake Transit Authority Meeting Adjourns)
PLACE: City Council Chambers Caltrans-District 1 Dow & Associates
14050 Olympic Drive Teleconference Teleconference
Clearlake, California 1656 Union Street 367 N. State Street, #208
Eureka, California Ukiah, California

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

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

CONSENT CALENDAR

3. Approval of June 10, 2015 (Draft) Minutes
4. Approval of the Final 2015 Transit Development Plan & Marketing Plan
5. Planning Contract Claims Process with Dow & Associates
6. Discussion and Proposed Approval of 1st Amended 2015/16 Lake APC Budget

REGULAR CALENDAR

7. Discussion and Proposed Approval of 1st Amended 2015/16 Overall Work Program (*Davey-Bates*)
8. Discussion and Possible Recommendation to Support SB X1-1 or Principles in Support of an Increase in Transportation Funding as part of the Legislative Special Session (*Davey-Bates*)

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. Active Transportation Program (ATP) Update (*Robertson*)
 2. 8/11/15 SSTAC Meeting (*Robertson*)
 3. Miscellaneous
 - c. Lake APC Administration Staff
 1. State Transportation Improvement Program (STIP) Update (*Barrett*)
 2. Miscellaneous
 3. Next Meeting Date – **September 9, 2015** (*Clearlake – Fieldtrip*)

- d. Lake APC Directors
- e. Caltrans
 - 1. Lake Caltrans Project Status Report
 - 2. North Shore Repaving Project
 - 3. Lake 20 and 29 Roundabout
 - 4. Lake 29 Expressway
 - 5. Miscellaneous
- f. California Association of Councils of Governments (CalCOG)
 - 1. Special Legislative Session – Transportation Related Bills
 - 2. Next Meeting Date – September 29, 2015
 - 2. Miscellaneous
- g. Rural Counties Task Force
 - 1. Next Meeting Date – September 18, 2015
- h. Miscellaneous

INFORMATION PACKET

- 12. a. 5/12/15 Draft SSTAC Minutes
- b. 2014/15 Summary of OWP Expenditures

PUBLIC EXPRESSION

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

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 5, 2015

Lake County/City Area Planning Council Agenda

August 12, 2015 Meeting

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Attachments:

Agenda Item #3 – 6/10/15 Lake APC Draft Minutes

Agenda Item #4 – TDP Executive Summary

Agenda Item #5 – Planning Process Staff Report

Agenda Item #6 – 1st Amended APC 2015/16 Budget

Agenda Item #7 – 1st Amended APC 2015/16 OWP

Agenda Item #8 – Transpo. Funding Staff Report & Attachments

Agenda Item #11a – Lake APC Staff Meetings Report

Agenda Item #11c1 STIP Update Staff Report

Agenda Item 11e1 – Caltrans Project Status Update

Agenda Item #12 – Information Packet

a) 5/12/15 Draft SSTAC Minutes

b) 2014/15 OWP Expenditures



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

Wednesday, June 10, 2015

Location: Lamkin-Sanchez Operations Center
9240 Highway 53
Lower Lake, California

Present

Jim Comstock, Supervisor, County of Lake
Jeff Smith, Supervisor, County of Lake
Russell Perdock, City Council Member, City of Clearlake
Stacy Mattina, City Council Member, City of Lakeport
Marsha Wharff, Member at Large
Chuck Leonard, Member at Large

Absent

Denise Loustalot, City Council, City of Clearlake
Martin Scheel, Mayor, City of Lakeport

Also Present

Lisa Davey-Bates, Admin Staff – Lake APC
Nephele Barrett, Program Manager, Admin Staff - Lake APC
Phil Dow, Planning Staff – Lake APC
Jesse Robertson, Planner, Planning Staff - Lake APC
Rex Jackman, Caltrans District 1 – via teleconference (Policy Advisory Committee)
Sebastian Cohen, Caltrans District 1 – via teleconference

1. Call to Order/Roll Call

Chairperson Wharff called the meeting to order at 10:22 am. Nephele Barrett called roll.
Members present: Comstock, Smith, Perdock, Mattina, Leonard and Wharff.

2. Adjourn to Policy Advisory Committee

Chairperson Wharff 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.

CONSENT CALENDAR

3. Approval of May 13, 2015 (Draft) Minutes

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

Full Roll Call: 7 Ayes – Comstock, Smith, Perdock, Mattina, Leonard, Wharff, and Jackman; 0 Noes; 0 Abstain; 2 Absent

REGULAR CALENDAR

4. Discussion and Proposed Approval of Final 2015-16 Lake County/City Area Planning Council's Budget and Adoption of Resolutions

Lisa Davey-Bates explained that the budget was included in the packet and that nothing had changed since the previous review. Supporting documentation was also included explaining the various funding sources and revenues. Also included was a calendar required by the Transit Development Act. The packet included a total of 6 resolutions which allocate specific money identified in the budget. Lisa briefly explained the purpose of each resolution. The administrative contract, which identifies tasks, is also included in the budget for reference. Lisa stated that one motion could be made approving all of the resolutions.

Director Comstock made a motion to adopt the Final 2015/16 Lake County/City Area Planning Council Budget and supporting resolutions 15-16-1 through 15-16-6 as presented. The motion was seconded by Director Smith and carried unanimously.

Full Roll Call: 7 Ayes – Comstock, Smith, Perdock, Mattina, Leonard, Wharff, and Jackman; 0 Noes; 0 Abstain; 2 Absent

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

Lisa explained that the contract allows Mark Wall, LTA General Manager, to conduct work under the APC's planning work program. She clarified that although the contract in the packet states that \$8,000 will be available for Mark's efforts in the work program, in the final work program it will actually be \$9,000.

Director Leonard made a motion to approve the contract with mark Wall for transit planning services in the Lake County/City Area Planning Council's FY 15/16 Overall Work Program in the amount of \$9,000. The motion was seconded by Director Perdock and carried unanimously.

Full Roll Call: 7 Ayes – Comstock, Smith, Perdock, Mattina, Leonard, Wharff, and Jackman; 0 Noes; 0 Abstain; 2 Absent

6. Discussion and Proposed Approval of Final 2015/16 Overall Work Program

Lisa explained that APC staff has been working with the TAC since January to develop the Overall Work Program (OWP). Projects had to be pared down somewhat based on available funding. The draft work program was presented last month, and no changes have been made since that time, although additional details have been included.

Phil explained that he is the contractor now responsible for the tasks conducted in the work program. The APC's planning program went through some significant changes in the last year resulting from the contracting change and the primary planner, Terri Persons, leaving. Phil explained that Jesse Robertson will now be the primary planner, with James Sookne and himself also conducting work in the OWP. He mentioned that APC planning may be under expended this year due to the temporary vacancy following Terri's departure.

Director Comstock made a motion to adopt the Final 2015/16 Work Program and authorize the Executive Director to sign necessary certifications/agreements and forward to Caltrans. The motion was seconded by Director Mattina and carried unanimously.

Full Roll Call: 7 Ayes – Comstock, Smith, Perdock, Mattina, Leonard, Wharff, and Jackman; 0 Noes; 0 Abstain; 2 Absent

RATIFY ACTION

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

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

8. Consideration and Adoption of Recommendations of Policy Advisory Committee

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

Full Roll Call: 6 Ayes – Comstock, Smith, Perdock, Mattina, Leonard, and Wharff; 0 Noes; 0 Abstain; 2 Absent

REPORTS

9. Reports & Information

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

A summary of meetings was provided in the packet for review.

b. Lake APC Planning Staff

1. Active Transportation Program (ATP) - Jesse reviewed the two applications submitted by the APC—a project in Middletown for \$1.4 million and one in Clearlake in the Lakeshore/Olympic/Austin Park area. The Clearlake project requested approximately \$1 million in grant funding. Lake County also submitted an application for a Safe Routes to Schools project in Upper Lake for approximately \$600,000 to \$700,000. Jesse will be participating in the statewide application scoring process during July. He also reported that the Active Transportation Plan process will be kicking off in the month of July.

2. Miscellaneous – No miscellaneous items were reported.

c. Lake APC Administration Staff

1. Senate Bill 16 (Beall) – Lisa pointed out that she included a staff report in the packet which summarizes the bill. It would generate about \$3.5 billion statewide in the first year, then increase. As proposed, the bill would sunset after 5 years. Changes proposed by the bill include a gas excise tax increase and vehicle license fee increase. Vehicle registration fees will increase by \$35 dollars and \$100 for electric vehicles. Diesel tax and weight fees will also have a slight increase. This has been progressing through the legislature with a lot of support. Director Wharff requested that staff provide a side by side comparison of current fees and proposed fees at a future meeting. The Board discussed the pros and cons of bill. Concerns were expressed particularly over increases to vehicle license fees. Phil explained that the legislature is trying to balance the burden across all sectors with this bill. It has been supported in polls. Phil pointed out that the Board had only been discussing the impacts of the bill, but not benefits to local government. Funding for counties will be allocated using traditional gas tax formulas. Funds for cities will be allocated based on population, as proposed. It will also increase state funding which will allow for more local projects to be done. MAP-21 has been extended, but no significant improvement in funding at federal level has yet been proposed. Phil explained that the bill

is designed to be a 5 year bill because a Road User Charge has been proposed, but is not expected to be implemented for several years. This will serve as an interim solution. Lisa explained that revenues have not been increased in many years and have fallen behind inflation. The Board noted that both cities have supported the bill. Director Wharff stated that she wouldn't support it due to increase in vehicle license fees. Director Smith said that if we don't do something to raise revenues now, the need for increases will be worse in the future. Increases will inevitably happen and will be higher the longer they are delayed. Director Comstock said that one of the biggest challenges with funding is how the money is spent, with a large amount of money being spent on the environmental process. The state should address those unnecessary expenses. Lisa also pointed out the 5% incentive for new transportation sales tax measures included in the bill. Phil mentioned recent sales tax efforts in Mendocino County.

2. Miscellaneous – No miscellaneous items were reported.

3. Next Meeting Date – August 12, 2015

d. Lake APC Directors

No reports were received from any Directors.

e. Caltrans

Rex Jackman, Caltrans District 1 Representative reported that nothing significant has happened since the last status update. Progress has continued on the 20/29 Roundabout and other projects.

Director Wharff asked about repaving on Route 20 between Nice and Highway 53. Sebastian Cohen explained that between PM 13 and 30 will be overlaid, and the current patches are where deeper dig outs have been needed. In response to questions from Director Smith, Sebastian explained that the project can't be completed in one year due to the pipeline along the route and that they are working with the water district to address the matter. He explained that Alan Escarda has been the lead working with water district to avoid paying a penalty fee.

Director Comstock commented that the positioning of the K-rail along the 20/29 Roundabout project has created very narrow lanes. Sebastian explained that it will remain that way for a phase.

In response to Board questions, Sebastian explained that the project in the Nice/Lucerne area includes funding for Highway Patrol, but it is up to the resident engineer to determine when they are needed. Typically they are used at beginning of a job while drivers are adjusting to the change.

Director Wharff said that she appreciated how the 20/29 project has moved along and traffic keeps flowing. Sebastian said he will check into the work times listed on the changeable message sign at the site, which state work will occur between 7 a.m. and 7 p.m., although work is typically finished by 4:00 every day. Sebastian explained that the prime contractor may only work a set shift, but sub contractors may come in and do work at other times.

f. California Association of Councils of Governments (CalCOG)

1. Next Meeting Date – July 28, 2015

2. Miscellaneous– Phil stated that the primary focus of discussion at the last meeting was Senate Bill 16 which had been discussed earlier in the meeting.

g. Rural Counties Task Force

Next Meeting Date – July 17, 2015 – Nothing else was discussed on this topic.

h. Miscellaneous – No miscellaneous items were discussed.

10. PUBLIC EXPRESSION

None.

11. ADJOURNMENT

The meeting was adjourned by Chairperson Wharff at 11:17 a.m.

Respectfully Submitted,

DRAFT

Nephele Barrett
Program Manager



Transit Development Plan & Marketing Plan

For Lake County/
City Area Planning Council

Final Report

June 2015



Funding Acknowledgement

This plan was made possible through the Federal Transit Administration and Caltrans funding.

The work was completed under Work Element 606 of the Lake APC's Overall Work Program.

The Mobility Planners LLC contract total for this work was \$86,999. Subcontractor Transit Marketing LLC had total expenditures during the contract of \$33,235.63.

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Executive Summary

Lake Transit Authority (LTA) last developed a Transit Development Plan (TDP) in September 2008. The primary purpose of the TDP is to guide the development of Lake Transit services in order to provide improved mobility for Lake County residents and visitors over the next five years. In this TDP update, a Marketing Plan has been added. This is a summary of the Transit Development Plan and Marketing Plan.

Recent History of Lake Transit

There have been a number of changes to Lake Transit services over the past several years. These changes provide an important context in order to understand the fluctuations in performance as shown in Figure ES-1.

Fares were increased in February 2012 toward the end of FY 2011/12. The overall base local fare was increased to \$1.25 and the regional fares for seniors and disabled individuals were increased to \$2.25. After a public hearing on February 12, 2014, additional fare changes were approved by the LTA Board. A key change was the reduction of the regional route discount fare for passengers who are elderly or have disabilities from \$2.25 to \$1.50. \$1.50 was the discounted fare for regional routes prior to the February 2012 fare increase.

Labor strife issues led to the disruption of Lake Transit service in August 2013 and service resumed on September 3rd, 2013.

Expanded services were implemented in the Clearlake area on September 23rd, 2013 with three daytime routes and two late evening routes that extended hours to 11:00 pm. An evening Dial-A-Ride service, the Nite Rider, was implemented in the Lakeport area in May 2014.

Gas prices have fluctuated greatly. High gas prices helped to increase ridership in 2011 and 2012. Lower gas prices have appear to be a contributing factor to dampening ridership growth recently.

Land use changes such as the re-location of Mendocino College added running time without adjustments being made to the schedule. A detailed evaluation of schedule adherence in February 2014 found that buses were on-time at scheduled timepoints just 66% of the time compared to the 95% standard adopted as part of the 2008 TDP. The analysis also found that 7% of buses departed before the published schedule timepoint.

Figure ES-1 Systemwide Lake Transit Performance

	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	FY 2014/15*
Base Statistics (Annual)	Actual	Actual	Actual	Actual	Projected
Ridership	326,874	395,013	362,217	294,761	335,328
Service Hours	38,566	38,897	38,530	40,900	46,704
Service Miles	827,853	837,584	825,967	824,040	917,392
Fare Revenue	\$ 462,095	\$ 558,762	\$ 581,060	\$ 512,638	\$ 562,328
Operating Costs	\$ 2,307,731	\$ 2,443,883	\$ 2,464,431	\$ 2,595,824	\$ 2,932,772
Performance					
Passengers/Service Hour	8.48	10.16	9.40	7.21	7.18
Passenger/Service Mile	0.395	0.472	0.439	0.358	0.366
Average Fare/Passenger	\$ 1.41	\$ 1.41	\$ 1.60	\$ 1.74	\$ 1.68
Farebox Recovery	20.0%	22.9%	23.6%	19.7%	19.2%
Cost/Service Hour	\$ 59.84	\$ 62.83	\$ 63.96	\$ 63.47	\$ 62.79
Cost/Passenger Trip	\$ 7.06	\$ 6.19	\$ 6.80	\$ 8.81	\$ 8.75
Subsidy/Passenger Trip	\$ 5.65	\$ 4.77	\$ 5.20	\$ 7.07	\$ 7.07

*Annualized based on 1st quarter 2014/15 statistics

All of these factors resulted in a projected increase in service supply from 38,566 vehicle service hours in FY 2010/11 to a projected total of 46,704 in FY 2014/15. Ridership peaked at 395,013 in FY 2011/12, but declined 25% to 294,761 in FY 2013/14 after the labor strife and service disruption. In FY 2014/15, based on the first quarter 2014/15 results, ridership is expected to increase back to about 335,000, just above the ridership in FY 2010/11. Despite an increase in fares, fare revenues are projected to be at the same level in FY 2014/15 as they were in FY 2011/12, but with a higher fare per passenger of \$1.68. Cost containment has been excellent with the cost per vehicle service hour increasing at less than the California Consumer Price Index.

Overall, Lake Transit has gone through some difficult times in the past couple of years. However, there have been some significant improvements in mobility options implemented with JARC funding which the first three quarters of 2014/15 performance results indicate are starting to pay off with ridership growth. Expanded service on Routes 1/8 with additional runs to the North Shore and service until 11:00 pm was implemented in January 2015. Efforts have been made to improve schedule adherence as expanded service is implemented.

Key Challenges Over the Next Five Years

There has been positive momentum for Lake Transit in FY 2014/15. The Transit Development Plan and Marketing Plan is meant to provide a proactive framework for addressing the important challenges facing Lake Transit from now through FY 2019/20.

The greatest ongoing challenge is the need for public transportation in Lake County. An onboard survey of passengers found that nearly half (47%) have incomes of less than \$10,000

per year. Another 23% have incomes between \$10,000 and \$14,999. Of the adults riding Lake Transit, 55% have no license and no car and another 25% have a license and no car.

44% of the Lake Transit ridership depends on the service to get to and from school or work. Another 17% use Lake Transit to get to medical appointments. 26% of the riders surveyed utilized the service to get to and from shopping.

Like many other counties, Lake County is getting grayer. The age cohort between 65 and 74 years old is expected to increase by 65% between 2010 and 2020 and residents 75-84 are expected to increase by 33%. As the aging population is no longer able to drive, some seniors will increasingly depend on Lake Transit fixed route and demand response services for their daily mobility.

A second major challenge will be to maintain the momentum of the service level improvements that have been enabled by the JARC grant. The JARC funding ended in FY 2014/15, and the challenge will be to sustain those expanded services that have demonstrated sufficient ridership response to warrant continuation of the service improvement. As mentioned previously, there has been positive momentum in FY 2014/15 and being able to retain expanded services will be part of the challenge.

A third primary challenge will be recovering ridership that was lost in FY 2013/14. Ridership dropped by 25% between FY 2011/12 and FY 2013/14. Gaining ridership back will require improved customer satisfaction, service reliability, and services that meet the needs of a very transit dependent population. Falling gas prices will make the task even more challenging. An attribute that Lake Transit can control is providing dependable transportation for those who need it. There is significant work to be done in providing improved service reliability. Services need to be designed with the customer in mind and drivers need to be trained and monitored to ensure that buses do not leave early from a timepoint.

In FY 2013/14, Lake Transit relied on federal funding for 31% of its operating revenues. Federal funding is derived from the federal gas tax that funds both the Highway Trust Fund and the Mass Transit Account. With Congressional inaction in finding a sustainable solution to dwindling resources, both the Mass Transit Account and Highway Trust Fund will run out of funding in May 2015. How and if Congress addresses this issue may or may not impact Lake Transit, but dealing with the uncertainty of federal funding could be a prevalent challenge over the next five years.

Finally, the Transit Manager has worked for Lake Transit since 1996. Towards the end of the TDP five-year planning horizon, it is possible that the Transit Manager will retire. There is a need for a succession plan from the existing arrangement when the Transit Manager retires or is no longer available to contract with Lake Transit to provide transit management services.

The subsequent chapters of the TDP and Marketing Plan are all intended to address one or more of the above challenges.

Financial Framework

In order to address the financial challenges, three scenarios were developed to provide a bracketing of possible financial outcomes. The assumptions for each scenario are detailed in Chapter 11.

Pessimistic Scenario: The assumptions utilized in the pessimistic scenario are as the name implies. The assumptions are not the worst-case scenario, but provide a reasonable lower end bracket for operating revenues.

Best Estimate Scenario: The best estimate scenario would maximize the use of transit funding sources to achieve the highest potential transit service levels in Lake County. The best estimate scenario uses assumptions based on currently available information or historical precedent.

Maximum Funding Scenario: The maximum funding scenario assumes that both federal, state and LTF funding assumptions turn out to be better than expected.

A summary of the outcomes of the financial scenarios is shown in Figure ES-2. The Best Estimate Scenario indicates that operating revenues will remain generally flat between FY 2015/16 and FY 2019/20 at around \$2.9 to \$3.0 million per year. JARC funding will end in FY 2014/15, which is responsible for a drop in federal funding in the table. Expected growth in Local Transportation Funds from the sales tax are expected to make up some of the difference as is growth in ridership and fare revenues. However, the Best Estimate Scenario projection is that operating revenues will be \$2.86 million in FY 2015/16 and will be just \$3.10 million in FY 2019/20.

