



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING AGENDA

DATE: Thursday, October 26, 2017

TIME: 9 a.m.

PLACE: City of Lakeport
Large Conference Room
225 Park Street
Lakeport, California

Caltrans-District 1
Teleconference
1656 Union Street
Eureka, California

Teleconference Dial-In #: 866-576-7975 Passcode: 961240

1. Call to order
2. Approval of August 24, 2017 Minutes
3. 2018 Regional Transportation Improvement Program (RTIP)/State Transportation Improvement Program (STIP) Project Submittals (*Barrett*)
4. Announcements and Reports
 - a. Lake APC
 - i. OWP Status Update (*Davey-Bates/Pedrotti*)
 - ii. SB 1 Update (*Dow*)
 - iii. Regional Transportation Plan Update (*Speka*)
 - iv. Miscellaneous
 - b. Lake Transit Authority
 - i. Lake Transit Authority Transit Manager Recruitment (*Wall*)
 - ii. Miscellaneous
 - c. Federal & State Grant Status Reports
 - i. Sustainable Transportation Planning Grant (*Speka*)
 - ii. Infrastructure for Rebuilding America (INFRA) (*Davey-Bates*)
 - ii. Other Grant Updates (*All*)
 - d. Caltrans
 - i. Interregional Transportation Improvement Program (ITIP)
 - ii. Lake County Projects Update
 - iii. Other Updates
5. Information Packet
 - a. 8/9/17 Lake APC Minutes (Draft)
 - b. SB1 Summary
 - c. SB1 Fact Sheet
 - d. Rebuilding California SB1 Website
6. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda
7. Next Proposed Meeting – **November 16, 2017**

8. Adjourn meeting

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

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

Posted: October 19, 2017

List of Attachments:

- Agenda Item #2 – 8/24/17 Lake TAC Minutes (Draft)*
- Agenda Item #3 – 2018 RTIP/STIP Project Submittals Staff Report
Applications and Score Sheet*
- Agenda Item #4ai – SB 1 Update Staff Report*
- Agenda Item #4aïi – Regional Transportation Plan Update Staff Report*
- Agenda Item #4ci – Sustainable Transportation Planning Grant Staff Report*
- Agenda Item #4di – Draft 2018 ITIP (selected portions)*
- Agenda Item #4dii – Lake County Projects Update*
- Agenda Item #5 – Information Packet*
 - a. 8/9/17 Lake APC Minutes (Draft)*
 - b. SB1 Summary*
 - c. SB1Fact Sheet*
 - d. Rebuilding California SB1 Website*



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TECHNICAL ADVISORY COMMITTEE MEETING Draft Meeting Minutes

Thursday August 24, 2017
9 a.m.

City of Lakeport
Large Conference Room
225 Park Street
Lakeport, California

Present

Todd Mansell, Department of Public Works, County of Lake
Byron Turner, Community Development Department, County of Lake
Adeline Brown, Public Work, City of Clearlake (by telephone)
Kevin Ingram, Community Development Director, City of Lakeport (late)
Dave Carstensen, Caltrans District 1 (by telephone)
Alexis Kelso, Caltrans District 1 Local Assistance
Jaime Matteoli, Caltrans District 1

Absent

Mark Wall, General Manager, Lake Transit Authority
Doug Herren, Public Works Director, City of Clearlake
Doug Grider, Public Works Superintendent, City of Lakeport
Greg Folsom, City Manager, City of Clearlake
Hector Paredes, California Highway Patrol

Also Present

John Speka, Transportation Planning, Lake County/City Area Planning Council
Nephele Barrett, Program Manager, Lake County/City Area Planning Council
Alexis Pedrotti, Lake County/City Area Planning Council

- 1. Call to order**
The meeting was called to order at 9:06 a.m.
- 2. Review and Approval of July 20, 2017 Lake APC TAC Minutes**
Todd made a motion to approve the minutes, seconded by Dave. Motion carried unanimously.
- 3. Discussion and Proposed Approval of the 2017/18 OWP- 1st Amendment**
Lexi explained how a typical "1st Amendment" to an Overall Work Program (OWP) incorporates carryover funds from the previous fiscal year, usually in August or September. She covered the work elements that would see a change starting with WE 600. Dow was short staffed for a good part of FY 2016/17, so there was a fair amount of carryover brought forward into this fiscal year as a result. A new WE 601 (TDA Activities and