At the same time, operating costs per vehicle service hour are expected to increase to \$69.82 per vehicle service hour in FY 2015/16 due to the decline in vehicle service hour, and increased costs for mobility management, and facility security. In FY 2019/20, with anticipated increases in administrative costs, the cost per vehicle service hour could climb to \$80 per vehicle service hour.

A primary conclusion from the evaluation of the financial scenarios is that the Best Estimate Scenario, with the revenue sources that are known to be available in 2015, will not be sufficient to retain the service improvements that the JARC funding has enabled. There will be a need to reduce vehicle service hours from approximately 47,000 to 42,000 vehicle service hours in FY 2015/16, a reduction of 5,000 vehicle service hours. It points to the need to pursue as many of the Maximum Funding Scenario revenue sources as possible.

In 2015/16, the Best Estimate Scenario would require the following service reduction to achieve the 5,000 vehicle service hour reduction:

- Route 5 cuts the last two runs of the evening, ending service at 9 pm
- Elimination of Route 12 evening service after 9 pm
- Elimination of Route 12 Saturday service
- Elimination of Nite Rider service
- Reduction of Clearlake Dial-A-Ride service to ADA Paratransit and seniors 65 and older
- Reduction of Lakeport Dial-A-Ride service to ADA Paratransit and seniors 65 and older
- Reduction of Route 1 and 8 late evening runs, eliminating the last two runs in each direction.
- Reduction of a deadheading run on Route 4

Figure ES-2 Financial Scenario Summary

	FY 2014/15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20
	Projected	Projected	Projected	Projected	Projected	Projected
1. Fares						
Pessimistic		\$ 513,619	\$ 506,239	\$ 498,969	\$ 491,808	\$ 484,755
Best Estimate	\$ 555,299	\$ 551,738	\$ 554,112	\$ 562,405	\$ 577,041	\$ 592,072
Maximum Funding		\$ 594,947	\$ 699,660	\$ 856,157	\$ 936,490	\$ 1,022,854
2. Partnerships						
Pessimistic		\$ 69,031	\$ 73,235	\$ 75,432	\$ 77,695	\$ 80,026
Best Estimate	\$ 71,102	\$ 71,102	\$ 73,235	\$ 75,432	\$ 77,695	\$ 80,026
Maximum Funding		\$ 96,747	\$ 146,584	\$ 196,664	\$ 231,997	\$ 267,597
3. Local/State						
Pessimistic		\$ 926,095	\$ 953,496	\$ 975,813	\$ 998,378	\$ 1,021,410
Best Estimate	\$ 1,373,756	\$ 1,505,339	\$ 1,556,015	\$ 1,608,071	\$ 1,661,529	\$ 1,716,656
Maximum Funding		\$ 1,783,083	\$ 1,876,150	\$ 1,973,841	\$ 2,076,385	\$ 2,184,078
4. Federal						
Pessimistic		\$ 540,056	\$ 385,858	\$ 393,275	\$ 400,916	\$ 408,785
Best Estimate	\$ 885,667	\$ 731,944	\$ 674,862	\$ 686,108	\$ 697,691	\$ 709,622
Maximum Funding		\$ 771,424	\$ 937,496	\$ 954,370	\$ 972,089	\$ 990,693
5. Total Operating Funds						
Pessimistic		\$ 2,048,801	\$ 1,918,828	\$ 1,943,490	\$ 1,968,797	\$ 1,994,976
Best Estimate	\$ 2,885,824	\$ 2,860,122	\$ 2,858,224	\$ 2,932,016	\$ 3,013,957	\$ 3,098,376
Maximum Funding		\$ 3,246,201	\$ 3,659,890	\$ 3,981,032	\$ 4,216,960	\$ 4,465,222

The Maximum Funding Scenario includes the following additional funding resources that Lake Transit should pursue. Once these initiatives are successful, they can move from the “what if” Maximum Funding Scenario to the Best Estimate Funding, the known funding sources:

1. In FY 2016/17, funding from FTA 5311(f) and Toll Credits increase from \$300,000 to \$600,000 based on two separate applications from Routes 4 and 7 and Routes 1 and 3.¹
2. Partnership funding includes both Medi-Cal funding and a Yuba College Student fee program. Medi-Cal funding is for eligible trips through an agreement with the Lake County Department of Health. A pilot program is being recommended for a Yuba College Student fee program. Initially, the money that Lake Transit receives from the Cap and Trade program would be utilized to fund the first year of the program. It would enable Yuba College students to ride Lake Transit when they present their Student ID card. After service improvements are made, and after one year of implementation and evaluation, Yuba College students would be asked to vote for a student registration fee to match available Cap and Trade funding. Partnership funding increases from \$96,247 in FY 2015-16 to \$267,597.
3. Significantly more Local Transportation Funds are available for Lake Transit. This is based on a 4% growth rate of LTF funds, and a significant reduction in the “off the top” monies that are currently legitimately taken by Lake APC and assumes, for example, no bicycle funding allocations from LTF funds.

In the Best Estimate Funding scenario, none of the desired improvements in Lakeport, including a Lakeport circulator bus, expanded route 1/8 service to Konocti Vista Casino, and Sunday services desired by passengers are feasible with known available financial resources. Many of these service improvements could be feasible if elements of the Maximum Funding Scenario are successful.

Action Plan Summary by Plan Year

The following chapters provide significant details on transit needs, individual route assessments, priorities for service levels by types of service, as well as a detailed marketing plan. The following is the recommended action plan by year to guide the development and promotion of Lake Transit service through FY 2017/18. Each year has relevant transit management actions, service level actions, fare actions, marketing plan actions, and capital actions as appropriate based on the details in subsequent TDP and Marketing Plan chapters.

¹ Between the Draft and Final TDP and Marketing Plan, LTA has submitted a grant application to Caltrans that, if approved, could move approval and implementation of this recommendation in FY 2015/16.

FY 2014/15

Transit Management Actions

- Adopt the Transit Development Plan and Marketing Plan. This is a blueprint for service planning, transit management and marketing actions. Individual elements will be brought to the LTA Board for approval before implementation.
- With Paratransit Services, rewrite all Lake Transit schedules utilizing the extensive RouteMatch data to provide a data-driven approach to establish appropriate intervals between timepoints. The consulting team employed such an approach to the expanded Route 1/8 schedule that was implemented in January 2015, and a similar approach needs to be utilized for all routes. This would address many of the schedule adherence issues highlighted in subsequent chapters, and make Lake Transit services much more reliable.
- Ensure that all transfer connections have reasonable times for connections to both other Lake Transit Routes and external services such as Greyhound. This may require upgraded driver scheduling of vehicles, commonly called “runcutting” by Paratransit Services.
- Plan for updated improved schedules for implementation in September 2015.
- Incorporate adopted minimum and target performance standard charts from Chapter 3 into the Lake Transit Annual Report. This will enable the LTA Board to graphically see how systemwide performance is meeting adopted performance standard and what the performance trends are.
- Begin Mobility Management program. After a RFP procurement process, Paratransit Services was awarded a contract to provide the Mobility Programs Coordinator position.
- Submit separate FTA 5311(f) applications for Routes 1 and 3 and Routes 4 and 7.

Service Planning Actions

- The expanded Route 1/8 schedule with additional runs to North Shore and expanded evening service was implemented in January 2015.

Capital Actions

- Order two FTA 5311(f) replacement buses with luggage compartments.

FY 2015/16

Transit Management Actions

- Develop a systemwide listing of prioritized bus stop improvements. Develop a detailed database of bus stop locations, photographs, and current needs. RouteMatch data at the stop level should be utilized to discern where boarding and alighting patterns justify

shelters, benches, and information panels. Many bus stop improvements will require upgrades to ADA Paratransit services, and a civil engineering firm should be utilized to estimate grading, drainage, concrete pad requirements, and relevant costs. Estimated costs of bus stops in the high volume category will be prioritized based on a balance of boarding activity, upgrade feasibility, and costs. Develop a capital improvement program for implementation. Amend the TDP Capital Plan to reflect the five-year bus stop improvement program.

- Mobility Manager initiates steps with the Lake County Department of Health Services for approving eligible Lake Transit trips at Medi-Cal Administrative Activity. The objective is to execute an agreement with Department of Health Services by March 1, 2016. Develop implementation action plan.
- Procurement of Operations and Maintenance Contract.
- Utilizing RouteMatch data from May 2016, evaluate schedule adherence for all routes systemwide and compare to performance standards. Take corrective action as necessary.

Service Planning Actions

- In adjusting the September 2015 schedules, optimize drop off and pick up of both Yuba College and Mendocino College students in the proposed September 2015 schedule change.
- In the September 2015 schedule change, eliminate Route 12 Saturday service, which is very unproductive.
- Reconfigure Route 5 as a flex-route for evening service in Clearlake. Coordinate with Yuba College peak evening class end time at 8:20 pm. Reduce runs from four to three in order to enable flex stops.
- In writing September 2015 schedule changes, provide an additional run on Route 4 Eastbound between the existing 10:45 am and 2:00 pm runs.

Fare Actions

- Meet with Yuba College administration and student body representatives to discuss a one-year pilot program for a student fee program. Essentially, Low Carbon Transit Operations Program (LCTOP) funds, new California "Cap and Trade" funds, would be utilized to fund the first year pilot program. The first year would help determine the ridership demand for such a program, with all of the JARC expanded and evening services in place. Based on follow-up surveys of participating students, the utilization patterns and financial implications of a permanent student fee program would be evaluated. In the initial discussion with Yuba College, it would be made clear that a second year program and beyond would need to be a partnership with adopted student fees matching LCTOP funds.

Marketing Plan Actions

- With implementation of September 2015 schedule changes, consider conversion to a single guide. Update passenger information guide.
- Implement schedule information panels at key passenger activity centers:
 - Clearlake
 - Ray's
 - Lakeshore & Old Highway 53
 - Austin Park/City Hall
 - Burns Valley Mall
 - Yuba College
 - Lakeport
 - 3rd & Main
 - Mendocino College
 - KMART
 - Sutter-Lakeside Hospital
 - Middletown – Hwy 29 & Young St.
 - Kit's Corner
- Purchase and develop information displays and distribute prior to September 2015 schedule change.
- Implement target marketing campaign in advance of September 2015 schedule change.
- Update website with September 2015 changes.



Capital Plan Actions

- Incorporate fleet recommendations from the Energy Use Reduction Plan and amend recommended TDP procurement schedule.
- Order nine replacement buses.
- Conduct Bus Stop Improvement Study.
- Conduct feasibility study for Clearlake Transit Center.

FY 2016/17 Actions

Transit Management Actions

- Evaluate financial implications of Yuba College student fee program. Conduct intercept survey of Lake Transit passengers at Yuba College. Evaluate feasibility and student fee structure for vote by Yuba College student body.
- Investigate feasibility of expanding student fee program to Mendocino College.
- Implement Medi-Cal Administrative Activity Program.

Service Planning Actions: Best Estimate Financial Scenario

- None

Service Planning Actions: Maximum Funding Scenario

- Implementation of Sunday service on all routes except for Routes 12, 2 and 4A

Fare Actions

- LTA Board approves pilot student fee program for implementation in September 2016 or January 2017, depending on how quickly a memorandum of understanding between Yuba College and Lake Transit can be executed.

Marketing Plan Actions

- Target marketing campaign for Sunday service implementation (Maximum Funding Scenario).
- Continue ongoing outreach and promotion to key stakeholders.

Capital Plan Actions

- Conduct land acquisition for Clearlake Transit Hub.
- Order seven replacement transit buses.
- Implement first phase of bus stop improvement plan.

FY 2017/18 Actions

Transit Management Actions

- Evaluate Yuba College Student fee program.
- Work towards mileage reimbursement program (Coordinated Plan).
- Incorporate target and minimum performance standards and performance into Annual Report. Make service adjustments as necessary.

Service Planning Actions: Best Estimate Financial Scenario

- Eliminate Route 5.
- Reduce evening services on Route 1/8.
- Terminate Nite Rider service.

Marketing Plan Actions

- Update passenger guide and website to reflect service changes (Best Estimate Financial Scenario).

Capital Plan Actions

- Conduct design and environmental Work for Clearlake Transit Center.
- Implement second phase of bus stop improvement plan.

Service Monitoring

Chapter 3 includes a very detailed discussion of recommended minimum and target performance standards. Figure ES-3 is a summary of the key systemwide minimum and target performance standards. We recommend the performance standards be incorporated into the Lake Transit Annual Report.

Figure ES-3 Recommended Minimum and Target Performance Standards

Performance Standard: Systemwide	Minimum Standard	Target Standard	FY 2014/15 Performance
Cost Per Vehicle Service Hour	\$75.00	\$65.00	\$62.79
Farebox Recovery Ratio	15%	20%	19.2%
Passenger Per Vehicle Service Hour	7.0	10.0	7.18
Operating Cost per Passenger	\$10.00	\$8.00	\$8.75
Administrative Cost/Total Op. Costs	15%	10%	6.3%

Succession Planning

During the time frame of the five-year Transit Development Plan, it is possible that the existing Transit Manager of Lake Transit Authority will retire. There is a need for a transition plan from the existing arrangement with the contract Transit Manager for when he retires or is no longer available to provide the transit management services. Chapter 10 provides a detailed evaluation of the options available to Lake Transit Authority. The following is a brief summary of the key findings.

Lake Transit Authority contracts for transit management services. The Transit Manager contract is a continuously renewable agreement that has been on a year-to-year basis since it was competitively procured in 1996. Each year the contract terms includes the scope of work, level of effort, and increases in the rate per hour which has typically been adjusted based on the California CPI.

The outsourcing for Executive Director of Lake Transit Authority, the Transit Manager and the Operations and Maintenance contract has resulted in a very cost-effective Lake Transit service with a very low overall cost per vehicle service hour when compared to other California rural transit systems. For four small rural transit agencies with contracted operations, the average administrative cost per vehicle service hours was \$16.64 and Lake Transit's was just \$4.02 per vehicle service hour. For contracted operations, the average administrative cost of four rural transit agencies was 22% and Lake Transit's was just 6.3%.

Interviews were held with three well known Transit Managers who work for California rural transit agencies. There was strong consensus on the four most important skills and experience for a rural Transit Manager:

- Government experience with Federal contracting and compliance requirements
- Administrative and political skills of managing a joint powers authority
- Procurement skills, the most important of which are generally bus procurements and contracting for the operations and maintenance contractor
- Experience budgeting and financial planning

All Transit Manager peers pointed to the compensation package as critically important in recruiting a qualified Transit Manager. This includes a competitive salary and excellent health and retirement benefits.

There are essentially four main categories of organizational options for the Transit Manager:

1. Keep the status quo, and contract for a part-time or full-time Transit Manager with a management firm or independent contractor.
2. Hire a full-time employee of the Lake Transit Authority and provide CalPERS retirement and health benefits.
3. Modify the scope of work of the Lake APC Administrative and Fiscal Services contract to provide Transit Manager position as part of the current or future contract.
4. Lake County hires the Transit Manager.

There are no recommendations made on the organizational option but pros and cons for each of the above options are provided as a resource to the Lake Transit Authority. Insights from the three peer Transit Managers are also provided.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Dow & Associates – Planning Claims Process

DATE PREPARED: August 4, 2015

MEETING DATE: August 12, 2015

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

In previous years, when Dow & Associates provided both administrative and planning services to Lake APC, the Agreement for planning services stated a minimum amount of planning funding that must be available each year to provide for staffing. The actual amount claimed each year varied, depending on the amount programmed each year in the Work Program. Often there were changes to the work program that resulted in the actual amount of work done.

The RFP that the County distributed on Lake APC's behalf last year required firm costs to be provided for staffing services for both administration and planning services. We now have an agreement with Dow & Associates for a five-year period to provide transportation planning services at a fixed cost per year. Understanding the demands of the Work Program vary from year to year, responding with a multi-year proposal for a program that constantly in constant flux is a challenge.

If there were ever a year when things go as planned, the planning demands would match the amount in the adopted work program (which in turn, would match the contracted funding) and about all the funding that is authorized in the agreement would be claimed by the end of the fiscal year. This has never happened. Even in years when much more time was expended in certain elements than planned, resulting in uncompensated work, other elements in that same year would be under-claimed.

Each year the Lake APC Board considers at least one Work Program amendment to make adjustments through the course of the year. The first one is invariably an amendment to add carryover funding left over from the previous year. Sometimes the carryover funding is entirely from consultant-led projects, other times from local agency staffed projects, and other times from APC-staffed projects. Usually, the need is generated from a combination of these sources.

The issue at hand is that we have carryover funding from 2014/15 available for re-programming for needs in 2015/16 that resulted from under-claiming by Dow & Associates. Since the proposal was based on a firm amount for staffing services for 2015/16, the carryover generated by under-claiming should be available for carryover work or new work added through amendment in FY 2015/16 and subsequent years.

This process will provide APC the flexibility it needs to respond to fluctuating work programs, at the same time honoring its commitment of a stable funding level to the planning contractor.

It is my intent to track the un-claimed transportation funding each year as well as the amount re-programmed so that at the end of the five-year contract, the amount claimed by Dow & Associates does not exceed the amount approved in the agreement.

I thought it appropriate to inform the Lake APC because in succeeding years, planning claims may exceed the amount identified in the approved Cost Plan in any single year due to previously approved carryover.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: This is intended as an information item. The Executive Director intends to proceed as indicated unless there are concerns from the Board.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Lake APC's 2015/16 1st Budget Amendment

DATE PREPARED: August 5, 2015

MEETING DATE: August 12, 2015

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

The following agenda item (#7) outlines the need to amend the 2015/16 Overall Work Program (OWP) to capture carry over funds from the 2014/15 OWP. The main purpose for this budget amendment is to also adjust the Lake APC budget to be consistent with the planning funds identified in the first amendment of the OWP.

As you will note, there is a column dated 8-12-15 which identifies individual funding adjustments made to each line item of the adopted 2015/16 Lake APC Budget. The comment section on the right hand side of the budget discusses the adjustments made in the Work Program, remaining unallocated funds from FY 2014/15 and other carryover funds such as the Consolidated Transportation Services Agency (CTSA) and LTF Executive Director's Reserve Account fund balances that were not included in the final 2015/16 Lake APC budget.

If there are questions, I'd be happy to answer them if the item is moved from the consent calendar to the regular calendar for further discussion.

ACTION REQUIRED:

Approval of 1st amendment to the Lake APC Budget incorporating carryover balances and remaining unallocated funds from 2014/15.

ALTERNATIVES:

None identified.

RECOMMENDATION:

Approval of 1st amendment to the Lake APC Budget incorporating carryover balances and remaining unallocated funds from 2014/15.