Coordination) includes direct expenses which may be used for other work element needs. Other carryover figures were discussed such as the Training Element with \$5,100.00 left over and the fact that there was less money available for transit software this year than in the past, which was included in the discussion on WE 602. No money was added to the reserve as was the case the previous year. A large amount was carried over in WE 605, which would be used to help finalize the RTP this year. WE 614 (Countywide Sign Inventory Plan) had a large amount of carryover as it had yet to get started. Lexi offered Dow assistance in moving it forward as some of the PPM money will be expiring in the current year. Motion by Todd to recommend approval of the amendment to the Lake APC, seconded by Byron, and approved.

4. 2018 State Transportation Improvement Program (STIP) Fund Estimate and Application Cycle

Nephele noted that the fund estimate discussed at the July TAC was adopted by the CTC a couple of weeks ago without changes. So the target amount for this STIP cycle will be \$3.663 million. A maximum amount of \$5,258,000, along with an \$782,000 identified as part of the Advanced Project Development element. This would allow future STIP funds to be advanced to this cycle to assist project development with environmental or design as long as no right-of-way or construction costs have already been programmed. PPM funds are included in the total figure (\$3.663 million) of \$139,000. Typically, the money would be prioritized through a competitive application process. Priorities that were previously identified include the Soda Bay Rd widening project, Lake 29 project and the Clearlake Dam Rd Extension extension project. An additional priority for this year is to replace funding that was deleted from the 2016 STIP programming for \$194,000 for the Lakeport Blvd and S Main intersection project. Previously identified reserves were also noted for \$149,000 for Clearlake for the Dam Rd Ext project, and \$700,000 for the Lakeport project. The Regional Transportation Improvement Program (RTIP) is used to program the available funds, which is due in December to the CTC. Adoption by the APC should therefore happen in November. An application cycle would begin immediately with applications due on October 6. Scoring criteria will rank the projects once they are received. Ranking will happen at the October TAC meeting where members will go over the proposed projects.

5. Announcements and Reports

a. Lake APC

i. SB 1 Update

John provided a status of several of the SB 1 programs based on a staff report that Phil had prepared for the previous APC Board meeting. Lisa and Phil have been attending many of the workshops put on by the State. Of the 8 programs, the ones that are of interest to the TAC include the Local Streets and Roads program. Guidelines were recently adopted by the CTC, which will require the County and cities to prepare a list of projects for funding with the formula money going directly to the jurisdiction. The actual dollar figures weren't available today although there were some estimates put out by the League of California Cities and the California State Association of Counties which were reviewed at the July TAC meeting. The Local Partnership program provides money for self-help cities and counties of which Clearlake qualifies. The program involves 50% competitive and 50% formula funding. Uncertain at this point as to how much Clearlake will be receiving from the formula side. The competitive component will be more difficult to tap into given available staff and project size of smaller cities/counties. Another program was the Solutions for Congested Corridors program of which the guidelines aren't ready yet. This one may not

apply to a rural area such as the Lake region, although APC staff would keep an eye on it to see if there will be opportunities helpful to the area. The Trade Corridor Enhancement Program could very well apply to the Lake 29 project, which is included as a strategic corridor identified by the State tying I-5 with 101 via SR 20, SR 53, SR 29 and back to SR 20. Clearlake had expressed interest in applying for money for their roundabout project on Dam Rd and Dam Ext Rd. While not directly on the 53 corridor, traffic has been stacking up which does impact the route at certain times of the day. The Active Transportation Program will be augmented with SB 1 funds including money to advance projects from the previous cycle. Lakeport's Hartley St project recently applied for these funds to get a start on that project. Another component of the Active Transportation augmentation involves applications from the previous cycle whose scores weren't high to award. Funds will be available to look down the list at a few of those, although no Lake region projects fell into that category. SHOPP monies were doubled with SB 1, which would apply to numerous projects in the region. A Transportation Asset Mgmt program will apply to local projects for roadwork. This will require assets related to roadwork (e.g. culverts, drainage, etc.) to be looked at in coordination so that improvements are all made at the same time. Guidelines have already been adopted. John was unaware of the details at this point and would need to talk to Phil who attended those meetings. Finally, extra STIP money was available through SB 1.