LAKE COUNTY/CITY AREA PLANNING COUNCIL
FY 2015/16
1ST AMENDMENT - BUDGET SUMMARY

REVENUES	Budget				Actual				Year-to-Date Total	COMMENTS:
	Adopted:	Adjustment: 8-12-15		Actual	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr		
LOCAL:										
Local Transportation Funds (LTF)										
Local Transportation Funds (LTF) Estimated-2015/16	\$ 1,300,000	\$ -	\$ -	\$ 1,300,000					\$0.00	Estimated 2015/16 Revenues
LTF Carry-Over from 2014/15 Work Program	\$ 5,506	\$ 19,790	\$ -	\$ 25,296						14/15 Actual Carryover Amount.
LTF Carry-Over from 2014/15 LTA Allocation	\$ -	\$ 30,000	\$ -	\$ 30,000						Remaining allocation due to LTA from 14/15 Allocation
LTF Carry-Over -2% Bike & Ped - 2014/15 Allocation	\$ -	\$ 66,181	\$ -	\$ 66,181						14/15 Actual Carryover Amount.
LTF Carry-Over - Administration - 2014/15 Allocation	\$ -	\$ 375	\$ -	\$ 375						14/15 Actual Carryover Amount.
LTF Carry-Over -5% CTSA- 2014/15 Allocation	\$ -	\$ 171,805	\$ -	\$ 171,805						14/15 Actual Carryover Amount.
LTF Carry-Over - Exec Directors Reserve 2014/15	\$ -	\$ 271,321	\$ -	\$ 271,321						
LTF Carry-Over - OWP Planning Reserve Account	\$ -	\$ -	\$ -	\$ -						
Total Local Transportation Funds:	\$ 1,305,506	\$ 559,472	\$ -	\$ 1,864,978						
Planning Programming & Monitoring (PPM) Funds										
Planning Programming & Monitoring (PPM) Funds-2015/16	\$ 41,000	\$ -	\$ -	\$ 41,000						
PPM Carry-Over Funds from 2014/15 Work Program	\$ -	\$ 7,256	\$ -	\$ 7,256						14/15 Actual Carryover Amount.
Total PPM Funds:	\$ 41,000	\$ 7,256	\$ -	\$ 48,256						
Total Local Revenues:	\$ 1,346,506	\$ 566,728	\$ -	\$ 1,913,234						
STATE:										
Rural Planning Assistance Funds (RPA)										
Rural Planning Assistance (RPA) Funds programmed in 2015/16	\$ 294,000	\$ -	\$ -	\$ 294,000						2015/16 Allocation
Rural Planning Assistance (RPA) Grant Funds 2015	\$ 40,000	\$ -	\$ -	\$ 40,000						RPA Grant funds awarded to complete the ATP Plan for Lake County
RPA Carryover Funds from 2014/15 OWP	\$ -	\$ 30,015	\$ -	\$ 30,015						2014/15 Actual Carryover Amount
Total RPA Funds:	\$ 334,000	\$ 30,015	\$ -	\$ 364,015						
State Highway Account - Transit Planning:										
Transit Energy Reduction Plan (WE 621) - FY 2014/15 Carryover	\$ 42,495	\$ 2,227	\$ -	\$ 44,722						Adjustment reflects the actual carry over amount.
State Highway Account - Sustainable Communities:										
Transit Hub Location Plan (WE 609) - FY 2015/16	\$ 84,095	\$ -	\$ -	\$ 84,095						Grant Awarded to complete the Transit Hub Location Plan in FY 2015/16
State Transit Assistance (STA) Funds										
STA Allocation to Lake Transit Authority	\$ 327,205	\$ -	\$ -	\$ 327,205						2015/16 STA Alloc. - Allocation based on preliminary estimate.
STA Carry-Over to Lake Transit Authority 2014/15	\$ -	\$ 24,076	\$ -	\$ 24,076						14/15 Actual Carryover Amount.
Total State Revenues:	\$ 787,795	\$ 56,318	\$ -	\$ 844,113						
FEDERAL:										
Regional Surface Transportation Program (RSTP)										
RSTP Local Agency Distribution (2014/15):	\$ 805,301	\$ -	\$ -	\$ 805,301						Passes through to cities/County
Total RSTP Funds for Distribution:	\$ 805,301	\$ -	\$ -	\$ 805,301						Apportionment for FY 2014/15. Allocation will be received in 2015/16
5311 Federal Funds - FFY 2015	\$ 363,944	\$ -	\$ -	\$ 363,944						FFY 2015-Regional Apportionment to LTA - Projected
Total Federal Revenues:	\$ 1,169,245	\$ -	\$ -	\$ 1,169,245						
GRAND TOTAL REVENUES	\$ 3,303,546	\$ 623,046	\$ -	\$ 3,926,592						

ALLOCATIONS

COMMENTS:

	Budget					Actual				Year-to-Date Total	
	Adopted:	Adjustment	Adjustment	Estimated	Actual	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr		
LOCAL:											
Local Transportation Funds (LTF)											
Administration Breakdown:											
DBC Contract (July 1, 2015 to June 30, 2016)	\$ 253,030	\$ -	\$ -	\$ -	\$ 253,030						DBC Admin. Contract for FY 2015/16 (\$248,556) + CPI Increase 1.8% (\$4,474.01)
Board Member Reimbursement for Meetings	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000						\$50 per diem reimbursement to board members for meeting attendance
Travel Expenses (uncontracted)	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500						Covers expenses for travel not included in contract or work program.
Lake County Auditor/Controller	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000						Accounting services by the County of Lake Auditor's Office
Fiscal Audit	\$ 9,500	\$ -	\$ -	\$ -	\$ 9,500						Annual requirement of TDA to audit LTF funds
Triennial Performance Audit FY 12/13-14/15	\$ 12,000	\$ -	\$ -	\$ -	\$ 12,000						Triennial Performance Audit is scheduled to be completed in FY 2015/16
CalCOG Dues	\$ 1,444	\$ -	\$ -	\$ -	\$ 1,444						Facilitates communication between COGs, local officials, state/federal agencies & public
National Assoc. for Regional Councils	\$ 215	\$ -	\$ -	\$ -	\$ 215						NARC dues to assist RTPAs at national level on important issues locally
Contingency	\$ 6,000	\$ -	\$ -	\$ -	\$ 6,000						Unexpected costs beyond typical annual LTF expenses
Total 2015/16 Administration Allocations	\$ 294,689	\$ -	\$ -	\$ -	\$ 294,689						Increases due to DBC Administrative Contract and Triennial Audit
LTF Carry-Over - Administration - 2014/15 Allocation	\$ -	\$ 375	\$ -	\$ -	\$ 375						
Bicycle and Pedestrian Reserve Fund	\$ 20,106	\$ -	\$ -	\$ -	\$ 20,106						2% LTF Allocation for Bike and Pedestrian Purposes
LTF Carry-over -2% Bike & Ped - 2014/15 Allocation	\$ -	\$ 66,181	\$ -	\$ -	\$ 66,181						
LTF 2015/16 Work Program Allocation	\$ 60,905	\$ -	\$ -	\$ -	\$ 60,905						
LTF Carry-Over from 2014/15 Work Program	\$ 5,506	\$ 19,790	\$ -	\$ -	\$ 25,296						
LTF (Article 4.5) 5% Allocation to CTSA - 2015/16	\$ -	\$ -	\$ -	\$ -	\$ -						\$167,948 Available in CTSA Account from Previous Allocation for NEMT
LTF Carry-over -5% CTSA - 2014/15 Allocation	\$ -	\$ 171,805	\$ -	\$ -	\$ 171,805						
LTF Allocation to Lake Transit Authority 2015/16	\$ 924,300	\$ -	\$ -	\$ -	\$ 924,300						
LTF Carry-Over from 2014/15 LTA Allocation	\$ -	\$ 30,000	\$ -	\$ -	\$ 30,000						
LTF Reserve Accounts											
LTF Carry-Over - Exec Directors Reserve 2014/15	\$ -	\$ 271,321	\$ -	\$ -	\$ 271,321						Executive Directors Reserve Account Balance
LTF Carry-Over - OWP Planning Reserve Account	\$ -	\$ -	\$ -	\$ -	\$ -						
Total LTF Allocations:	\$ 1,305,506	\$ 559,472	\$ -	\$ -	\$ 1,864,978						
Planning Programming & Monitoring (PPM) Funds											
Planning Programming & Monitoring (PPM) Funds	\$ 41,000	\$ -	\$ -	\$ -	\$ 41,000						2015/16 PPM Allocation Amount
PPM Carry-Over from 2013/14 Work Program	\$ -	\$ 7,256	\$ -	\$ -	\$ 7,256						Carryover amount to be determined
Total PPM Allocations:	\$ 41,000	\$ 7,256	\$ -	\$ -	\$ 48,256						
Total Local Allocations:	\$ 1,346,506	\$ 566,728	\$ -	\$ -	\$ 1,913,234						
STATE:											
Rural Planning Assistance Funds (RPA)											
Rural Planning Assistance (RPA) Funds programmed in 2014/15	\$ 294,000	\$ -	\$ -	\$ -	\$ 294,000						
Rural Planning Assistance (RPA) Grant Funds 2015	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000						RPA Grant funds awarded to complete the ATP Plan for Lake County
RPA Carryover Funds from 2014/15 OWP	\$ -	\$ 30,015	\$ -	\$ -	\$ 30,015						
Total RPA Funds:	\$ 334,000	\$ 30,015	\$ -	\$ -	\$ 364,015						
State Highway Account - Transit Planning:											
Transit Energy Reduction Plan (WE 621) - FY 2013/14 Carryover	\$ 42,495	\$ 2,227	\$ -	\$ -	\$ 44,722						Estimated Carryover -Actuals will be reflected in 1st Amendment
State Highway Account - Sustainable Communities:											
Transit Hub Location Plan (WE 609) - FY 2015/16	\$ 84,095	\$ -	\$ -	\$ -	\$ 84,095						Grant Awarded to complete the Transit Hub Location Plan in FY 2015/16
State Transit Assistance (STA) Funds											
STA Allocation to Lake Transit Authority	\$ 327,205	\$ -	\$ -	\$ -	\$ 327,205						2015/16 STA Alloc. - Based on preliminary estimate.
STA Carry-Over to Lake Transit Authority 2014/15	\$ -	\$ 24,076	\$ -	\$ -	\$ 24,076						Actual carryover amounts will be adjusted in the 1st amendment.
Total State Allocations:	\$ 787,795	\$ 56,318	\$ -	\$ -	\$ 844,113						
FEDERAL:											
Regional Surface Transportation Program (RSTP)											
RSTP Local Agency Distribution (2013/14):	\$ 805,301	\$ -	\$ -	\$ -	\$ 805,301						2015/16 Actuals
Lakeport (8%)	\$ 64,424	\$ -	\$ -	\$ -	\$ 64,424						Passes through to cities/County
Clearlake (22%)	\$ 177,166	\$ -	\$ -	\$ -	\$ 177,166						Distributed based on population.
Lake County (70%)	\$ 318,837	\$ -	\$ -	\$ -	\$ 318,837						County's separate RSTP 182.6(d2) apportionment-\$244,873 included in formula
5311 Federal Funds - FFY 2015	\$ 363,944	\$ -	\$ -	\$ -	\$ 363,944						FFY 2015-Regional Apportionment to LTA - Projected
Total Federal Allocations:	\$ 1,169,245	\$ -	\$ -	\$ -	\$ 1,169,245						
GRAND TOTAL ALLOCATIONS	\$ 3,303,546	\$ 623,046	\$ -	\$ -	\$ 3,926,592						Updated: 7/29/15 AJP



LAKE COUNTY/CITY AREA PLANNING COUNCIL

STAFF REPORT

TITLE: 2015/16 (Proposed) OWP Amendment

DATE PREPARED: July 28, 2015

MEETING DATE: August 12, 2015

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

It is typical to need a Work Program Amendment within the first few months of a new Fiscal Year to make adjustments to work elements requiring carryover. Other minor edits are sometimes required as well. The proposed changes to the Final 2015/16 Overall Work Program (OWP) are detailed below:

A general description of the proposed changes to the work elements are as follows:

Work Element 600 – A small portion of Local Transportation Funds (LTF) totaling \$1,028 was remaining in this work element. It has been carried over for direct expenses that might be needed in the current fiscal year. An additional \$500 of Planning Programming and Monitoring (PPM) funds were also available to be carried over. These funds have been placed in Work Element 604 for use at a later time.

The 2015/16 Final Work Program estimated the CPI adjustment (2014/15) and carryover for the APC Planning Staff Consultant, Dow & Associates. The first amendment to the 2015/16 Work Program considers the planning staff contract amount identified in the five-year proposal, plus the CPI adjustment and carryover from Fiscal Year 2014/15. This adjustment resulted in a reduction in the Planning Staff Consultant's funding in this work element by \$5,000 as well as \$5,000 from Work Element 601. The additional funds were moved to Work Element 604 – Lake County Project Reserve Funds.

Work Element 602 – A small amount of funding was not claimed by the Transit Manager for Fiscal Year 2014/15. These funds have been carried over into the 2015/16 OWP.

Work Element 603 – The Lake County Active Transportation Plan just got underway in the last quarter of FY 2014/15, therefore \$13,021 of Rural Planning Assistance (RPA) funds and \$1,000 of Planning, Programming and Monitoring (PPM) funds have been carried over to continue work on this Plan. A small amount of Local Transportation Funds have been added to this work element to assist with document reproduction and meeting location fees, or any other direct expenses that may arise during the completion of this project.

Work Element 604 – \$10,000 of additional Planning, Programming and Monitoring (PPM) funds have been added to this element that were removed from APC Staff Consultant's allocation in the Final 2015/16 Work Program. A total of \$2,113 of 2014/15 Planning, Programming and Monitoring (PPM) carry over funds were also added to this element from completed projects in FY 2014/15.

Work Element 605 – The actual amount of carry over funding totaled \$210 of Rural Planning Assistance (RPA) Funds for APC Staff Consultant.

Work Element 606 – This project has been completed, leaving \$2 of Local Transportation Funds (LTF) remaining. These funds have been allocated to Work Element 603 for direct expenses.

Work Element 607 – Funding in the amount of \$8,020 was unexpended in the 2014/15 OWP. A total of \$7,975 will be carried over to be used by the City of Clearlake in 2015/16 and the remaining \$45 will be carried over to be used by County of Lake DPW Staff.

Work Element 608 – A very small amount totaling \$108 of Local Transportation Funds (LTF) have been carried over into the Fiscal Year 2015/16 OWP to assist with direct expenses throughout the year on a variety of projects.

Work Element 609 - The carryover funding from the 2014/15 Work Program for this element was \$1,100 of Local Transportation Funds (LTF). These funds have been carried over to several work elements for additional direct expenses.

Work Element 611 – The project was completed slightly under budget leaving \$2,414 of Rural Planning Assistance (RPA) and \$848 of Local Transportation Funds (LTF). These carry over funds will be used for the Street Saver Software annual license (WE 611).

Work Element 612 – The amount of carryover from the 2014/15 OWP totaled \$15,204 for the City of Clearlake, APC Staff Consultant and a consultant. These funds have been carried over into this year's work program to allow these agencies training opportunities and computer/software upgrades.

Work Element 613 – Carryover for this work element is \$3,812 in Local Transportation Funds, which will be used towards public outreach and participation during the development of the ATP Plan.

Work Element 620 – The actual carryover amount for this work element is \$3,974 of Local Transportation Funds, which will be carried over into this fiscal year.

Work Element 621 – Carryover for this work element is \$5,794 in Local Transportation Funds and \$44,722 of State Highway Account – Transit Planning Grant Funds, which will be used to complete the Lake County Transit Energy Use Reduction Plan.

I have attached the initial pages of the first amended 2015/16 Work Program. As you will note, the new funding levels in yellow columns on the attached table of this spreadsheet correlate to the carryover and other adjustments made to the 1st Amendment of the 2015/16 Overall Work Program.

I am requesting the Lake APC consider and take action to approve the proposed the 2015/16 OWP Amendment as proposed.

ACTION REQUIRED:

Recommended action to approve 2015/16 Work Program Amendment as proposed.

ALTERNATIVES:

Do not approve amended Work Program and provide alternative suggestions.

RECOMMENDATION:

Approve first amendment to the 2015/16 Work Program Amendment as presented with changes to the above-mentioned Work Elements.

Proposed changes to the 2015/16 Amended Work Program are as follows:

Proposed 2015/16 Work Program Amendment

WE	Work Element Project Description	Current Funding				Proposed Funding				Proposed
		RPA	LTF	PPM	Other	RPA	LTF	PPM	Other	Total
600	Regional Planning & Intergovernmental Coordination	\$ 122,500	\$ 2,000	\$ 18,000	\$ -	\$ 127,501	\$ 3,028	\$ 8,000	\$ -	\$ 138,529
601	Transit Planning	\$ 20,000	\$ -	\$ -	\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000
602	Transit Service Reliability & Performance Monitoring	\$ 25,000	\$ -	\$ -	\$ -	\$ 25,000	\$ 4,918	\$ -	\$ -	\$ 29,918
603	L.C. Active Transportation Plan <i>(Carryover)</i>	\$ 63,000	\$ -	\$ -	\$ -	\$ 76,021	\$ 1,500	\$ -	\$ -	\$ 77,521
604	Lake County Project Reserve Funds (New)	\$ -	\$ 16,960	\$ -	\$ -	\$ -	\$ 16,960	\$ 22,113	\$ -	\$ 39,073
605	Federal & State Grant Preparation	\$ 10,000	\$ 1,324	\$ 23,000	\$ -	\$ 20,210	\$ 1,824	\$ 13,000	\$ -	\$ 35,034
606	Speed Zone Study - City of Lakeport (New)	\$ 12,500	\$ -	\$ -	\$ -	\$ 12,500	\$ 464	\$ -	\$ -	\$ 12,964
607	Special Studies	\$ 41,000	\$ 16,500	\$ -	\$ -	\$ 33,877	\$ 17,026	\$ 5,143	\$ -	\$ 56,046
608	Planning, Programming, & Monitoring	\$ 30,000	\$ 2,500	\$ -	\$ -	\$ 30,000	\$ 2,500	\$ -	\$ -	\$ 32,500
609	Lake Transit Hub Location Plan (New)	\$ -	\$ 10,905	\$ -	\$ 84,095	\$ -	\$ 11,305	\$ -	\$ 84,095	\$ 95,400
610	Non-Motorized Transportation	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
611	Pavement Management Program Inventory Update	\$ -	\$ -	\$ -	\$ -	\$ 3,906	\$ 594	\$ -	\$ -	\$ 4,500
612	Countywide Technology Support Services	\$ -	\$ 2,500	\$ -	\$ -	\$ 10,000	\$ 4,286	\$ -	\$ -	\$ 14,286
613	Transportation Information Outreach	\$ -	\$ 4,500	\$ -	\$ -	\$ -	\$ 7,732	\$ -	\$ -	\$ 7,732
614	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
615	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
616	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
617	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
618	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
619	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
620	Training	\$ -	\$ 3,716	\$ -	\$ -	\$ -	\$ 7,690	\$ -	\$ -	\$ 7,690
621	Lake County Transit Energy Use Reduction Plan <i>(Carryover)</i>	\$ -	\$ 5,506	\$ -	\$ 42,495	\$ -	\$ 6,374	\$ -	\$ 44,722	\$ 51,096
Total Funding Sources		\$ 334,000	\$ 66,411	\$ 41,000	\$ 126,590	\$ 364,015	\$ 86,201	\$ 48,256	\$ 128,817	
		Current 2015/16 OWP Total: \$ 568,001				Proposed 2015/16 OWP Total: \$ 627,289				

FUNDING NEEDS

The amended 2015/16 Transportation Planning Work Program requires total funding of **\$627,289** and will be funded from a combination of Sustainable Transportation Planning Grant Funds, Rural Planning Assistance (RPA) funds, and Local Transportation Funds (LTF), Planning, Programming & Monitoring (PPM) funds.

FEDERAL

The Lake APC does not currently have any federal funds identified in the Fiscal Year's work program.

STATE

Estimated Rural Planning Assistance (RPA) funds in the amount of **\$294,000** are expected for FY 2015/16. These funds are only available after the passage of the State Budget and on a reimbursement basis. As of July 1, 2009, it is permissible to carry over up to 25% of RPA funding from the prior year's Work Program. The Lake APC was successful in receiving a grant from Caltrans for excess RPA Funds in the amount of **\$40,000** that will be added to the Lake County Active Transportation Plan work element. Carryover RPA Funds from the 2014/15 Work Program total **\$30,015**. Total RPA Funds programmed in the 2015/16 Work Program are **\$364,015**. Work Program products funded by RPA funds must be received by Caltrans District 1 staff prior to requesting full reimbursement of funds.

Lake APC was successful in receiving a State Transportation Planning Grant for FY 2015/16 from Caltrans. The State Highway Account - Sustainable Communities grant funds will be used to complete the Lake Transit Hub Location Plan for a total grant amount of **\$84,095**.

Also included in this Overall Work Program are carryover State Highway Account Transit Planning (SHA-TP) funds in the amount of **\$44,722**. These funds were awarded to the Lake APC through the FTA Section 5304 Technical Transit Grant Program, but have been funded by Caltrans with SHA-TP Funding. These funds will be used to complete the Lake Transit Authority Energy Use Reduction Plan.

LOCAL

The total new Local Transportation Funds (LTF) commitment will be **\$60,905** in the 2015/16 Work Program. LTF Funds carried over from the 2014/15 Work Program in the amount of **\$25,296** are being carried over to be used under several work elements in the 2015/16 Work Program. Total LTF Funds committed to the 2015/16 Work Program total **\$86,201**.

Planning, Programming & Monitoring Funds in the amount of **\$41,000** were allocated for FY 2015/16. PPM Funds from the 2014/15 Work Program in the amount of **\$7,256** are being carried over to be used under several work elements in this Work Program. Total PPM Funds committed to the 2015/16 Work Program total **\$48,256**.