ii. Regional Transportation Plan Update

John provided a brief status update on the RTP. A rough draft was completed with an electronic copy of the Local Streets and Roads element emailed to TAC members for comment. Todd was also sent a copy of the Aviation element as the County deals with the sole general aviation airport, Lampson Field. John would follow up with the Public Works people to go over the project lists in the element in more detail. The entire rough draft will be sent to Dave at Caltrans once any revisions are completed.

iii. Miscellaneous

Nephelie mentioned that the RFP for the Pavement Mgmt Program would be going out soon. Non-County roads within the special districts would be included and paid for separately.

b. Lake Transit Authority

i. Update on Recent Service Changes - Mark had not called in to provide a verbal report.

ii. Miscellaneous - None

c. Federal & State Grant Status Reports

i. New Sustainable Transportation Planning Grant

John noted that RFPs had not been prepared yet for the two grants that were awarded recently: a bus passenger facility plan and a pedestrian needs inventory and engineered feasibility study. There were also certain conditions that needed to be met prior to the funds being available, which were also still being worked on. SB 1 will be providing funds for an additional cycle with applications due by October 20. The program will also offer a regular cycle on the heels of the SB 1 cycle which will have applications due early in 2018.

ii. Other Grant Updates - None

d. Caltrans

i. Lake 29 Expressway Update

Jaime Matteoli attended the meeting to provide an update of the Lake 29 project. Funding for segment 2B and 2A will be applied for through the Advanced Project Development Element (APDE) funding referred to earlier as part of the STIP program this year. Jaime went over a presentation providing an history and overview of the project. Segment 2C is funded through construction, with environmental finished for the entire project. A 2C funding shortfall of \$22 million was identified towards the end of 2016. SHOPP funding would provide about \$20 million or only the safety related components and not any capacity increasing portions. \$2.1 million will be requested from the STIP funds. Caltrans will cover 85% of that amount through the Interregional Improvement Program (IIP) with the remaining 15% coming from the regional shares, or \$320,000. For segments 2A and 2B, Caltrans will be applying for design funding with the Regional Improvement Program (RIP) share (15%) being \$1.8 million and the larger 85% again through the IIP. By asking for APDE funds, it shouldn't impact the current STIP cycle, but will impact future STIP cycles.

ii. Architectural and Engineering (A & E) Consultant Contract Procedures

Alexis Kelso discussed new procedures for consultant contracts. A new review process is required based on a recent review from FHWA. Alexis provided some of the general details. A training is available in Eureka on September 21, which would be helpful for local agencies who utilize the contracting procedures.

iii. Other Updates

Jaime mentioned that Caltrans was on schedule for the construction of two State highway roundabouts (Summer 2018), one on Hartmann Rd/SR 29 and one on SR 53/SR 20. Todd asked about any potential County costs for the Hartmann Rd roundabout as a mitigation fund was set up in the past for that intersection paid into by developers along Hartmann Road. If it won't be used, then some may ask for refund of the past fee payments.

6. Information Packet

a. 6/14/17 Draft Lake APC Minutes

7. Public input on any item under the jurisdiction of this agency, but which is not otherwise on the above agenda - None

9. Next Proposed Meeting – September 21, 2017

10. Adjourn Meeting - Meeting adjourned at 10:25 a.m.

Respectfully Submitted,

(Draft)

John Speka
Lake APC Transportation Planning



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: 2018 Regional Transportation Improvement Program
Project Scoring & Recommendation

DATE PREPARED: 10/19/17
MEETING DATE: 10/26/17

SUBMITTED BY: Nephele Barrett, Program Manager

BACKGROUND: The Fund Estimate (FE) for the 2018 State Transportation Improvement Program (STIP) identified a programming target through FY 2022/23 of \$3,663,000 for the Lake County region, with a maximum programming limit of \$5,258,000 based on potential revenue through 2023/24. Included in the programming target for the region are Planning, Programming & Monitoring funds in the amount of \$139,000. The FE also provides a new mechanism for programming project development components of a future project through the Advance Project Development Element. The amount available for the Lake County region in this cycle is \$782,000, which is separate from the funds identified above. These funds can only be used for environmental and design on a project and can be programmed in any year of the five year STIP period. If utilized, the APDE funds act as an advance of future shares for a region.