The total commitment from **local funding** sources totals **\$134,457 (19%)**

LAKE COUNTY WORK PROGRAM
SUMMARY OF FUNDING SOURCES
 Fiscal Year 2015/16

FUNDING SOURCE	AMOUNT	FUNDING %
Federal Funding Sources		
None		
Total Federal Funds:	\$0	0%
State Funding Sources		
Rural Planning Assistance - 2015/16	\$294,000	47%
Rural Planning Assistance Grant - 2015/16	\$40,000	6%
Rural Planning Assistance - (2014/15 Carryover)	\$30,015	0%
State Transit Account - Sustainable Communities (SHA-SC) (15/16)	\$84,095	0%
State Highway Account Transit Planning (SHA-TP)- (2013/14 Carryover)	\$44,722	0%
Total State Funds:	\$492,832	53%
Federal and State Funding:	\$492,832	79%
Local Funding Sources		
Local Transportation Funds - 2015/16	\$60,905	10%
Local Transportation Funds - (Carryover-See Page 14 for Breakdown by Fiscal Year)	\$25,296	0%
Total Local Transportation Funds:	\$86,201	14%
Planning, Programming & Monitoring (PPM) - 2015/16	\$41,000	7%
Planning, Programming & Monitoring - (Carryover-See Page 14 for Breakdown by Fiscal Year)	\$7,256	0%
Total Planning, Programming & Monitoring Funds:	\$48,256	7%
Local Funding:	\$134,457	21%
TOTAL PROGRAM FUNDING REVENUES	\$627,289	100%

**SUMMARY OF 2014/15 CARRYOVER
BY FUNDING SOURCE**

Funding Source	Work Element	Carryover Amount	Fiscal Year	Use of Carryover
LOCAL				
LTF				
<div style="border: 1px solid black; padding: 5px;"> 12 RES = \$2 10/11 = \$136 12/13 = \$580 13/14 = \$8,680 14/15 = \$15,898 Total LTF = \$25,296 </div>	600	\$892	14/15	Funds to be used for Direct Expenses under various WE's.
		\$136	10/11	Funds to be used for Direct Expenses under various WE's.
	602	\$4,918	14/15	Actual Carryover amount for Tansit Manager & RouteMatch.
	603	\$1,000	14/15	Actual Carryover amount for APC Staff Consultant
	606	\$2	12 RES	Project Complete. Moved to WE 600.
	608	\$108	14/15	Funds to be used for Direct Expenses under various WE's.
	609	\$1,100	13/14	Funds to be used for Direct Expenses under various WE's.
	611	\$848	14/15	Funds will be carried over into the work element for software.
	612	\$1,426	14/15	Actual Carryover amount for APC Staff Consultant.
		\$1,286	13/14	Actual Carryover amount for City of Clearlake.
	613	\$2,732	14/15	Actual Carryover amount for APC Staff/Direct Expenses.
		\$500	13/14	Actual Carryover amount for Direct Expenses.
		\$580	12/13	Funds to be used for Direct Expenses under various WE's.
	620	\$3,974	14/15	Actual Carryover amount for APC Staff Consultant.
	621	\$5,794	13/14	These funds have been carried over to complete this Project.
TOTAL LTF CARRYOVER:		\$25,296		
PPM				
<div style="border: 1px solid black; padding: 5px;"> 13/14 = \$2,098 14/15 = \$5,158 Total PPM = \$7,256 </div>	600	\$500	14/15	Actual Carryover amount for APC Staff Consultant.
	607	\$3,045	14/15	Actual Carryover amount for City of Clearlake.
		\$2,098	13/14	Actual Carryover amount for City of Clearlake.
	612	\$1,000	14/15	Actual Carryover amount for APC Staff Consultant.
	615	\$613	14/15	Project Complete. Moved to WE 604.
	TOTAL PPM CARRYOVER:		\$7,256	
STATE				
Rural Planning Assistance (RPA)				
	600	\$1	14/15	Actual Carryover amount for APC Staff Consultant.
	603	\$13,021	14/15	Actual Carryover amount for APC Staff Consultant.
	605	\$210	14/15	Actual Carryover amount for APC Staff Consultant.
	607	\$2,877	14/15	Actual Carryover amount for City of Clearlake.
	611	\$2,414	14/15	Actual Carryover amount, will be used for Software.
	612	\$11,492	14/15	Actual Carryover amount, scheduled for GIS Training.
State Hwy Acct Transit Plng.(SHA-TP)				
	621	\$44,722	13/14	These funds have been carried over to complete this Project.
TOTAL STATE CARRYOVER:		\$74,737		
FEDERAL				
TOTAL FEDERAL CARRYOVER:		\$0		
TOTAL CARRYOVER:		\$107,289		

**LAKE COUNTY WORK PROGRAM
SUMMARY OF FUNDING SOURCES
BY WORK ELEMENT**

WE	Work Element Project Description	RPA	LTF	PPM	Other	Total
600	Regional Planning & Intergovernmental Coordination	\$ 127,501	\$ 3,028	\$ 8,000	\$ -	\$ 138,529
601	Transit Planning	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000
602	Transit Service Reliability & Performance Monitoring	\$ 25,000	\$ 4,918	\$ -	\$ -	\$ 29,918
603	L.C Active Transportation Program Plan (<i>Carryover</i>)	\$ 76,021	\$ 1,500	\$ -	\$ -	\$ 77,521
604	Lake County Project Reserve Funds (New)	\$ -	\$ 16,960	\$ 22,113	\$ -	\$ 39,073
605	Federal & State Grant Preparation	\$ 20,210	\$ 1,824	\$ 13,000	\$ -	\$ 35,034
606	Speed Zone Studies- City of Lakeport (NEW)	\$ 12,500	\$ 464	\$ -	\$ -	\$ 12,964
607	Special Studies	\$ 33,877	\$ 17,026	\$ 5,143	\$ -	\$ 56,046
608	Planning, Programming, & Monitoring	\$ 30,000	\$ 2,500	\$ -	\$ -	\$ 32,500
609	Lake Transit Hub Location Plan (NEW)	\$ -	\$ 11,305	\$ -	\$ 84,095	\$ 95,400
610	Non-Motorized Transportation	\$ 10,000	\$ -	\$ -	\$ -	\$ 10,000
611	Pavement Management Program Inventory Update (<i>Carryover</i>)	\$ 3,906	\$ 594	\$ -	\$ -	\$ 4,500
612	Technology Support Services	\$ 10,000	\$ 4,286	\$ -	\$ -	\$ 14,286
613	Transportation Information Outreach	\$ -	\$ 7,732	\$ -	\$ -	\$ 7,732
614	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -
615	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -
616	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -
617	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -
618	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -
619	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -
620	Training	\$ -	\$ 7,690	\$ -	\$ -	\$ 7,690
621	Lake County Transit Energy Use Reduction Plan (<i>Carryover</i>)	\$ -	\$ 6,374	\$ -	\$ 44,722	\$ 51,096
Total Funding Sources		\$ 364,015	\$ 86,201	\$ 48,256	\$ 128,817	\$ 627,289

**LAKE COUNTY WORK PROGRAM
SUMMARY OF FUNDING SOURCES BY CLAIMANT**

Local Transportation Fund (LTF)

WE	WE Project Description	County Png	Lake DPW	Lakeport	Clearlake	APC Staff Consultant	Transit Manager	Other	Total
600	Regional Planning & Intergovernmental Coordination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,028	\$ 3,028
602	Transit Service Reliability & Performance Monitoring	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,918	\$ 4,918
603	L.C. Active Transportation Plan	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ -	\$ 500	\$ 1,500
604	Lake County Project Reserve Funds (New)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,960	\$ 16,960
605	Federal & State Grant Preparation	\$ -	\$ -	\$ -	\$ -	\$ 1,324	\$ -	\$ 500	\$ 1,824
606	Speed Zone Studies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 464	\$ 464
607	Special Studies	\$ -	\$ 6,500	\$ -	\$ 5,000	\$ 5,000	\$ -	\$ 526	\$ 17,026
608	Planning, Programming & Monitoring	\$ -	\$ -	\$ -	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500
609	Lake Transit Hub Location Plan (New)	\$ -	\$ -	\$ -	\$ -	\$ 1,041	\$ 1,663	\$ 8,601	\$ 11,305
611	Pavement Management Program Update	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 594	\$ 594
612	Technology Support Services	\$ -	\$ -	\$ -	\$ 2,500	\$ 1,286	\$ -	\$ 500	\$ 4,286
613	Transportation Information Outreach	\$ -	\$ -	\$ -	\$ -	\$ 6,732	\$ -	\$ 1,000	\$ 7,732
620	Training	\$ -	\$ -	\$ -	\$ -	\$ 7,690	\$ -	\$ -	\$ 7,690
621	Lake Co. Transit Energy Use Reduction Plan (<i>Carryover</i>)	\$ -	\$ -	\$ -	\$ -	\$ 52	\$ 413	\$ 5,909	\$ 6,374
Total LTF Funding by Claimant		\$ -	\$ 6,500	\$ -	\$ 10,000	\$ 24,125	\$ 2,076	\$ 43,500	\$ 86,201

Planning, Programming & Monitoring (PPM)

WE	WE Project Description	County Png	Lake DPW	Public Health	Lakeport	Clearlake	APC Staff Consultant	Transit Manager	Other	Total
600	Regional Planning & Intergovernmental Coordination	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ 8,000
604	Lake County Project Reserve Funds (New)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,113	\$ 22,113
605	Federal & State Grant Preparation & Monitoring	\$ -	\$ 7,000	\$ -	\$ -	\$ 3,000	\$ 3,000	\$ -	\$ -	\$ 13,000
607	Special Studies	\$ -	\$ 45	\$ -	\$ -	\$ 5,098	\$ -	\$ -	\$ -	\$ 5,143
Total PPM Funds by Claimant		\$ -	\$ 7,045	\$ -	\$ -	\$ 8,098	\$ 11,000	\$ -	\$ 22,113	\$ 48,256

Rural Planning Assistance (RPA)									
WE	WE Project Description	County Png	Lake DPW	Lakeport	Clearlake	APC Staff Consultant	Transit Manager	Other	Total
600	Regional Png & Intergovernmental Coordination	\$ -	\$ 5,000	\$ -	\$ 3,000	\$ 119,501	\$ -	\$ -	\$ 127,501
601	Transit Planning	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 5,000	\$ -	\$ 15,000
602	Transit Service Reliability & Performance Monitoring	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000	\$ 25,000
603	L.C. Active Transportation Plan (<i>Carryover</i>)	\$ -	\$ 6,000	\$ 4,000	\$ 4,000	\$ 33,021	\$ 4,000	\$ 25,000	\$ 76,021
605	Federal & State Grant Preparation & Monitoring	\$ -	\$ 10,000	\$ -	\$ -	\$ 10,210	\$ -	\$ -	\$ 20,210
606	Speed Zone Studies - City of Lakeport (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ -	\$ -	\$ 12,500
607	Special Studies	\$ -	\$ 13,500	\$ -	\$ 2,877	\$ 17,500	\$ -	\$ -	\$ 33,877
608	Planning, Programming & Monitoring	\$ -	\$ 20,000	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 30,000
610	Non-Motorized Transportation	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 10,000
611	Pavement Management Program Update	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,906	\$ 3,906
612	Technology Support Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000
Total RPA Funding by Claimant		\$ -	\$ 54,500	\$ 4,000	\$ 9,877	\$ 222,732	\$ 9,000	\$ 63,906	\$ 364,015

Other Funding:										
WE	WE Project Description	CDD/ Admin.	Lake DPW	Public Health	Lakeport	Clearlake	APC Staff Consultant	Transit Manager	Other	Total
	Federal:									
609	Lake Transit Hub Location Plan (NEW)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,959	\$ 12,837	\$ 63,299	\$84,095
621	L.C Transit Energy Use Reduction Plan (<i>Carryover - TBD</i>)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 397	\$ 3,189	\$ 41,136	\$44,722
Total Funds by Claimant		\$0	\$0	\$0	\$0	\$0	\$8,356	\$16,026	\$104,435	\$128,817

Total Funds Available: \$627,289

**LAKE COUNTY WORK PROGRAM
SUMMARY OF EXPENDITURES
BY WORK ELEMENT**

WE	Title	County Planning	Lake DPW	Lakeport	Clearlake	APC Staff Consultant	Transit Manager	Other	Total Costs
600	Regional Planning & Intergovernmental Coordination	\$ -	\$ 5,000	\$ -	\$ 3,000	\$ 127,501	\$ -	\$ 3,028	\$ 138,529
601	Transit Planning	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ 5,000	\$ -	\$ 15,000
602	Transit Service Reliability & Performance Monitoring	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,918	\$ 29,918
603	L.C. Active Transportation Plan	\$ -	\$ 6,000	\$ 4,000	\$ 4,000	\$ 34,021	\$ 4,000	\$ 25,500	\$ 77,521
604	Lake County Project Reserve Funds (New)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39,073	\$ 39,073
605	Federal & State Grant Preparation	\$ -	\$ 17,000	\$ -	\$ 3,000	\$ 14,534	\$ -	\$ 500	\$ 35,034
606	Speed Zone Studies - City of Lakeport (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 12,500	\$ -	\$ 464	\$ 12,964
607	Special Studies	\$ -	\$ 20,045	\$ -	\$ 12,975	\$ 22,500	\$ -	\$ 526	\$ 56,046
608	Planning, Programming, & Monitoring	\$ -	\$ 20,000	\$ -	\$ 2,500	\$ 10,000	\$ -	\$ -	\$ 32,500
609	Lake Transit Location Plan (NEW)	\$ -	\$ -	\$ -	\$ -	\$ 9,000	\$ 14,500	\$ 71,900	\$ 95,400
610	Non-Motorized Transportation	\$ -	\$ -	\$ -	\$ -	\$ 10,000	\$ -	\$ -	\$ 10,000
611	Pavement Management Program (<i>Carryover</i>)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,500	\$ 4,500
612	Technology Support Services	\$ -	\$ -	\$ -	\$ 2,500	\$ 1,286	\$ -	\$ 10,500	\$ 14,286
613	Transportation Information Outreach	\$ -	\$ -	\$ -	\$ -	\$ 6,732	\$ -	\$ 1,000	\$ 7,732
614	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
615	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
616	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
617	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
618	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
619	<i>Intentionally Left Blank</i>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
620	Training	\$ -	\$ -	\$ -	\$ -	\$ 7,690	\$ -	\$ -	\$ 7,690
621	Lake County Transit Energy Use Reduction Plan (<i>Carryover</i>)	\$ -	\$ -	\$ -	\$ -	\$ 448	\$ 3,602	\$ 47,046	\$ 51,096
Totals		\$ -	\$ 68,045	\$ 4,000	\$ 27,975	\$ 266,212	\$ 27,102	\$ 233,955	\$ 627,289



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Transportation Funding Update

DATE PREPARED: August 4, 2015

MEETING DATE: August 12, 2015

SUBMITTED BY: Lisa Davey-Bates, Executive Director

BACKGROUND:

During the June 10, 2015 meeting I provided a staff report summarizing Senate Bill 16 (Beall), a five-year bill proposing increases to several taxes and fees to provide immediate funding for transportation in California. SB 16 would raise approximately \$3.5 billion in new transportation revenues annually. Senator Beall's bill would primarily address maintenance on the state highways and local streets and roads that have been deferred. The primary purpose for the five-year sunset was to provide a temporary funding source to bridge the transportation funding gap while other methods of collecting transportation funds were being vetted. One option being considered, as a pilot project, is the creation of a "Road User Charge" which could provide a stable funding source for transportation and replace existing taxes and/or fees currently imposed by state law.

Since the last meeting, Senator Beall reintroduced SB 16 as SB X1-1 in the Special Session, adding a significant number of amendments to the original bill. The amendments are summarized below, but are also provided in a side-by-side comparison in an attachment that was provided by CalCOG Staff last week. SB X1-1 would amend the following language of SB 16:

- Increase gas tax to 12 cents rather than 10 cents;
- Increase diesel tax from 22 cents, rather than 12 cents, with a full 12 cents allocated to trade corridor improvement projects;
- Eliminate the complex rate-setting process for the price-based excise tax on gasoline and diesel and instead set the rate at 17.3 cents and index the rate to inflation beginning in 2018;
- Once a local jurisdiction has reached a pavement condition index of 85, it would be able to use funding raised by the bill for transportation purposes beyond what is identified in the bill;
- Allowable uses of funding are identified as:
 - a. Road maintenance and rehabilitation
 - b. Safety projects
 - c. Railroad grade separations
 - d. Active transportation and pedestrian and bicycle safety projects in conjunction with any other allowable project
- Retains the \$100 registration fee on zero-emission vehicles and the \$35 registration fee on other vehicles;
- Eliminates the Vehicle License Fee hike, which would have been used to backfill the truck weight fees which are being transferred to the general fund to pay off transportation bonds, and replaces those revenues with a \$35 "Road Access Charge";
- No longer includes a five-year sunset, providing a permanent funding package

The Legislature adjourned for summer break on July 17. Both houses return on Aug. 17 for the final weeks of the 2015 legislative session that ends on Sept. 11.

Meanwhile, a broad coalition of stakeholders including other local and regional governments, business, labor and transportation advocates have been collaborating to achieve new funding in 2015. On July 30, 2015, a letter (attached) addressed to Governor Brown and Legislative Leaders was submitted on behalf of this coalition urging support for increased transportation funding as part of the Special Session. Furthermore, the letter outlined seven priorities which are supported by the coalition to be the basis for legislation to address the transportation funding crisis.

The California State Association of Counties (CSAC) and the League of Cities developed the attached sample resolution in support of new funding for transportation. The resolution outlines six broad concepts with the idea that counties and cities can pass this more general resolution, rather than take a position on a specific proposal since legislative leaders are still negotiating the details of the final package.

The Lake APC Board of Directors may consider whether or not to support SB X1-1 after there has been a chance for discussion at the Lake APC meeting on August 12, 2015. The Board may also take action to support the principles developed recently by the “coalition” supporting a transportation funding package in lieu of specific language such as in SB X1-1. Another option is to stay neutral on the topic. Regardless of the decision the Board makes, time is of the essence since the special session ends on September 11, 2015.

ACTION REQUIRED: This agenda item is informational only, however the Lake APC Board may take action to support a resolution or general principles supporting the priorities for additional transportation funding in the Special Legislative Session of 2015.

ALTERNATIVES: Do not take action on this item.

RECOMMENDATION:

- 1) On behalf of Lake APC Board of Directors, authorize Chair Wharff or Executive Director to write a letter to Governor Brown and legislators in support of SB X1-1, or the principles developed by the coalition



POLICY BRIEF

TRANSPORTATION FUNDING UPDATE: EXTRAORDINARY SESSION

California Association of Councils of Governments

July 21, 2015

I. SB 16 and SBX1-1 (Beall) Transportation Funding

Senator Beall introduced SB 16 earlier this year. CALCOG took a “support” position on the version in print on April 15. Then, SB 16 was re-introduced in the Extraordinary Session as SB 1X-1. Significant new amendments went into print on July 14. See below.

SB 16—SB X1-1 COMPARISON TABLE		
Key Element	SB 16 (June 1)	SBX1-1 (July 14)
Effective Term	5 years	Unlimited
Revenue	\$3.4 to \$3.9 Billion/Yr.	\$4.3 to \$4.6 Billion/Yr.
Sources	<ul style="list-style-type: none"> • 10¢/gal. tax increase on gasoline • 12¢/gal increase on diesel fuel • \$35 vehicle registration fee • \$100 zero emission vehicle fee • Loan repayments over 3 years • .65% vehicle license fee increase 	<ul style="list-style-type: none"> • 12¢/gal. tax increase on gasoline • 22¢/gal. Increase on diesel fuel • \$35 vehicle registration fee • \$100 zero emission vehicle fee • Loan repayments over 3 years • \$35 road access fee
Truck Weight Fees	Transferred and backfilled with VLF	Not affected
Goods Movement (TCIF)	2¢/gal. on diesel to TCIF (approx. \$50 million/yr.)	12¢/gal. on diesel to TCIF (approx. \$300 million/yr.)
Self Help Incentive	5% off-the top allocation	5% of the top allocation-ongoing
Distribution of Remainder	<ul style="list-style-type: none"> • 50% to SHOPP • 50% to Local Streets & Roads 	<ul style="list-style-type: none"> • 50% to SHOPP • 50% to Local Streets & Roads
Inflation Adjustment (CPI)	N/A	Excise tax adjusted every three years beginning 2019
Local Streets and Road Fund Flexibility	N/A	“Other transportation priorities” allowed if PMI exceeds 85
STIP	N/A	<ul style="list-style-type: none"> • Excise tax reset to 17.3 ¢/gal. • CPI applies to all excise tax
Active Transportation Eligibility	N/A	Pedestrian and bike safety in conjunction with other projects
Caltrans Accountability	CTC allocation required for SHOPP; Department plan to improve efficiency by 30%	CTC allocation required for SHOPP; Department plan to improve efficiency by 30%
Local Street and Roads Accountability	CTC estimates fund amount, develop performance criteria	CTC develops performance criteria

II. Other Key Bills In the First Extraordinary Session

Assembly Bills:

- **AB X1-1 (Alejo). Weight fees.** Returns weight fees to the State Highway Fund; repays outstanding transportation loans over three years
- **AB X1-2 (Perea) Public Private Partnerships.** Extends P3 authority indefinitely; includes Santa Clara VTA in definition of regional agency.
- **AB X1-3 and ABX1-4 (Frazier, Atkins) Spot language.** Spot bills to establish permanent, sustainable sources of funding for highways, local roads, bridges, etc.
- **AB X1-6 (Hernandez) AHSC program.** Creates a 20% rural set aside in AHSC Program.
- **AB X1-7 (Nazarian). Public transit funding.** Doubles cap and trade appropriation for Transit and Intercity Rail Program (to 20%) and Local Carbon Transit Program (to 10%).
- **AB X1-8 (Chiu & Bloom) Diesel sales tax.** Increases sales and use tax on diesel from 1.75% to 5.25%. These revenues are appropriated by formula to public transit agencies.

Senate Bills:

- **SB X1-1 (Beall) Transportation Funding.** See previous page.
- **SB X1-2 (Huff) GHG reduction fund.** Dedicates cap and trade taxes paid from gasoline production to improving infrastructure, including streets and roads.
- **SB X1-3 (Vidak) HSR Bonds.** Amends HSR bond funding initiative (and requires a general vote) to redirect HSR Bond funds to repair or construct highways and local streets and roads.
- **SB X1-6 (Runner) GHG reduction fund; transportation.** Prohibits use of cap and trade proceeds on HSR and redirects funds to highways, local street and roads, and public transit.
- **SB X1-7 (Allen) Diesel sales tax.** Increases sales and use tax on diesel from 1.75% to 5.25%. These revenues are appropriated by formula to public transit agencies.
- **SB X1-8 (Hill) Public transit funding.** Doubles cap and trade appropriation for Transit and Intercity Rail Program (to 20%) and Local Carbon Transit Program (to 10%).
- **SB X1 9 (Moorlach) Department of Transportation.** Prohibits Caltrans from using temporary funding (e.g., bonds) to support permanent positions; encourages contracting.
- **SB X1 10 (Bates) Regional Capital Improvements.** Converts STIP to block grants based on county shares; eliminates CTC retains some oversight, but programming role discontinued
- **SB X1 11 (Berryhill) CEQA exemption, road improvements.** Exempts road repair and maintenance on existing rights of way from CEQA, including for areas over 100,000.
- **SB X1-12 (Runner) Transportation Commission.** Makes the CTC independent and authorizes CTC to approve the Department's individual repair and maintenance projects.
- **SB X1-13 (Vidak) Inspector General.** Creates an Inspector to assure that Caltrans and HSRA operates efficiently, effectively, and in compliance with federal and state laws.
- **SB X1 14 (Canella) Public Private Partnerships.** Eliminates the sunset provision that allowed RTPAs and Caltrans to enter into PPPs.

Senate Constitutional Amendments:

- **SCA X1-1 (Huff).** Guarantees that transportation taxes are used for transportation purposes.



July 30, 2015



Governor Jerry Brown
Senate President pro Tempore Kevin de León
Assembly Speaker Toni G. Atkins
Senate Minority Leader Bob Huff
Assembly Minority Leader Kristin Olsen



Re: **Coalition Framework to Increase Funding for Transportation in Special Session**

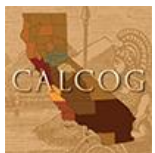
Dear Governor Brown and California Legislative Leaders:



Our organizations representing local government, business, labor and transportation advocates believe it is imperative that a legislative solution be reached during the special session that results in a robust and meaningful dent in California's transportation funding shortfall. It is a critical issue that cannot wait to be addressed. Our roads continue to deteriorate as inadequate funding to deal with deficiencies creates safety hazards, costs motorists money and leaves Californians stuck in gridlock.



Our broad coalition has come together in support of the following priorities and funding sources inextricably linked with accountability and reform measures, which we believe should be the basis for legislation addressing this critical issue for California. We urge you to support these priorities as you debate policies and funding sources for California's streets and roads.



1. Make a significant investment in transportation infrastructure.

If we are to make a meaningful dent that demonstrates tangible benefits to taxpayers and drivers, any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.



2. Focus on maintaining and rehabilitating the current system.

Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate, among other things, the construction of auxiliary



(More)



International Council of Shopping Centers



lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards.

Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

3. Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.

While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.

4. Raise revenues across a broad range of options.

Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options rather than just one source. Additionally, any package should move California toward an all-users pay structure in which everyone who benefits from the system contributes to maintaining it - from traditional gasoline-fueled vehicles, to hybrids, alternative fuel and electric vehicles, to commercial vehicles. Our coalition supports:

- Reasonable increases in:
 - Gasoline and diesel excise taxes.
 - Vehicle registration and vehicle license fees.
- Dedicating a portion of the cap and trade revenue paid by motorists at the pump to transportation projects that reduce greenhouse emissions.
- Ensuring existing transportation revenues are invested in transportation-related purposes (i.e. truck weight fees and fuel taxes for off-road vehicles that are currently being diverted into the general fund).
- User charge for electric and other non-fossil fuel powered vehicles that currently do not contribute to road upkeep.

5. Equal split between state and local projects.

We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties. Funding to local governments should be provided directly (no intermediaries) to accelerate projects and ensure maximum accountability.

6. Strong accountability requirements to protect the taxpayers' investment.

Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Authorizing legislation should:

(More)



- Constitutionally protect transportation revenues for transportation infrastructure only. Time and again (Prop 42, 2002; Prop 1A, 2006; Prop 22, 2010), voters have overwhelmingly supported dedicating and constitutionally protecting transportation dollars for those purposes. We strongly support protections that prohibit using transportation dollars for other purposes.
- Repay existing transportation loans and end ongoing diversions of transportation revenues, including approximately \$850 million in loans to the general fund and the annual loss of approximately \$140 million in off-highway vehicle fuel taxes.
- Establish performance and accountability criteria to ensure efficient and effective use of all funding. All tax dollars should be spent properly, and recipients of new revenues should be held accountable to the taxpayers, whether at the state or local level. Counties and cities should adopt project lists at public hearings and report annually to the State Controller's Office regarding all transportation revenues and expenditures. Local governments should also commit to ensuring any new revenues supplement revenues currently invested in transportation projects. Both Caltrans and local governments can demonstrate and publicize the benefits associated with new transportation investments.
- Caltrans reform and oversight. To increase Caltrans effectiveness, provide stronger oversight by the state transportation commission of the programs funded by new revenues and establish an Inspector General office to provide accountability. Reduce Caltrans administrative budgets through efficiency reviews with all savings to be spent on road improvements.
- Expedite project delivery. More should be done to streamline project delivery, including but not limited to:
 - Establishing timelines for actions required by state agencies and eliminating other permit delays.
 - Increased implementation of alternative delivery systems that encourage more investment from the private sector.
 - Reforms to speed project completion.

7. Provide Consistent Annual Funding Levels.

Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels -- a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning. While this change would not provide any new revenue to transportation, it would provide greater certainty for planning and project delivery purposes.

We believe these priorities represent a solution to begin to address our transportation funding shortfalls, resulting in real projects at both the state and local level. We look forward to working with you over the coming weeks as a transportation package is finalized.

Sincerely,

Jim Earp
Executive Consultant
California Alliance for Jobs

Matt Cate
Executive Director
California State Association of Counties

Chris McKenzie
Executive Director
League of California Cities

Cesar Diaz
Legislative Director
State Building and Construction Trades Council

Bob Alvarado
Executive Officer
Northern California Carpenters Regional Council

Oscar De La Torre
Business Manager
Northern California District Council of Laborers

Russ Burns
Business Manager
Operating Engineers Local 3

Brad Diede
Executive Director
American Council of Engineering Companies - California

Mark Watts
Interim Executive Director
Transportation California

Mark Breslin
CEO
United Contractors

Allan Zaremborg
President and CEO
California Chamber of Commerce

Robert Lapsley
President
California Business Roundtable

Rex Hime
President and CEO
California Business Properties Association

Richard Lyon
Senior Vice President
California Building Industry Association

Gary W. Hambly
President and CEO
California Construction and Industrial Materials Association

Tom Holsman
CEO
Associated General Contractors of California

James Camp
President
NAIOP CA, The Commercial Real Estate Development Association

Chuck Shaw
Western Regional Director
International Council of Shopping Centers

Lucy Dunn
President and CEO
Orange County Business Council

Carl Guardino
President and CEO
Silicon Valley Leadership Group

(More)

Jerry Barton
Chair
California Rural Counties Task Force

Bill Higgins
Executive Director
California Association of Councils of Governments

Lisa Davey-Bates
Chair
North State Super Region

Paul Smith
Senior Legislative Advocate
Rural County Representatives of California

Mike Ghilotti
President
Ghilotti Bros., Inc.

James Halloran
Manager, State Government Affairs –
Western Region
Caterpillar

Daryl K. Halls
Executive Director
Solano Transportation Authority

Dan Himick
Director
C.C. Myers, Inc.

Mike Fuller
CEO
Mountain Cascade

Craig Anderson
Director
Solar Turbines

Steve Clark
Vice President, Labor Relations
Granite Construction Co.

Rich Gates
President
DeSilva Gates Construction

A RESOLUTION URGING THE STATE TO PROVIDE NEW SUSTAINABLE FUNDING FOR STATE AND LOCAL TRANSPORTATION INFRASTRUCTURE

WHEREAS, Governor Edmund G. Brown, Jr. has called an extraordinary session to address the immense underfunding of California's transportation infrastructure; and

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the City/County of _____ has participated in efforts with the California State Association of Counties, League of California Cities, and California's Regional Transportation Planning Agencies to study unmet funding needs for local roads and bridges, including sidewalks and other essential components; and

WHEREAS, the resulting 2014 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating as predicted in the initial 2008 study; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the "at risk" category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventative maintenance if funding is not increased; and

WHEREAS, the results show that the City/County of _____'s local streets have a statewide average pavement index of _____, placing them in the "_____" category; and

WHEREAS, if funding remains at the current levels, in 10 years, 25 percent of local streets and roads in California will be in "failed" condition; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status quo pavement condition of 66, and much more revenue to operate the system with Best Management Practices, which would reduce the total amount of funding needed for maintenance in the future; and

WHEREAS, models show that an additional \$3 billion annual investment in the local streets and roads system is expected to improve pavement conditions statewide from an average "at risk" condition to an average "good" condition; and

WHEREAS, if additional funding isn't secured now, it will cost taxpayers twice as much to fix the local system in the future, as failure to act this year will increase unmet funding needs for local transportation facilities by \$11 billion in five years and \$21 billion in ten years; and

WHEREAS, modernizing the local street and road system provides well-paying construction jobs and boosts local economies; and

WHEREAS, the local street and road system is also critical for farm to market needs, interconnectivity, multimodal needs, and commerce; and

WHEREAS, police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls and a few minutes of delay can be a matter of life and death; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, in addition to the local system, the state highway system needs an additional \$5.7 billion annually to address the state's deferred maintenance; and

WHEREAS, in order to bring the local system back into a cost-effective condition, at least \$7.3 billion annually in new money going directly to cities and counties; and

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL/BOARD OF SUPERVISORS OF THE CITY/COUNTY OF _____ strongly urges the Governor and Legislature to identify a sufficient and stable funding source for local street and road and state highway maintenance and rehabilitation to ensure the safe and efficient mobility of the traveling public and the economic vitality of California.

RESOLVED FURTHER, that the **CITY/COUNTY OF _____** strongly urges the Governor and Legislature to adopt the following priorities for funding California's streets and roads.

1. **Make a significant new investment in transportation infrastructure.** Any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.
2. **Focus on maintaining and rehabilitating the current system.** Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe

merging and other traffic hazards. Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

3. **Equal split between state and local projects.** We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties, given the equally-pressing funding needs of both systems, as well as the longstanding historical precedent for collecting transportation user fees through a centralized system and sharing the revenues across the entire network through direct subventions. Ensuring that funding to local governments is provided directly, without intermediaries, will accelerate project delivery and ensure maximum accountability.
4. **Raise revenues across a broad range of options.** Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options, including fuel taxes, license fees, and registration fees, rather than just one source. Additionally, any package should move California toward an all-users pay structure, in which everyone who benefits from the system contributes to maintaining it – from traditional gasoline-fueled vehicles, to new hybrids or electric vehicles, to commercial vehicles.
5. **Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.** While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.
6. **Strong accountability requirements to protect the taxpayers' investment.** Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Local governments are accustomed to employing transparent processes for selecting road maintenance projects aided by pavement management systems, as well as reporting on the expenditure of transportation funds through the State Controller's Local Streets and Roads Annual Report.

ADOPTED this _____ day of _____, 2014.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: Meetings Attended by APC Staff

DATE PREPARED: August 4, 2015

MEETING DATE: August 12, 2015

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. LTA Energy Reduction Meeting 6/10/15
Lower Lake
(Davey-Bates, Robertson)
2. Bi-Weekly Energy Reduction Plan Mtg 6/15/15
Teleconference
(Davey-Bates)
3. CalTrans, Dow & DBC Coordination Mtg 6/17/15
Ukiah
(Davey-Bates, Ellard)
4. Pavement Management Program Training 6/17/15
Lakeport
(Barrett)
5. California Transportation Commission 6/24/15
Sacramento
(Dow)
6. NEMT Update 6/29/15
Teleconference
(Davey-Bates)
7. Lake APC Administration/Planning Coordination Meeting 6/30/15
Ukiah
(All)
8. NEMT Update 7/7/15
Teleconference
(Davey-Bates)
9. Health Leadership Network Meeting 7/9/15
Lakeport
(Davey-Bates)
10. LTA Energy Reduction Meeting 7/13/15
Teleconference
(Davey-Bates)

- | | |
|-------------------------------------------------------------------------------------------------|---------|
| 11. Coordination meeting w/Mark Wall
Teleconf
(Davey-Bates, Wall) | 7/15/15 |
| 12. Lake ATP Selection Committee Meeting
Lakeport
(Davey-Bates, Robertson) | 7/16/15 |
| 13. Rural Counties Task Force (RCTF)
Sacramento
(Davey-Bates) | 7/17/15 |
| 14. NEMT Update
Teleconference
(Davey-Bates) | 7/20/15 |
| 15. Executive Leadership Team Meeting
Lakeport
(Davey-Bates) | 7/20/15 |
| 16. Caltrans/Regional Coordination
Teleconference
(Davey-Bates, Dow) | 7/21/15 |
| 17. Highway Safety Improvement Program (HSIP) Advisory Committee
Sacramento
(Davey-Bates) | 7/22/15 |
| 18. STIP Fund Estimate & Guidelines Workshop
Sacramento
(Davey-Bates, Barrett) | 7/23/15 |
| 19. RTPA Meeting
Sacramento
(Barrett) | 7/23/15 |
| 20. LTA Energy Reduction Meeting
Teleconference
(Davey-Bates) | 7/27/15 |
| 21. COG Director Association of California (CDAC) Meeting
Sacramento
(Davey-Bates) | 7/28/15 |
| 22. STIP Development
Webinar
(Davey-Bates, Barrett, Robertson) | 7/29/15 |

- | | |
|------------------------------------------------------------------------------------------------|---------------|
| 23. ATP Outreach Plan Consultant Interviews
Ukiah- Eureka
(Davey-Bates, Robertson) | 8/5/12 |
| 24. Health Leadership Meeting
Lakeport
(Davey-Bates) | 8/6/15 |
| 25. National Association of Regional Councils Meeting (NARC)
Austin, Texas
(Davey-Bates) | 8/9 - 8/11/15 |
| 26. Lake APC Administration/Planning Coordination Meeting
Ukiah
(All) | 8/11/15 |

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

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

TITLE: 2016 STIP – Upcoming Fund Estimate and Guidelines

DATE PREPARED: 08/03/15

MEETING DATE: 08/12/15

SUBMITTED BY: Nephela Barrett, Program Manager

BACKGROUND:

The California Transportation Commission is scheduled to adopt the Fund Estimate (FE) for the 2016 State Transportation Improvement Program (STIP) at their August 26 meeting. There is a possibility that the Fund Estimate may be delayed to allow time for action on a new Federal transportation bill or extension of the existing bill, MAP-21. If that's the case, it will be delayed until October, which would result in the Regional Transportation Improvement (RTIP) process also being delayed approximately two months.

Given existing revenues, initial statewide estimates indicate that there will be no new STIP funding available for programming in the 2016 STIP. Not only will there be no new funding, but existing programming in the early years of the STIP (FY 16/17-18/19) will need to be delayed due to lower than anticipated revenues. The biggest reason for the shortfall in funding is due to the state's price based excise tax on fuel, which is used in part to fund the STIP. The tax is designed to mimic sales tax. The amount is set each year based on estimates of gasoline sales and prices. However, adjustments are made in following years to "true up" based on actual gas prices. In the last couple of years, gas prices have dropped dramatically. This drop wasn't accounted for in the estimates for the excise tax, and now the current rate has been adjusted downward to make up for that. The true up for previous years, combined with the reduced rate based on current year estimates, have resulted in an approximately 60% drop in revenues from the price based excise tax.

For local agencies, the projects that may be delayed include Lakeport's Lakeport Boulevard and South Main Street Intersection Improvement project, the county's South Main/Soda Bay Road project, and Clearlake's Phillips Avenue Extension project. The shortfall could also potentially impact the SR 29 project.

Also in preparation for the 2016 STIP, the CTC has released draft STIP guidelines. The most significant changes to the STIP guidelines are the addition of performance measures and the requirement that Project Study Reports (PSR) be submitted with the RTIP. Although the draft STIP guidelines include separate performance measures that are intended to be appropriate for rural areas, they still rely on data that, for the most part, we are not currently collecting. The proposed rural performance measures are attached for reference.

The change regarding PSR submittals won't have an impact in this STIP cycle, as we won't be able to program any new projects, but it will be a change for future cycles. PSRs have always been a requirement, but weren't required to be submitted to Caltrans. In the past, the APC kept PSRs on file for approved projects. This allowed local agencies to complete their PSR after they knew they would receive STIP funding, since the RTIP is adopted in December, but the STIP isn't adopted until April. Now, however, local agencies will have to submit a PSR with their initial application.

If any additional information becomes available prior the APC meeting, staff will provide an updated verbal report.

ACTION REQUIRED:

No action required – information only.

ALTERNATIVES:

None identified – information only.

RECOMMENDATION:

No recommendation – information only.