Some projects have already been identified as a priority, including replacement of funds that were de-programmed during the funding shortage of the 2016 STIP. A total of \$194,000 was deleted from Lakeport's Lakeport Boulevard and South Main Intersection project. Reprogramming of these funds was established as a priority for future STIP cycles by the APC at the time of deprogramming. In addition, the APC has identified regional priority projects that must be considered when programming STIP funds. These are the Lake 29 Expressway, South Main/Soda Bay Road Corridor Project, and Dam Road/Phillips Avenue Extension. Funding needs for these projects receive priority before funds can be used for new projects. The APC has also maintained reserves of \$149,000 for the City of Clearlake's Dam Road/Phillips Avenue Extension project and \$700,000 for Lakeport's intersection project.

A competitive application cycle started on August 24, with applications due October 6. Applications were not required for replacement of Lakeport's deleted project or the previously identified reserves, but were required for any requests for new funding, including regional priority projects. Four applications for funding were received. Applications will be scored using the adopted criteria. The criteria and scoring form have been included in this packet, along with copies of the applications. The new requests are as follows:

Lake 29 Expressway – Segment 2C	\$320,000
Lake 29 Expressway – Segment 2A	\$900,000
Lake 29 Expressway – Segment 2B	\$900,000
Dam Road Roundabout	\$1,344,000
Total New Requests	\$3,464,000

Other established funding needs are as follows:

Lakeport Blvd & South Main Intersection	\$894,000
Planning, Programming & Monitoring	\$139,000
Total	\$1,033,000

Total All Programming Needs: \$4,497,000

The good news is that with the utilization of the APDE in the Fund Estimate, all of the requests can be funded. The City of Clearlake has moved forward with the Dam Road/Phillips Avenue Extension project with its own money, which means that the \$93,000 currently programmed for project development of that project can be deleted and reprogrammed toward the current requests. With that added programming, all of the programming needs and new requests can be met through the programming target and the APDE.

A draft RTIP has been prepared which includes all of the programming identified above. The RTIP utilizes a template which was prepared by the Regional Transportation Planning Agency Group for use by regions statewide. The purpose of this template is to make RTIP submittals more consistent and present information in an organized and transparent manner. Some of the appendices have not yet been finalized, including location maps and PPR forms for the projects.

At this meeting, we will be scoring applications, reviewing the Draft 2018 Regional Transportation Improvement Program and making a recommendation to the APC Board. TAC members should review and score the applications prior to the meeting so that individual scores can be compared and compiled at the meeting. The recommendations of the TAC will then be presented for adoption by the Board in November and submitted to the CTC by December 15.

ACTION REQUIRED: Review and score the applications for funding. Provide comment on the draft RTIP. Recommend action on the draft RTIP.

ALTERNATIVES: None identified

RECOMMENDATION: Score the applications for STIP funding and recommend approval of the draft RTIP to the APC.

**Lake APC
RTIP Project Selection Criteria**

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

Project: _____
 Applicant: _____
 Date Reviewed: _____

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

Lake County/City Area Planning Council
2018 Regional Transportation Improvement Program
Draft – Proposed for Adoption November 8, 2017

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A. Overview and Schedule

Section 1. Executive Summary

The Lake County/City Area Planning Council (APC) is the Regional Transportation Planning Agency (RTPA) for Lake County. The APC is required by California State Law to prepare and adopt a Regional Transportation Improvement Program (RTIP) by December 15 of each odd numbered year. This RTIP has been developed in conformance with State law and the adopted 2010 Lake County Regional Transportation Plan.

On August 16, 2017, the California Transportation Commission adopted the 2018 State Transportation Improvement Program Fund Estimate. The Fund Estimate identified available STIP programming target through FY 2022/23 of \$3,663,000 for the Lake County region. The CTC could program a maximum of \$5,258,000 in the region. That total includes Planning, Programming & Monitoring funds in the amount of \$139,000, leaving \$2,702,000 available for projects. In addition to these programming amounts, the Fund Estimate also identified Advanced Project Development Element funding available of \$782,000.