B1(a) Evaluation			
Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist		
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction.		
	Pavement Condition Index (local streets and roads).		
Safety	Total accident cost per capita and VMT.		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

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
1	LAKE	29	9.00	20.70	010 Safety	on Route 29 between Middletown and Lower Lake	MBGR, widening and truck climbing lane	TBD	on schedule	December 2015
	Project Number OE730K		S. Cohen (N Farrell)							
2	LAKE	29	12.78	14.35	010 Safety	near Lower Lake, .85 mi N of Spruce Grove Rd-S to .52 mi S of Hofacker Ln	shoulder widening	TBD	on schedule	December 2015
	Project Number OE720K		S. Cohen (N Farrell)							

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	Estimated Completion Date
1	LAKE	var	var	var	112 Bridge Rail replacement	bridges on 20, 29 & 175	Bridge rail replacement & upgrade - 5 bridges	\$4.500	PSR 4-21-15, 2016 SHOPP candidate	TBD
	Project Number OE080K		S. Cohen							
2	LAKE	var	var	var	015 Safety	various on Rte 20, 29, 175	MBGR, widening & rumblestrips	\$3.500	PSR 6-19-15, 2016 SHOPP candidate	TBD
	Project Number OE850K		S. Cohen (D2)							
3	LAKE	29	34.3	34.3	010 Safety	Cruikshank Rd/Rte 29	NB left-turn pocket	\$1.000	PSR 3-20-15, to be amended into 2014 SHOPP	TBD
	Project Number OE640K		S. Cohen							

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
1	LAKE	20	1.0	46.3	2014 SHOPP 151 Roadway	various locations Rte 20, 29 & 53	culvert rehabilitation	\$3.493	on schedule	Nov 2019 Start Work: May 2018 RTL: Feb 2018
	Project Number 42780		S. Cohen (J East)							
2	LAKE	20	1.15	3.9	2012 SHOPP 015 Collision	near Blue Lakes, 1.1 to 3.9 miles east of Lake/Men County line	install Metal Beam Guard Rail	\$2.367	awarded 7-6-15 to Apex	Nov 2016 Start Work: Aug 2015 RTL: Jan 2015
	Project Number OA690		S. Cohen							
3	LAKE	20	13.5	31.4	2012 SHOPP 361 Mandates	from Lucerne area east to Route 20/53	upgrade 55 curb ramps & sidewalk - design info B82-04(ped access)	\$2.500	on schedule	Aug 2018 Start Work: Nov 2016 RTL: Aug 2016
	Project Number OB120		S. Cohen							
4	LAKE	20	31.5	31.8	2014 SHOPP 010 Safety	intersection of SR 20/53	intersection improvement	\$6.160	on schedule	RTL: Feb 2018
	Project Number OC810k		S. Cohen							
5	LAKE	29	0.2	0.2	119 Bridge Prevent Mt	St Helena Cr Bridges	Bridge scour-repair	\$.300	est advertise 9-15-15	Oct 2016 Start Work: Oct 2015 est. RTL: May 2015
	Project Number 38560		S. Cohen							
6	LAKE	29	9.87	10.2	2014 SHOPP 010 Safety	Hartmann Rd/Rte 29	intersection improvement	\$6.000	on schedule	RTL: July 2017
	Project Number OC750k		S. Cohen							
7	LAKE	29	23.8	31.6	700 STIP & RIP & SHOPP	Near Lower Lake - Lake 29 Expressway	upgrade to 4-lane expressway	\$180.000	working on Env doc for complete project length	RTL: 2018
	Project Number 2981U		S. Cohen							
8	LAKE	29	41.42	41.42	2014 SHOPP 378 Mandates	ramps at Lakeport Blvd overcrossing	upgrade ped facilities to ADA compliance	\$0.450	on schedule	March 2018 Start Work: May 2017 RTL: Feb 2017
	Project Number OB690		S. Cohen (J. East)							
9	LAKE	175	24	27.5	2012 SHOPP 010 Safety	near Middletown, from Putah Cr Bridge to Dry Cr Bridge	Shoulder Widening	\$14.000	on schedule	2020 Start Work: July 2018 RTL: March 2018
	Project Number OA040		S. Cohen							

Under Construction										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion Date
1	LAKE	20	8.1	8.55	2012 SHOPP 010 Safety	intersection of Routes 20/29 near Upper Lake	Improve intersection	\$6.400	20% complete	Dec 2015
	Project Number 48860		S. Cohen							
2	LAKE	20	13.5	31.4	2012 SHOPP 121 Roadway	from Lucerne area east to Route 20/53	Capital Preventative Maint.	\$25.215	45% complete	Dec 2015
	Project Number OB000		S. Cohen							
3	LAKE	29	34.4	40.0	121 Roadway	Cruikshank Rd (Kelseyville) north to 175 S. Lkpt	Capital preventative Maint.	\$4.200	10% complete	Dec 2015
	Project Number OC350		S. Cohen							

State Route 20 Projects
State Route 29 Projects
State Route 53 Projects
State Route 175 Projects

proj cost = construction & RW
start work 0500
est comp date 0600

Updated since last cycle

y: Reg Plng/Status/Lake/Lake Status July 15, 2015.xlsx



*Information
Packet*



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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Administration: Suite 204 ~ 707-234-3314
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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING Draft Meeting Minutes

Tuesday, May 12, 2015
1:45 p.m.

Lake Transit Authority
Conference Room
9240 Highway 53
Lower Lake, California

Present: Ilene Dumont, Wanda Gray, Kaye Bohren, Tracy Thomas, Mark Wall, Rae Eby-Carl, Joel Marin

Absent: (N/A)

Also Present: Nephele Barrett, Jesse Robertson

1. Call to order

Ilene Dumont called the meeting to order at 1:56 PM.

2. Approval of SSTAC Meeting Minutes

Tracy Thomas, made a motion to accept the minutes from the December 9, 2014 SSTAC meeting. Kaye Bohren seconded the motion. The motion passed on a unanimous vote.

3. SSTAC Membership – Consideration and Recommendation to the Lake APC Regarding the SSTAC Membership

The SSTAC has an existing vacancy for a potential transit user over age 60, which needs to be filled. Wanda also noted that two appointments will expire in October 2015: Frank Parker/Social Service Provider for the handicapped, and Tracy Thomas, a transportation provider. Tracy Thomas recently joined the SSTAC as a replacement for the now retired Pat Grabham. Tracy will seek to be reinstated. Wanda will speak with Frank to find out if he would like to seek reappointment or if a replacement needs to be recruited. Wanda recommended switching Kaye from her appointment as potential transit user-handicapped to potential transit user over age 60 in order to recruit a person with a mobility-impaired handicap. The SSTAC is currently lacking perspective on ADA issues and wheelchair-user needs.

Mark Wall suggested recruitment methods, which included sending notices to senior centers and the Department of Rehabilitation. Recruitment could take place in May, June and July, with interviews and the selection process to take place in August. Approval from the APC Board would take place in September and service would begin in October.

4. Introduction of Unmet Needs Process

Nephele Barrett reported that the Board approved the definitions for unmet transit needs, which she then read. The stated task for the day was to list recommendations for consideration by the APC Board:

- Dial-a-Ride service from Clearlake Oaks to Clearlake – this request was determined by LTA to duplicate existing services. Fixed route service is currently available to connect the

two areas and the residents of Eskaton that made the request have an existing stop conveniently located to them. Wanda suggested that the motivation for door-to-door service may have been safety-related, considering behavioral incidents on the fixed route service.

- The bus stop at the Lakeport Safeway request has recently been provided and is no longer an unmet need.
- Medical trips from Clearlake to St. Helena and Sutter Health: this request would serve individuals in outlying areas by providing non-emergency medical transportation. LTA has a pending agreement with Sutter Lakeside that will be considered for approval at the May 13 Lake APC Board meeting. Mark Wall expected that the agreement will be approved by the APC Board and that this need will be met.
- Eastbound service to Spring Valley and points east: An LTA connection to Spring Valley was determined to be unreasonable to meet, due to too little demand. This request includes an interest in creating a connection to Cache Creek Casino and the Central Valley. By coordinating with Yolo Bus, hourly connections to downtown Sacramento would provide access to Davis and the Sacramento airport, which may generate more demand and meet multiple needs. Toll credits could be used as matching funds to establish a new intercity bus route. LTA will explore the possibility of adding a connection with Yolo bus during the next fiscal year.
- Establishing an NEMT hub for LTA at the Live Oak Senior Center: This was determined to be an unmet need as riders in the Clearlake Oaks area are outside the LTA-Sutter Lake Health Service area. Additional funding would be needed for Live Oak Senior Center in order to expand their existing service. LTA will explore the possibility of acquiring additional funds to provide the proposed service.
- Non-Emergency Medical Transportation in outlying areas was determined by LTA staff not to be an unmet need. Mark Wall stated that LTA needs to develop a policy that prevents LTA from giving out free rides to organizations that have the ability to pay. Ilene Dumont cautioned that LTA's policy's ensure that service is adequate to prevent customers from falling through the cracks. Mark Wall clarified that funding is available for NEMT that is not currently being tapped and that LTA exercise greater vigilance in the future to prevent LTA's budget from being impacted unnecessarily. On May 13, 2015, the Board will be asked to approve a NEMT contract that will allow LTA to seek reimbursement for NEMT trips. The SSTAC recommends that the finding for Unmet Needs request #6 be determined to be unreasonable to meet at this time. LTA will continue to explore options to meet this request.

Other requests that did not fall under the TDA guidelines for the unmet needs process included:

- A transit shelter at the jail: LTA will work with the jail to install a bus shelter;
- Improved mileage reimbursement rate for volunteer drivers: the low reimbursement rate is considered to be an obstacle to recruiting volunteers. Resolving this issue is one of the tasks for the new Mobility Coordinator and should be resolved during the 2015-16 fiscal year.
- ADA improvements at fixed-route transit stops have been a long-standing need. An update to the Lake County Passenger Facilities Plan is needed to provide better information about the cost, funding, and priority for bus stop development. The solution is to encourage local agencies and Caltrans to include accessibility improvements, if feasible, when streets/roads projects are adjacent to transit stops.

- Senior Centers should take steps to become eligible sub-recipients of FTA grant funds. LTA and the APC should work with the senior centers to determine a plan of action if senior centers are interested in becoming grant applicants for FTA 5310 funds.
- A transit stop is needed at the Kmart in Lakeport. LTA will budget for a new stop during the 2015-16 Fiscal Year.

Wanda made the motion to approve the revised findings. Kaye Bohren seconded the motion and the motion passed, with Mark Wall abstaining from the vote.

5. Update on Lake Transit projects and Grants

a. Transit Development Plan Update and Marketing Plan

The Transit Development Plan is nearly complete. Mark has been reviewing sections as they are completed. He noted that the Succession Planning Chapter is very good.

- The Coordinated Human Services Transportation and Public Transit Plan Update is expected to be completed in June.
- LTA has applied for three intercity bus grant applications to fund operations for a proposed restructuring of existing routes. An existing route, which spans from St Helena to Ukiah, has been carved into three segments. The separate route designations will enable LTA to collect more operational funding for providing the same service. A fourth application was submitted to maintain the existing service if the applications for the three segmented routes aren't awarded.
- A fifth grant will give LTA the ability to replace buses.
- The Transit Energy Use Reduction Planning project completed a kick-off meeting and tour of the LTA facility. The meeting was attended by Westlake Petroleum, PG&E, and the Air Resources Board. Some of the initial recommendations for improving the energy efficiency of the LTA facility and operations were highlighted. The final recommendations will be provided when the report is completed in June.

6. Update on Human Services Transportation Programs

- The Live Oak Senior Center reports that it not using the vehicle as much as anticipated. Wanda recommended organizing activities, such as shopping trips, to spur higher ridership.
- The Lucerne/Alpine Senior Center reported a lack of drivers: a recent job search yielded 7 applicants, four of whom voluntarily removed themselves from the applicant pool when they received notice that they would be required to submit to drug and alcohol testing. One of the remaining three applicants was arrested the preceding weekend for suspicion of driving under the influence. The senior center has concerns about the cost of training new and/or prospective employees. A discussion about training identified Paratransit Services training requirements (8 hours per year), new driver training requirements (170 hours), and the 5310 requirement for Sensitivity Training. LTA does not currently provide training to the senior centers.

7. Update on State and Federal Grant Programs and Projects

Jesse Robertson gave an update of the Active Transportation Program, noting that much of Lake APC's staff time has been devoted to that effort, as of late. Lake APC intends to submit two grant applications: one for sidewalk, bike lanes and transit stop improvements in the City of Clearlake; and a multi-use path in Middletown. Once those applications are submitted on June 1, Lake APC will resume work on developing an Active Transportation Plan for Lake County, which is expected to address a "First and Last Mile" component to address access to transit. LTA has expressed an interest in participating in the planning process to the extent needed.

8. Discussion of issues and/or concerns

Mark Wall has set a “Provider’s meeting” date of June 9, 2015 to increase information received from the senior centers. The meeting will take place in Lower Lake at the LTA building.

Mark announced that the new Mobility Manager’s job has been given to Carl Parker.

A call was made to appoint a new co-chair. Tracy Thomas received the only nomination. Michelle Dibble made a motion to appoint Tracy as the new co-chair; Wanda seconded.

7. Public Input

No comments received.

8. SSTAC Meeting Schedule

- a) The proposed calendar of meetings for the 2015-16 fiscal year (see attached) was approved by unanimous vote.
- b) The next SSTAC meeting will be on August 11, 2015, at the Umpqua conference room in Lakeport.

9. Announcements

No announcements.

10. Adjourn SSTAC meeting

The meeting adjourned at 3:35 pm.

Respectfully Submitted,

DRAFT

Jesse Robertson, Senior Planner



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2014/15 Transportation Planning Work Program Fourth Quarter Status Report (April 1st – June 30th 2015)

1. **WORK ELEMENT 600: REGIONAL PLANNING & INTERGOVERNMENTAL COODINATION**

PURPOSE: To provide ongoing coordination with outside agencies and jurisdictions on current and long-range planning, programming and funding, and make policy and technical recommendations to the Area Planning Council and prepare annual Work Program.

PROGRESS:

Staff Consultant:

Work during the quarter included Area Planning Council meeting preparation, attendance, and follow-up; Technical Advisory Committee (TAC) meeting preparation, attendance and follow-up, Social Service Transportation Advisory Council (SSTAC) meeting preparation, attendance and follow-up; review and comment on technical correspondence; Overall Work Program monitoring and preparation of quarterly report; monitoring legislation; local agency coordination regarding work elements and project status; day-to-day routine duties including correspondence and telephone calls from the state and local agencies; and routine transportation planning coordination with Caltrans.

APC Staff also during the quarter staff attended the Road User Charge (RUC) committee meeting to represent rural interests, as well as attendance at the Rural Counties Task Force (RCTF) meeting and the CalCOG Meetings. Staff continued coordination meetings with DBC, met with the City of Clearlake and provided technical assistance to the City of Clearlake for data needs. Staff also provided input on the Lakeport Development Review, and reviewed RCTF and RTPA reports and news updates.

PRODUCT EXPECTED: Agendas, minutes, technical reports, quarterly work program status report, draft and final work program.

PROBLEMS: None.

CARRYOVER ISSUES: None, however there will be a very small amount of funds carried over into the FY 2015/16 Overall Work Program.

FUNDS: RPA/LTF/PPM

Reporting Period	RPA	LTF	PPM	Total Expenditures by Quarter
July 1 - September 30				
City of Clearlake	\$601.62	\$0.00	\$0.00	\$601.62
APC Staff	\$32,272.89	\$0.00	\$0.00	\$32,272.89
RCTF Dues	\$0.00	\$2,000.00	\$0.00	\$2,000.00
Consultant/Other	\$1,032.00	\$252.00	\$0.00	\$1,284.00
1st Quarter Expenditures	\$33,906.51	\$2,252.00	\$0.00	\$36,158.51
October 1 - December 31				
APC Staff	\$20,521.42	\$0.00	\$0.00	\$20,521.42
2nd Quarter Expenditures	\$20,521.42	\$0.00	\$0.00	\$20,521.42
January 1 - March 31				
APC Staff	\$38,171.84	\$178.81	\$0.00	\$38,350.65
3rd Quarter Expenditures	\$38,171.84	\$178.81	\$0.00	\$38,350.65
April 1 - June 30				
APC Staff	\$28,033.85	\$9,429.34	\$0.00	\$37,463.19
4th Quarter Expenditures	\$28,033.85	\$9,429.34	\$0.00	\$37,463.19
Total Expenditures	\$120,633.62	\$11,860.15	\$0.00	\$132,493.77
Total Allocation of Funds	\$120,634.03	\$12,888.00	\$500.00	\$134,022.03
Claimed by Percentage	100.0%	92.0%	0.0%	98.9%

2. WORK ELEMENT 601: TRANSIT PLANNING

PURPOSE: Determine the need for public transportation in Lake County and strive to provide a reliable source of mobility for all citizens.

PROGRESS:

APC Staff: Attended the LTA Board in Lakeport, Middletown and Lower Lake. Staff coordinated and attended the May SSTAC meeting, prepared the SSTAC 2015/16 Calendar, as well as updated the roster. Staff coordinated with LTA on the agenda and tasks for the upcoming SSTAC meetings, as well as status of regional transit projects.

PRODUCT EXPECTED: LTA meeting agendas and minutes, resolutions, technical reports to the Area Planning Council and Technical Advisory Committee, quarterly work program status reports, draft and final work programs, and amendments as necessary, monthly transit summary and evaluation reports staff reports, Section 5310, 5311, 5316, 5317 or other grant application and reports pertaining to SAFETEA-LU, written reports on issues of concern to APC and TAC and other status reports as necessary.

PROBLEMS: None.

CARRYOVER ISSUES: None. Work Element fully expended.

FUNDS: RPA/PPM

Reporting Period	RPA	PPM	Total Expenditures by Quarter
July 1 - September 30			
Transit Manager	\$832.14	\$0.00	\$832.14
APC Staff	\$4,504.31	\$0.00	\$4,504.31
1st Quarter Expenditures	\$5,336.45	\$0.00	\$5,336.45
October 1 - December 31			
Transit Manager	\$1,167.86	\$588.88	\$1,756.74
APC Staff	\$2,053.70	\$0.00	\$2,053.70
2nd Quarter Expenditures	\$3,221.56	\$588.88	\$3,810.44
January 1 - March 31			
Transit Manager	\$0.00	\$1,411.12	\$1,411.12
APC Staff	\$781.30	\$0.00	\$781.30
3rd Quarter Expenditures	\$781.30	\$1,411.12	\$2,192.42
April 1 - June 30			
APC Staff	\$160.69	\$0.00	\$160.69
4th Quarter Expenditures	\$160.69	\$0.00	\$160.69
Total Expenditures	\$9,500.00	\$2,000.00	\$11,500.00
Total Allocation of Funds	\$9,500.00	\$2,000.00	\$11,500.00
Claimed by Percentage	100.0%	100.0%	100.0%

3. WORK ELEMENT 602: TRANSIT SERVICE RELIABILITY & PERFORMANCE MONITORING

PURPOSE: To prepare quarterly and annual assessments of schedule reliability, passenger loads, and other operating characteristics through on-board sampling. Products will facilitate more efficient transit routes and more accurate schedules.

PROGRESS:

Transit Manager:

Task 3 -

- Compiled and analyzed data for fixed route and paratransit services.
- Prepared summary data for State Controller Report

Task 5 –

- Prepared Third Quarter Operating Statistics and Financial Report.

PRODUCT EXPECTED: Sampling format and methodology, a working paper, compiled data, compiled data will be incorporated into quarterly and annual reports, an implementation plan, specifications, and budget.

PROBLEMS: None

CARRYOVER ISSUES: Lake Transit Authority requested to carryover a small amount of funds into the FY 2015/16 Overall Work Program for the RouteMatch Software program.

FUNDS: RPA/PPM/LTF

Reporting Period	RPA	LTF	PPM	Total Expenditures by Quarter
July 1 - September 30				
Transit Manager	\$1,017.06	\$0.00	\$0.00	\$1,017.06
Consultant	\$18,000.00	\$2,092.17	\$0.00	\$20,092.17
1st Quarter Expenditures	\$19,017.06	\$2,092.17	\$0.00	\$21,109.23
October 1 - December 31				
Transit Manager	\$924.60	\$0.00	\$0.00	\$924.60
2nd Quarter Expenditures	\$924.60	\$0.00	\$0.00	\$924.60
January 1 - March 31				
Transit Manager	\$58.34	\$862.26	\$4.00	\$924.60
3rd Quarter Expenditures	\$58.34	\$862.26	\$4.00	\$924.60
April 1 - June 30				
Transit Manager	\$0.00	\$1,128.01	\$0.00	\$1,128.01
4th Quarter Expenditures	\$0.00	\$1,128.01	\$0.00	\$1,128.01
Total Expenditures	\$20,000.00	\$4,082.44	\$4.00	\$24,086.44
Total Allocation of Funds	\$20,000.00	\$9,000.00	\$4.00	\$29,004.00
Claimed by Percentage	100.0%	45.4%	100.0%	83.0%

4. WORK ELEMENT 603: LAKE COUNTY ACTIVE TRANSPORTATION PLAN (NEW)

PURPOSE: This project will create an Active Transportation Plan (ATP) for the Lake County region. The ATP will identify and prioritize non-motorized and transit station/stop improvement projects and conduct public outreach to strengthen future grant applications for Active Transportation projects within the region.

PROGRESS:

APC Staff Consultant – Staff conducted research, compiled data from existing local and regional plans, and drafted priority corridors for bike and pedestrian travel. Staff also prepared and released a Request for Proposal for the Outreach Consultant.

PRODUCT EXPECTED: Documentation and notes from discussions with APC, ATAC, Lake TAC, SSTAC, LTA, and other entities; public participation and outreach materials, Administrative Draft, Draft, and Final ATP. (CEQA documents, if necessary.)

PROBLEMS: None

CARRYOVER ISSUES: This project was just amended into the third amendment of the Overall Work Program and is expected to be carried over into the FY 15/16 OWP to be completed.

FUNDS: RPA/LTF

Reporting Period	RPA	LTF	Total Expenditures by Quarter
January 1 - March 31			
APC Staff Consultant	\$2,968.94	\$0.00	\$2,968.94
3rd Quarter Expenditures	\$2,968.94	\$0.00	\$2,968.94
April 1 - June 30			
APC Staff Consultant	\$8,672.43	\$0.00	\$8,672.43
4th Quarter Expenditures	\$8,672.43	\$0.00	\$8,672.43
Total Expenditures	\$11,641.37	\$0.00	\$11,641.37
Total Allocation of Funds	\$24,662.87	\$1,000.00	\$25,662.87
Claimed by Percentage	47.2%	0.0%	45.4%

5. **WORK ELEMENT 604: *INTENTIONALLY LEFT BLANK***

6. **WORK ELEMENT 605: FEDERAL AND STATE GRANT PREPARATION & MONITORING**

PURPOSE: Maximize federal and state sources that may be available to improve the transportation system in Lake County.

PROGRESS:

County of Lake –DPW: Prepared one Active Transportation Program (ATP) grant application for the Upper Lake Sidewalk Pedestrian Improvement Project. Some of the tasks performed in preparing the grant application included:

- Reviewed the general instructions and guidance for preparing an ATP application.
- Completed the narrative questions and screening criteria.
- Used the ATP benefit/cost tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to the ATP funds requested.
- Contacted the California Conservation Corps and Community Conservation Corps to solicit their participation on the project.
- Prepared a Project Programming Request for the project.
- Prepared a project map and preliminary plans showing existing and proposed conditions.
- Prepared a detailed project cost estimate.
- Obtained letters of support and signatures from the affected school district superintendent.
- Prepared the Engineer’s Checklist.
- Prepared all necessary narrative questions backup information.

APC Staff Consultant: Staff participated in the ATP grant application workshop/training for the MCOG/APC Technical Advisory Committee’s (TAC), received volunteer training from California Transportation Commission (CTC) and Caltrans Staff in advance of evaluating ATP grant proposals. Staff also prepared, assisted and developed two Active Transportation Program (ATP) grant applications, one for the community of Middletown and one for the City of Clearlake.

PRODUCT EXPECTED: Copies of grant applications that were prepared on behalf of APC, Cities of Lakeport and Clearlake and County of Lake.

PROBLEMS: None.

CARRYOVER ISSUES: There will be a small amount of funding remaining to be carried into the FY

FUNDS: RPA/PPM

Reporting Period	RPA	PPM	Total Expenditures by Quarter
July 1 - September 30			
County of Lake - DPW	\$0.00	\$3,125.00	\$3,125.00
APC Staff Consultant	\$587.17	\$0.00	\$587.17
1st Quarter Expenditures	\$587.17	\$3,125.00	\$3,712.17
October 1 - December 31			
County of Lake - DPW	\$0.00	\$2,589.00	\$2,589.00
APC Staff Consultant	\$0.00	\$2,005.40	\$2,005.40
APC Staff Consultant	\$546.91	\$0.00	\$546.91
2nd Quarter Expenditures	\$546.91	\$4,594.40	\$5,141.31
January 1 - March 31			
County of Lake - DPW	\$0.00	\$3,571.00	\$3,571.00
City of Clearlake	\$0.00	\$994.60	\$994.60
APC Staff Consultant	\$2,720.04	\$0.00	\$2,720.04
3rd Quarter Expenditures	\$2,720.04	\$4,565.60	\$7,285.64
April 1 - June 30			
County of Lake - DPW	\$0.00	\$7,715.00	\$7,715.00
APC Staff Consultant	\$5,936.15	\$0.00	\$5,936.15
4th Quarter Expenditures	\$5,936.15	\$7,715.00	\$13,651.15
Total Expenditures	\$9,790.27	\$20,000.00	\$29,790.27
Total Allocation of Funds	\$10,000.00	\$20,000.00	\$30,000.00
Claimed by Percentage	97.9%	100.0%	99.3%

7. WORK ELEMENT 606: TRANSIT DEVELOPMENT PLAN (NEW)

PURPOSE: This project will update the Transit Development Plan and Marketing Plan for Lake Transit Authority. This project will update goal objectives and performance standards, identify improvements to strategies to improve customer service.

PROGRESS:

Transit Manager:

Task 9 –

- Reviewed and commented on the Final TDP, as well as reviewed and commented on the consultant’s PowerPoint Presentation of the TDP.

Consultant (Mobility Planners): During the 4th quarter the consultant completed work on the Draft TDP and Marketing Plan, including the additional chapter on Dial-A-Ride and Mobility Management. Mobility Planners also prepared the PowerPoint presentation on the TDP and Marketing Plan for the June 10, 2015 LTA Board Meeting, which they also attended and presented at. The Final Transit Development Plan (TDP) and Marketing Plan were completed based on comments received and transmitted to the Lake APC and Mark Wall. This project has been completed and the retention has been released.

APC Staff Consultant – Staff reviewed the Transit Development Plan and attended the presentation on the plan at the June APC.

PRODUCT EXPECTED: RFP, Consultant Contract, marketing materials, quarterly reports, summary of transportation modeling data, draft/final passenger survey, survey results, draft/final interview questions and results, workshop summaries, system operations and performance summary, summary route information, list of service alternatives, bus stop inventory and list of improvements, draft 5-year operating plan, draft capital improvement plan, draft financial plan, marketing tool kit, draft and final Transit Development Plan (TDP) and Marketing Plan. Completed Board Presentation.

PROBLEMS: None.

CARRYOVER ISSUES: This project has been completed.

FUNDS: LTF / Transit Planning Grant-FTA 5304

Reporting Period	LTF	FTA 5304	Total Expenditures by Quarter
July 1 - September 30			
Transit Manager	\$21.21	\$163.71	\$184.92
Consultant	\$649.42	\$5,012.51	\$5,661.93
1st Quarter Expenditures	\$670.63	\$5,176.22	\$5,846.85
October 1 - December 31			
Transit Manager	\$95.45	\$736.69	\$832.14
Consultant	\$1,371.31	\$10,584.29	\$11,955.60
2nd Quarter Expenditures	\$1,466.76	\$11,320.98	\$12,787.74
January 1 - March 31			
Transit Manager	\$137.87	\$1,064.11	\$1,201.98
APC Staff Consultant	\$8.96	\$69.17	\$78.13
Consultant	\$316.27	\$2,441.10	\$2,757.37
3rd Quarter Expenditures	\$463.10	\$3,574.38	\$4,037.48
April 1 - June 30			
Transit Manager	\$40.15	\$308.49	\$348.64
APC Staff Consultant	\$111.79	\$862.83	\$974.62
Consultant	\$2,232.78	\$17,233.36	\$19,466.14
4th Quarter Expenditures	\$2,384.72	\$18,404.68	\$20,789.40
Total Expenditures	\$4,985.21	\$38,476.26	\$43,461.47
Total Allocation of Funds	\$4,987.00	\$38,476.71	\$43,463.71
Claimed by Percentage	100.0%	100.0%	100.0%

8. WORK ELEMENT 607: SPECIAL STUDIES

PURPOSE: Collect data and perform studies, as needed, for the County and two cities to update the transportation database, respond to local issues, and aid in implementation of the Regional Transportation Plan and other projects as needed.

PROGRESS:

County of Lake –DPW:

- Traffic data (speed, volume and classification) was collected at five locations throughout the County maintained system.)
- Data was then entered into the County’s traffic monitoring program.

- Collision reports received from CHP were entered into the county's collision database and analysis program.
- Two of the top ten accident producing roadway segments were field reviewed by staff.
- Conducted one engineering and traffic survey in the town of Lower Lake.

City of Clearlake: During the quarter the Public Works Director spent time with Lake APC Staff reviewing accident and safety data for the ATP second round Grant application. During this process additional time was spent working with Coastland Engineering preparing an accurate (PSR) for the same grant application.

APC Staff: Staff performed work and coordination in obtaining volume monitoring data in the City of Lakeport in conjunction with environmental review of new County Courthouse in Lakeport. Staff also completed Bike and Pedestrian Counts in the City of Clearlake and in Lake County in the community of Middletown.

APC Staff consultant also included a direct cost invoice from Coastland Engineering that covered some additional background and planning work for the Middletown Multi-Use Path ATP grant application. This consultant work was paid through APC Staff consultant's remaining funds.

PRODUCT EXPECTED: 1) Special Studies Summary which outlines scope, recipient, agency, cost, and completion date of each project; final report of results of speed and volume studies on County maintained roads, 2) Various Speed Zone Studies, 3) Report that identifies the top ten accident producing roadway segments and proposed corrective measures and cost estimates, 4) Updates to transportation planning projects such as sign inventory programs, traffic counting programs, bikeway and pedestrian projects, and other data bases

PROBLEMS: None

CARRYOVER ISSUES: The remaining funds under this element will be carried over into the FY 2015/16 Overall Work Program.

FUNDS: RPA/PPM/LTF

Reporting Period	RPA	PPM	LTF	Total Expenditures by Quarter
July 1 - September 30				
County of Lake	\$5,893.00	\$0.00	\$0.00	\$5,893.00
City of Clearlake	\$1,203.24	\$0.00	\$0.00	\$1,203.24
APC Staff Consultant	\$1,103.84	\$0.00	\$0.00	\$1,103.84
1st Quarter Expenditures	\$8,200.08	\$0.00	\$0.00	\$8,200.08
October 1 - December 31				
County of Lake	\$4,553.00	\$0.00	\$0.00	\$4,553.00
APC Staff Consultant	\$822.45	\$0.00	\$0.00	\$822.45
2nd Quarter Expenditures	\$5,375.45	\$0.00	\$0.00	\$5,375.45
January 1 - March 31				
County of Lake	\$3,705.00	\$0.00	\$0.00	\$3,705.00
City of Clearlake	\$174.15	\$0.00	\$0.00	\$174.15
APC Staff Consultant	\$2,846.22	\$0.00	\$0.00	\$2,846.22
3rd Quarter Expenditures	\$6,725.37	\$0.00	\$0.00	\$6,725.37
April 1 - June 30				
County of Lake	\$2,849.00	\$2,955.00	\$0.00	\$5,804.00
City of Clearlake	\$3,143.80	\$0.00	\$0.00	\$3,143.80
APC Staff Consultant	\$3,727.49	\$0.00	\$4,000.00	\$7,727.49
4th Quarter Expenditures	\$9,720.29	\$2,955.00	\$4,000.00	\$16,675.29
Total Expenditures	\$30,021.19	\$2,955.00	\$4,000.00	\$36,976.19
Total Allocation of Funds	\$32,898.00	\$8,098.00	\$4,000.00	\$44,996.00
Claimed by Percentage	91.3%	36.5%	100.0%	82.2%

9. WORK ELEMENT 608: PLANNING, PROGRAMMING & MONITORING

PURPOSE: Planning, programming, and monitoring activities associated with the Regional Transportation Improvement Program (RTIP); Interregional Transportation Improvement Program (ITIP); and the State Transportation Improvement Program (STIP), and implementation of, and response to, changes in transportation planning and programming of projects.

PROGRESS:

County of Lake –DPW:

- Staff reviewed new and existing program funding sources (Prop 1B, STIP) and updated a priority list for each improvement type.
- A preliminary engineering report including project scope of work, costs and schedule was prepared for one potential capital improvement projects.
- Completed updating the County’s Five Year Improvement Plan.

City of Lakeport: During the 4th Quarter, Doug Grider, Public Works Superintendent, worked on the following Work Element eligible projects: Pavement Management Program & PCI update, Bevins Street Rehabilitation Project, South Main Street Rehabilitation Project and Lakeport Blvd Pavement Repairs Project.

APC Staff: Staff evaluated the City of Clearlake’s project conceptual proposals for regional improvement funding sources.

PRODUCT EXPECTED: Products may include staff comments, reports, and recommendations on STIP

correspondence and guidelines, possible RTIP Amendments, extension requests or other STIP documents, Project Study Reports and Pavement Management Program Update Presentations.

PROBLEMS: None.

CARRYOVER ISSUES: The remaining funds under this element will be carried over into the FY 2015/16 Overall Work Program.

FUNDS: RPA/PPM/LTF

Reporting Period	RPA	PPM	LTF	Total Expenditures by Quarter
July 1-September 30				
County of Lake - DPW	\$7,455.00	\$0.00	\$0.00	\$7,455.00
APC Staff	\$4,710.71	\$0.00	\$0.00	\$4,710.71
1st Quarter Expenditures	\$12,165.71	\$0.00	\$0.00	\$12,165.71
October 1 - December 31				
County of Lake - DPW	\$6,071.00	\$0.00	\$0.00	\$6,071.00
APC Staff	\$156.26	\$0.00	\$0.00	\$156.26
2nd Quarter Expenditures	\$6,227.26	\$0.00	\$0.00	\$6,227.26
January 1 - March 31				
County of Lake - DPW	\$3,474.00	\$187.00	\$0.00	\$3,661.00
APC Staff	\$3,983.03	\$0.00	\$157.86	\$4,140.89
3rd Quarter Expenditures	\$7,457.03	\$187.00	\$157.86	\$7,801.89
April 1 - June 30				
County of Lake - DPW	\$0.00	\$2,813.00	\$0.00	\$2,813.00
City of Lakeport	\$0.00	\$472.00	\$0.00	\$472.00
APC Staff	\$0.00	\$0.00	\$234.39	\$234.39
4th Quarter Expenditures	\$0.00	\$3,285.00	\$234.39	\$3,519.39
Total Expenditures	\$25,850.00	\$3,472.00	\$392.25	\$29,714.25
Total Allocation of Funds	\$25,850.00	\$3,472.00	\$500.00	\$29,822.00
Claimed by Percentage	100.0%	100.0%	78.5%	99.6%

10. WORK ELEMENT 609: COUNTY OF LAKE COLLISION DATABASE AND ANALYSIS (Carryover)

PURPOSE: To update the County's Collision Database & Analysis Program that was developed in 2002 with a grant from the State Office of Traffic Safety.

PROGRESS:

None.

PRODUCT EXPECTED: Final Updated Lake County Collision Database and Analysis Program

PROBLEMS: None.

CARRYOVER ISSUES: None. This project is complete and the remaining funding will be moved to another work element in the FY 2015/16 OWP.

FUNDS: LTF

Reporting Period	LTF	Total Expenditures by Quarter
July 1-September 30		
Consultant	\$0.00	\$0.00
1st Quarter Expenditures	\$0.00	\$0.00
Claimed Year-to-Date	\$0.00	\$0.00
Total Allocation of Funds	\$1,100.00	\$1,100.00
Claimed by Percentage	0.0%	0.0%

11. WORK ELEMENT 610: NON-MOTORIZED TRANSPORTATION

PURPOSE: To encourage growth to bicycle and pedestrian travel in the region by integrating and promoting bicycle and pedestrian facilities and services with roadway and transit planning operations.

PROGRESS:

APC Staff: In conjunction with the City of Clearlake, the community of Middletown and the County of lake assisted in the development of non-motorized facility projects concepts in reparation for the upcoming ATP Grant Cycle 2.

PRODUCT EXPECTED: Updated bicycle and pedestrian elements of the Regional Transportation Plan, Regional Bikeway Plan and grant applications and projects.

PROBLEMS: None.

CARRYOVER ISSUES: None.

FUNDS: RPA

Reporting Period	RPA	Total Expenditures by Quarter
July 1-September 30		
APC Staff Consultant	\$3,449.50	\$3,449.50
1st Quarter Expenditures	\$3,449.50	\$3,449.50
October 1 - December 31		
APC Staff Consultant	\$502.32	\$502.32
2nd Quarter Expenditures	\$502.32	\$502.32
January 1 - March 31		
APC Staff Consultant	\$3,504.79	\$3,504.79
3rd Quarter Expenditures	\$3,504.79	\$3,504.79
April 1 - June 30		
APC Staff Consultant	\$43.39	\$43.39
4th Quarter Expenditures	\$43.39	\$43.39
Claimed Year-to-Date	\$7,500.00	\$7,500.00
Total Allocation of Funds	\$7,500.00	\$7,500.00
Claimed by Percentage	100.0%	100.0%

12. WORK ELEMENT 611: PAVEMENT MANAGEMENT PROGRAM INVENTORY UPDATE

PURPOSE: To update the County of Lake’s, City of Clearlake’s and the City of Lakeport’s Pavement

Management Program (PMP) to provide a systematic method for determining roadway pavement maintenance, rehabilitation, reconstruction needs to lead to improving safety for automobiles, bikes and pedestrian use. This project will also include a component to link the PMP database to the County and the Cities' Geographic Information System (GIS) street centerlines.

PROGRESS:

Consultant: During the quarter the Consultant worked to revised and finalized the final reports for the three local agencies, prepared for and presented at the Pavement Management Update training. This project has been completed satisfactorily and the retention has been released.

PRODUCT EXPECTED: Request for Proposal, PMP Software upgrades; Updated Pavement Management databases and Condition Reports for the County of Lake, City of Clearlake and the City of Lakeport Maintained Road Systems and County Service Areas (CSAs); Linkage of the PMP segments to the street centerline map topology for the County of Lake, City of Clearlake and the City of Lakeport; Final Project Reports, Delivery and installation of the products.

PROBLEMS: None.

CARRYOVER ISSUES: This project is expected to be completed by June 30, 2015.

FUNDS: RPA/LTF

Reporting Period	RPA	LTF	Total Expenditures by Quarter
July 1-September 30			
APC Staff Consultant	\$2,585.36	\$0.00	\$2,585.36
Software	\$4,500.00	\$0.00	\$4,500.00
1st Quarter Expenditures	\$7,085.36	\$0.00	\$7,085.36
October 1 - December 31			
Consultant	\$15,380.10	\$5,513.85	\$20,893.95
2nd Quarter Expenditures	\$15,380.10	\$5,513.85	\$20,893.95
January 1 - March 31			
Consultant	\$7,619.90	\$3,429.41	\$11,049.31
3rd Quarter Expenditures	\$7,619.90	\$3,429.41	\$11,049.31
April 1 - June 30			
Consultant	\$0.00	\$22,708.17	\$22,708.17
4th Quarter Expenditures	\$0.00	\$22,708.17	\$22,708.17
Claimed Year-to-Date	\$30,085.36	\$31,651.43	\$61,736.79
Total Allocation of Funds	\$32,500.00	\$32,500.00	\$65,000.00
Claimed by Percentage	92.6%	97.4%	95.0%

13. WORK ELEMENT 612: COUNTYWIDE GIS SUPPORT SERVICES

PURPOSE: To provide Geographic Information System (GIS) support services to agencies within Lake County involved with the roadway transportation system, aviation, bike/pedestrian, and transit planning.

PROGRESS:

City of Clearlake – During the 4th Quarter the City purchased a Dell Computer to serve as the central computer for the City of Clearlake’s GIS System.

City of Lakeport – During the 4th Quarter the City of Lakeport assisted in the payment of the subscription and maintenance fees for ArcGIS for the Community Development Department.

APC Staff – Staff provided data and reviewed GIS Maps for various grant applications.

PRODUCT EXPECTED: Collection, input and manipulation of geographic information resulting in various types of GIS maps and databases concerning the transportation system.

PROBLEMS: None

CARRYOVER ISSUES: \$10,000 of RPA funds remaining in the work element is scheduled to be expended in the first quarter of the FY 2015/16 Overall Work Program for GIS Training.