In the 2016 STIP, a negative Fund Estimate resulted in deprogramming of a total of \$194,000 in STIP funded project components. Reprogramming of these components was determined to be a priority. In addition to replacement of deleted projects, funding for additional components is needed on existing regional projects and one new project has been proposed. Details of the proposed programming are shown in the tables in Section 14 of this document and in the appendices.

Section 2. General Information

Insert contact information in the text fields below.

- **Lake County/City Area Planning Council**

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

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

RTIP document link: http://www.lakeapc.org/_____

RTP link:

<http://www.lakeapc.org/docs/Final%20RTP%202010%20with%20modification%20to%20add%20ITS%20section%20June%202012.pdf>

- **Executive Director or Chief Executive Officer Contact Information**
Lisa Davey-Bates
Executive Director
ldaveybates@dbcteam.net
707-234-3314

- **RTIP Staff Contact Information**

Nephele Barrett, Program Manager
367 N. State Street, Suite 204
Ukiah, CA, 95482
nbarrett@dbcteam.net
Phone: 707-234-3314 Fax: 707-671-7764

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

Name	Mitch Weiss	Title	Deputy Director
Address	1120 N Street		
City/State	Sacramento, CA		
Zip Code	95814		
Email	mitchell.weiss@dot.ca.gov		
Telephone	916-653-2072	Fax	916-653-2134

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

A. What is the Regional Transportation Improvement Program?

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

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

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

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

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

[Click here to enter text.](#)

Project Name and Location	Description	Summary of Improvements/Benefits
Cole Creek Bridge at Soda Bay Road		

Section 5. RTIP Outreach and Participation

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

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16, 2017
Caltrans identifies State Highway Needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
Regional Agency adopts 2018 RTIP	November 8, 2017
CTC ITIP Hearing, North	October 19, 2017
CTC ITIP Hearing, South	October 24, 2017
Regions submit RTIP to CTC	December 15, 2017
Caltrans submits ITIP to CTC	December 15, 2017
CTC STIP Hearing, South	January 25, 2018
CTC STIP Hearing, North	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC Adopts 2018 STIP	March 21-22, 2018

B. Public Participation/Project Selection Process

Provide narrative on your agency’s public participation process and project selection process for your RTIP in the text field below.

RTIP projects are derived from the Regional Transportation Plan, which is developed through extensive public participation. The public participation process for the current RTP included public workshops held throughout the County, public events, public hearings, and surveys. Interagency and Intergovernmental involvement included outreach to all cities and the county and consultation with Tribal governments at initial stages of plan development, and throughout the process.

In addition to the public participation that goes into the RTP, the RTIP is then developed through a series of public meetings, including a public hearing which is noticed in regional newspapers. As described in

Section B, priority regional projects have been established by the APC. When available and if needed, funding is awarded to these projects prior to other projects being considered for funding. If additional funding is available, projects are selected through a competitive process using adopted criteria.

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

Insert the Caltrans District Number in the text field below.

Caltrans District: 1

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

B. 2018 STIP Regional Funding Request

Section 6. 2018 STIP Regional Share and Request for Programming

A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate

Insert your agency's target share per the STIP Fund Estimate in the text field below.

\$3,663,000 STIP Target

\$782,000 APDE

B. Summary of Requested Programming – Insert information in table below

Project Name and Location	Project Description	Requested RIP Amount
Lake 29 Expressway – Segment 2C		\$320,000
Lake 29 Expressway – Segment 2A		\$900,000
Lake 29 Expressway – Segment 2B		\$900,000
Dam Road Roundabout		\$1,344,000
Lakeport Boulevard & S. Main Intersection Improvements		\$894,000
Planning, Programming & Monitoring		\$139,000

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

Proposed 2018 RTIP	Total RTIP	Other Funding (\$ in 1000s)					Total Project Cost
		ITIP	Local	SHOPP	Demo	Utility Underground Funding	
Lake 29 Expressway (Segment 2C)	15087	14876		66050			96013
Lake 29 Expressway (Segment 2A)	900	5100					6000
Lake 29 Expressway (Segment 2B)	900	5100					6000
South Main St. Widening & Bikelanes	5547		47		1707	1250	8551
Soda Bay Rd. Widening & Bikelanes	1503		1		1493	1250	4247
							-
							-
							-
Totals	23,937	25,076	48	-	\$3200	\$2500	\$120,811