FUNDS: RPA/LTF/PPM

Reporting Period	RPA	PPM	LTF	Total Expenditures by Quarter
July 1 - September 30				
APC Staff	\$0.00	\$0.00	\$382.08	\$382.08
1st Quarter Expenditures	\$0.00	\$0.00	\$382.08	\$382.08
October 1 - December 31				
APC Staff	\$0.00	\$0.00	\$0.00	\$0.00
2nd Quarter Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
January 1 - March 31				
City of Clearlake	\$0.00	\$1,064.00	\$0.00	\$1,064.00
3rd Quarter Expenditures	\$0.00	\$1,064.00	\$0.00	\$1,064.00
April 1 - June 30				
City of Clearlake	\$0.00	\$1,436.00	\$390.43	\$1,826.43
City of Lakeport	\$0.00	\$0.00	\$2,400.00	\$2,400.00
APC Staff	\$699.82	\$0.00	\$0.00	\$699.82
4th Quarter Expenditures	\$699.82	\$1,436.00	\$2,790.43	\$4,926.25
Total Expenditures	\$699.82	\$2,500.00	\$3,172.51	\$6,372.33
Total Allocation of Funds	\$12,192.00	\$3,500.00	\$5,884.00	\$21,576.00
Claimed by Percentage	5.7%	71.4%	53.9%	29.5%

14. WORK ELEMENT 613: TRANSPORTATION INFORMATION OUTREACH

PURPOSE: To inform and educate Lake County residents on transportation improvement and maintenance efforts and needs.

PROGRESS:

None.

PRODUCT EXPECTED: Informational materials related to transportation in Lake County to be

distributed twice within the fiscal year, and development of website to provide current transportation related information to residents via the internet.

PROBLEMS: None.

CARRYOVER ISSUES: The remaining funds will be carried over into the FY 2015/16 Overall Work Program.

FUNDS: LTF

Reporting Period	LTF	Total Expenditures by Quarter
July 1 - September 30		
APC Staff Consultant	\$1,640.82	\$1,640.82
1st Quarter Expenditures	\$1,640.82	\$1,640.82
October 1 - December 31		
APC Staff Consultant	\$127.24	\$127.24
Direct Exepenses	\$45.00	\$45.00
2nd Quarter Expenditures	\$172.24	\$172.24
January 1 - March 31		
Direct Exepenses	\$30.00	\$30.00
3rd Quarter Expenditures	\$30.00	\$30.00
Total Expenditures	\$1,843.06	\$1,843.06
Total Allocation of Funds	\$5,655.00	\$5,655.00
Claimed by Percentage	32.6%	32.6%

15. WORK ELEMENT 614: REGIONAL TRANSPORTATION PLAN UPDATE (NEW)

PURPOSE: Regional Transportation Plans (RTPs) are required to be updated every five years in rural counties. The Regional Transportation Plan provides a clear vision of the regional transportation goals, policies, objectives and strategies for an effective transportation system for Lake County. The plan guides decisions about all types of transportation and the related facilities needed for an effective transportation system.

PROGRESS:

None.

PRODUCT EXPECTED: Presentations to and notes from discussions with the APC, Lake TAC, RTP CAC, SSTAC and other entities; public participation and outreach materials, Administrative Draft, Draft and Final RTP; CEQA documents.

PROBLEMS: Since the Lake APC will no longer be completing a Regional Transportation Plan Update in this Fiscal Year, the remaining funds available under this work element were moved to the Active Transportation Plan element.

CARRYOVER ISSUES: None.

FUNDS: RPA/LTF

Reporting Period	RPA	Expenditures by Quarter
July 1 - September 30		
APC Staff	\$9,337.13	\$9,337.13
1st Quarter Expenditures	\$9,337.13	\$9,337.13
October 1 - December 31		
APC Staff	\$0.00	\$0.00
2nd Quarter Expenditures	\$0.00	\$0.00
Total Expenditures	\$9,337.13	\$9,337.13
Total Allocation of Funds	\$9,337.13	\$9,337.13
Claimed by Percentage	100.0%	100.0%

16. **WORK ELEMENT 615: CITY OF CLEARLAKE ROUNDABOUT FEASIBILITY STUDY (NEW)**

PURPOSE: To complete feasibility study that would ensure the identified roundabout adjacent to the State Route 53 Corridor Study can be constructed as envisioned at a reasonable cost. If the project proves to be feasible, the study would develop a conceptual plan for the construction of the project, identify any utility relocation work necessary and also identify right of way needs of the adjoining development of the commercial properties adjacent to this intersection.

PROGRESS:

City of Clearlake – During the 4th Quarter the Public Works Director spent time going over the final edits in the feasibility report for a potential (RAB) project on Dam Road.

PRODUCT EXPECTED: RFP, Consultant Contract, Project Meeting Summaries, and Draft & Final Roundabout Feasibility Plan

PROBLEMS: None.

CARRYOVER ISSUES: None. Project is complete, any remaining funds will be carried over in to FY 2015/16 Overall Work Program and allocated to another project.

FUNDS: PPM

Reporting Period	PPM	Total Expenditures by Quarter
July 1 - September 30		
City of Clearlake	\$1,002.70	\$1,002.70
Consultant	\$14,445.00	\$14,445.00
1st Quarter Expenditures	\$15,447.70	\$15,447.70
October 1 - December 31		
City of Clearlake	\$952.57	\$952.57
Consultant	\$6,354.00	\$6,354.00
2nd Quarter Expenditures	\$7,306.57	\$7,306.57
January 1 - March 31		
Consultant	\$3,588.00	\$3,588.00
3rd Quarter Expenditures	\$3,588.00	\$3,588.00
April 1 - June 30		
City of Clearlake	\$44.73	\$44.73
4th Quarter Expenditures	\$44.73	\$44.73
Total Expenditures	\$26,387.00	\$26,387.00
Total Allocation of Funds	\$27,000.00	\$27,000.00
Claimed by Percentage	97.7%	97.7%

17. **WORK ELEMENT 616: *INTENTIONALLY LEFT BLANK***

18. **WORK ELEMENT 617: HUMAN SERVICES COORDINATED PLAN (Carryover)**

PURPOSE: To update the existing Lake County Coordinated Public Transit –Human Services Transportation Plan, previously completed in November 2008 by Nelson/Nygaard.

PROGRESS:

Consultant (AMMA): Prepared additional pieces to complete the Coordinated Plan following input from late 2014 conference call with APC Staff and Mark Wall. Revised final document and delivered to Lake Team for final review.

APC Staff: Reviewed the draft and final documents.

PRODUCT EXPECTED: 2013 Lake County Coordinated Public Transit – Human Services Transportation Plan

PROBLEMS: This project is working in coordination with the Transit Development Plan update. There have been some slight delays, but will be completed by June 30, 2015.

CARRYOVER ISSUES: None. Project Complete.

FUNDS: RPA / LTF

Reporting Period	RPA	LTF	Total Expenditures by Quarter
July 1 - September 30			
Consultant	\$0.00	\$2,029.50	\$2,029.50
1st Quarter Expenditures	\$0.00	\$2,029.50	\$2,029.50
October 1 - December 31			
Consultant	\$0.00	\$3,780.00	\$3,780.00
2nd Quarter Expenditures	\$0.00	\$3,780.00	\$3,780.00
April 1 - June 30			
Consultant	\$0.00	\$4,851.60	\$4,851.60
APC Staff	\$931.00	\$4,851.60	\$4,851.60
4th Quarter Expenditures	\$931.00	\$4,851.60	\$4,851.60
Total Expenditures	\$931.00	\$10,661.10	\$11,592.10
Total Allocation of Funds	\$931.00	\$10,661.00	\$11,592.00
Claimed by Percentage	100.0%	100.0%	100.0%

19. **WORK ELEMENT 618: *INTENTIONALLY LEFT BLANK***

21. **WORK ELEMENT 619: *INTENTIONALLY LEFT BLANK***

22. **WORK ELEMENT 620: TRAINING**

PURPOSE: To provide funding for direct costs related to technical training in the transportation planning field to the Lake County/City Area Planning Council (APC) staff, to keep informed of changes in the field.

PROGRESS:

APC Staff Consultant – included copies of direct expenses incurred during the quarter for various trainings attended by APC Staff.

PRODUCT EXPECTED: None

PROBLEMS: None.

CARRYOVER ISSUES: The remaining funds will be carried over into the FY 2015/16 Overall Work Program for training expenses incurred the next fiscal year.

FUNDS: LTF

Reporting Period	Total Expenditures by Quarter
July 1 - September 30	
APC Staff	\$413.94
1st Quarter Expenditures	\$413.94
October 1 - December 31	
APC Staff	\$0.00
2nd Quarter Expenditures	\$0.00
January 1 - March 31	
APC Staff	\$1,104.37
3rd Quarter Expenditures	\$1,104.37
April 1 - June 30	
APC Staff	\$209.00
4th Quarter Expenditures	\$209.00
Total Expenditures	\$1,727.31
Total Allocation of Funds	\$5,702.00
Claimed by Percentage	30.3%

23. WORK ELEMENT 621: LAKE COUNTY TRANSIT ENERGY USE REDUCTION PLAN

PURPOSE: To evaluate current transit energy use, potential alternatives given the Lake County operating environment, and the potential cost/benefit of available alternatives including infrastructure, vehicle, fuel, maintenance, and other costs, and emissions reduction, safety and other benefits.

PROGRESS:

Consultant (ICF): Participated in Project Management, data collection and analysis for transit fleet operating data, prepared for and attended the second Technical Advisory Committee Meeting and first Community Advisory Committee Meeting. ICF also developed draft results for converting the LTA transit fleet to new conventional vehicles or alternative fuels. ICF visited LTA facility.

Transit Manager: reviewed and coordinated energy use data concerning existing fleet and facility. Mark participated in Bi-Weekly conference calls to provide information, discuss progress and offer feedback. The Transit Manager also prepared a notice and contacted interested parties for the second TAC meeting and first CAC meeting. Coordinated meeting locations and hosted/participated in the events. The transit manager also monitored development of ARB policy regarding Zero Emission Bus requirement and agreed to participate in a committee of CalACT to formulate recommendations regarding small transit agency ZEV requirements.

PRODUCT EXPECTED: Capital expenditure plan, funding and management/training plan.

PROBLEMS: None.

CARRYOVER ISSUES: None. This project is scheduled to be carried over into the FY 2015/16 Overall Work Program.

FUNDS: LTF / SHA-Transit Planning

Reporting Period	LTF	SHA-TP	Total Expenditures by Quarter
July 1 - September 30			
APC Staff Consultant	\$119.30	\$920.80	\$1,040.10
Transit Manager	\$15.91	\$122.78	\$138.69
1st Quarter Expenditures	\$135.21	\$1,043.58	\$1,178.79
October 1 - December 31			
Transit Manager	\$37.12	\$286.49	\$323.61
Consultant	\$1,199.15	\$9,255.32	\$10,454.47
2nd Quarter Expenditures	\$1,236.27	\$9,541.81	\$10,778.08
January 1 - March 31			
Transit Manager	\$100.75	\$777.62	\$878.37
APC Staff Consultant	\$8.96	\$69.17	\$78.13
Consultant	\$1,907.83	\$14,725.39	\$16,633.22
3rd Quarter Expenditures	\$2,017.54	\$15,572.18	\$17,589.72
April 1 - June 30			
Transit Manager	\$235.97	\$1,821.27	\$2,057.24
Consultant	\$3,033.38	\$23,412.82	\$26,446.20
4th Quarter Expenditures	\$3,269.35	\$25,234.09	\$28,503.44
Total Expenditures	\$6,658.37	\$51,391.66	\$58,050.03
Total Allocation of Funds	\$12,453.00	\$96,113.71	\$108,566.71
Claimed by Percentage	53.5%	53.5%	53.5%

24. WORK ELEMENT 622: CLIMATE CHANGE ADATATION PILOT STRATEGY

PURPOSE: Lake APC as well as the other three RTPAs are providing local match to a FHWA grant that Caltrans District 1 was awarded to conduct a climate change adaptation pilot project. The project will provide strategies for four distinct critically vulnerable asset types in northwest California. These four asset types include conditions that are common to many other regions of the United States, so the project will service as a prototype for addressing similar situations nationwide.

PROGRESS:

County of Lake –DPW:

Staff reviewed the District 1 Climate Change Vulnerability Assessment and Pilot Studies Final Report. Discussed the conclusions and preferred adaption strategies in the final report with Water Resources staff involved with the Middle Creek Wetlands Restoration project.

APC Staff: Staff reviewed the final report, including methodologies and recommendations as it related to Lake County.

PRODUCT EXPECTED: Bi-weekly status reports, invoices, Request for Proposal, consultant contract, technical memos, meeting minutes, agendas and related materials, attendee lists, meeting agenda and minutes, presentation materials, summary of each public meeting, live project website, adaptation options, technical memo describing adaptation selection process, cost estimates for four adaptation projects and documentation, hard copy of final report, training and presentation materials.

PROBLEMS: None

CARRYOVER ISSUES: None. Project Complete.

FUNDS: RPA

Reporting Period	RPA	Total Expenditures by Quarter
July 1 - September 30		
APC Staff Consultant	\$827.88	\$827.88
1st Quarter Expenditures	\$827.88	\$827.88
October 1 - December 31		
APC Staff Consultant	\$721.84	\$721.84
2nd Quarter Expenditures	\$721.84	\$721.84
January 1 - March 31		
APC Staff Consultant	\$0.00	\$0.00
3rd Quarter Expenditures	\$0.00	\$0.00
April 1 - June 30		
County DPW	\$1,135.00	\$1,135.00
APC Staff Consultant	\$862.28	\$862.28
4th Quarter Expenditures	\$1,997.28	\$1,997.28
Total Expenditures	\$3,547.00	\$3,547.00
Total Allocation of Funds	\$3,547.00	\$3,547.00
Claimed by Percentage	100.0%	100.0%

(This report includes funding changes resulting from the OWP 3rd Amendment. Tasks and overall funding levels have not changed.)

2014/15

FOURTH QUARTER SUMMARY OF EXPENDITURES

Funding Source	Element Name	Expenditures				Year-to-Date Expenditures	Total Allocations	% To Date	Balance Remaining
		1st Qtr.	2nd Qtr.	3rd Qtr.	4th Qtr.				
LTF									
WE 600	Regional Planning & Intergovernmental Coordination	\$2,252.00	\$0.00	\$178.81	\$9,429.34	\$11,860.15	\$12,888	92%	\$1,027.85
WE 602	Transit Service Reliability & Perf. Monitoring	\$2,092.17	\$0.00	\$862.26	\$1,128.01	\$4,082.44	\$9,000	45%	\$4,917.56
WE 603	Lake County Active Transportation Plan	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,000	0%	\$1,000.00
WE 606	Transit Development Plan	\$670.63	\$1,466.76	\$463.10	\$2,384.72	\$4,985.21	\$4,987	100%	\$1.79
WE 607	Special Studies	\$0.00	\$0.00	\$0.00	\$4,000.00	\$4,000.00	\$4,000	100%	\$0.00
WE 608	Planning, Programming & Monitoring	\$0.00	\$0.00	\$157.86	\$234.39	\$392.25	\$500	78%	\$107.75
WE 609	Lake County Collision Database & Analysis Update	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,100	0%	\$1,100.00
WE 611	Pavement Management Program	\$0.00	\$5,513.85	\$3,429.41	\$22,708.17	\$31,651.43	\$32,500	97%	\$848.57
WE 612	GIS Support Services	\$382.08	\$0.00	\$0.00	\$2,790.43	\$3,172.51	\$5,884	54%	\$2,711.49
WE 613	Transportation Information Outreach	\$1,640.82	\$172.24	\$30.00	\$0.00	\$1,843.06	\$5,655	33%	\$3,811.94
WE 617	Human Services Coordinated Plan	\$2,029.50	\$3,780.00	\$0.00	\$4,851.60	\$10,661.10	\$10,661	100%	\$0.00
WE 620	Training	\$413.94	\$0.00	\$1,104.37	\$209.00	\$1,727.31	\$5,702	30%	\$3,974.69
WE 621	Lake Co. Transit Energy Use Reduction Plan	\$135.21	\$1,236.27	\$2,017.54	\$3,269.35	\$6,658.37	\$12,453	53%	\$5,794.63
Total LTF		\$9,616.35	\$12,169.12	\$8,243.35	\$51,005.01	\$81,033.83	\$106,330	76.2%	\$25,296.17
RPA									
WE 600	Regional Planning & Intergovernmental Coordination	\$33,906.51	\$20,521.42	\$38,171.84	\$28,033.85	\$120,633.62	\$120,634.03	100%	\$0.41
WE 601	Transit Planning	\$5,336.45	\$3,221.56	\$781.30	\$160.69	\$9,500.00	\$9,500	100.0%	\$0.00
WE 602	Transit Service Reliability & Perf. Monitoring	\$19,017.06	\$924.60	\$58.34	\$0.00	\$20,000.00	\$20,000	100%	\$0.00
WE 603	Lake County Active Transportation Plan	\$0.00	\$0.00	\$2,968.94	\$8,672.43	\$11,641.37	\$24,662.87	47%	\$13,021.50
WE 605	Fed & State Grant Preparation & Monitoring	\$587.17	\$546.91	\$2,720.04	\$5,936.15	\$9,790.27	\$10,000	98%	\$209.73
WE 607	Special Studies	\$8,200.08	\$5,375.45	\$6,725.37	\$9,720.29	\$30,021.19	\$32,898	91%	\$2,876.81
WE 608	Planning, Programming & Monitoring	\$12,165.71	\$6,227.26	\$7,457.03	\$0.00	\$25,850.00	\$25,850	100%	\$0.00
WE 610	Non-Motorized Transportation	\$3,449.50	\$502.32	\$3,504.79	\$43.39	\$7,500.00	\$7,500	100%	\$0.00
WE 611	Pavement Management Program	\$7,085.36	\$15,380.10	\$7,619.90	\$0.00	\$30,085.36	\$32,500	93%	\$2,414.64
WE 612	GIS Support Services	\$0.00	\$0.00	\$0.00	\$699.82	\$699.82	\$12,192	6%	\$11,492.18
WE 614	Regional Transportation Plan - Update	\$9,337.13	\$0.00	\$0.00	\$0.00	\$9,337.13	\$9,337.13	100%	\$0.00
WE 617	Human Services Coordinated Plan	\$0.00	\$0.00	\$0.00	\$931.00	\$931.00	\$931	100%	\$0.00
WE 622	Climate Change Adaptation Plan	\$827.88	\$721.84	\$0.00	\$1,997.28	\$3,547.00	\$3,547	100%	\$0.00
Total RPA		\$99,912.85	\$53,421.46	\$70,007.55	\$56,194.90	\$279,536.76	\$309,552.03	90.3%	\$30,015.27
PPM									
WE 600	Regional Planning & Intergovernmental Coordination	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500	0%	\$500.00
WE 601	Transit Planning	\$0.00	\$588.88	\$1,411.12	\$0.00	\$2,000.00	\$2,000	100%	\$0.00
WE 602	Transit Service Reliability & Perf. Monitoring	\$0.00	\$0.00	\$4.00	\$0.00	\$4.00	\$4	100%	\$0.00
WE 605	Fed & State Grant Preparation & Monitoring	\$3,125.00	\$4,594.40	\$4,565.60	\$7,715.00	\$20,000.00	\$20,000	100%	\$0.00
WE 607	Special Studies	\$0.00	\$0.00	\$0.00	\$2,955.00	\$2,955.00	\$8,098	36%	\$5,143.00
WE 608	Planning, Programming & Monitoring	\$0.00	\$0.00	\$187.00	\$3,285.00	\$3,472.00	\$3,472	100%	\$0.00
WE 612	GIS Support Services	\$0.00	\$0.00	\$1,064.00	\$1,436.00	\$2,500.00	\$3,500	71%	\$1,000.00
WE 615	City of Clearlake Roundabout Feasibility Study	\$15,447.70	\$7,306.57	\$3,588.00	\$44.73	\$26,387.00	\$27,000	98%	\$613.00
Total PPM		\$18,572.70	\$12,489.85	\$10,819.72	\$15,435.73	\$57,318.00	\$64,574	88.8%	\$7,256.00
Other									
WE 606	Transit Development Plan	\$5,176.22	\$11,320.98	\$3,574.38	\$18,404.68	\$38,476.26	\$38,476.71	100%	\$0.45
WE 621	Lake Co. Transit Energy Use Reduction Plan	\$1,043.58	\$9,541.81	\$15,572.18	\$25,234.09	\$51,391.66	\$96,113.71	53%	\$44,722.05
Total Other:		\$6,219.80	\$20,862.79	\$19,146.56	\$43,638.77	\$89,867.92	\$134,590	67%	\$44,722.50
TOTAL		\$134,321.70	\$98,943.22	\$108,217.18	\$166,274.41	\$507,756.51	\$615,046	83%	\$107,289.94