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

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

In the draft 2018 ITIP, a total of \$12,016,000 is proposed for the Lake 29 Expressway project. This includes cost increases for the currently programmed Segment 2C of the project, as well as APDE funding for PS&E on phases 2A and 2B. The APC is also proposing to program RIP funding as the regional share of the cost increase and PS&E of the additional segments.

Section 9. Projects Planned Within the Corridor (Required per Section 20e)

The significant corridor in the Lake County region is the SR 20 Corridor, which also includes portions of SR 29. Existing funding is programmed for an expressway project along this corridor. Additional funding is proposed in this RTIP for this project. There are no other projects planned or underway within corridors identified in the 2018 RTIP.

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

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

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

Below are relevant goals, policies, and objectives excerpted from the 2010 Lake County Regional Transportation Plan, adopted by the APC in October of 2010. A 2017 update to the RTP is currently in development, but has not yet been adopted. Following these is a table which summarizes the projects from the 2016 RTIP, all of which have been carried over from previous STIP cycles. Specific goals, objectives and Policies are then listed which support each project, followed by a description of how the projects link to the objectives and policies.

ELEMENT: OVERARCHING POLICIES

Objectives	Policies
2. Support Complete Streets planning to improve connectivity of the transportation system	2.1 - Pursue funding in partnership with federal, state and local agencies to fund projects consistent with Complete Streets
	2.2 - Encourage local agencies to adopt complete streets policies and implement complete street strategies and projects
	2.3 - Incorporate Complete Streets concepts and policies into future planning documents
	2.4 - Support and encourage transit, pedestrian and bicycle facility planning and facility improvements
	2.5 - Through the Wine Country Interregional Partnership (IRP) identify strategies to improve the jobs-housing balance
	2.6 - Support effort to reduce dependency on automobile use
	2.7 - Support the installation of electric vehicle charging stations for public use
3. Facilitate and promote transit, bicycling, walking to reduce vehicle trips in Lake County to help reduce Greenhouse Gas Emissions	3.1 - Facilitate implementation of the Countywide Safe Routes to School Plan and construction of SRTS projects to encourage students to walk and bike to school rather than traveling by car
	3.2 - Update and facilitate implementation of the Lake County Regional Bikeway Plan
	3.3 - Support increased frequency of transit service and new routes to meet transit needs
5. Increase funding for transportation planning, design and construction	5.2 - Work cooperatively and collaboratively with other agencies and organizations to secure funding for projects which further the goals, objectives, policies and projects of the Regional Transportation Plan

ELEMENT: STATE HIGHWAY SYSTEM

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

Objectives	Policies
1. Improve mobility on the state highway system throughout Lake County	1.1 - Support as a high priority completion of the environmental document for the Lake 29 (Diener Dr. – S.R. 175) Expressway Project.
	1.2 - Support periodic update of the environmental document for the Lake 29 (Diener Dr. – S.R. 175) Expressway Project to ensure its long term viability in aiding project implementation into the future.
	1.3 - Identify for funding consideration an array of smaller mobility improvement projects on the S.R. 29 Corridor (including passing lane alternatives) that may be considered fundable within available STIP resources
	1.4 - Identify for funding consideration mobility improvement projects on S.R. 20 consistent with the Highway 20 Traffic Calming and Beautification Plan (where applicable).
	1.5 - Identify for funding consideration of projects consistent with the S.R. 53 Corridor Study.
	1.6 - Coordinate with Caltrans to seek ITIP funding for projects.
	1.7 - Implement projects and strategies to encourage trucks and inter-regional traffic to use the Principle Arterial Corridor (includes portions of

Objectives	Policies
	<p>S.R. 20, 29 and all of 53) for travel through Lake County.</p> <p>1.8 - Identify and consider for funding (in coordination with Napa, Sonoma and Mendocino counties) projects consistent with the Wine County Interregional Partnership (IRP)</p> <p>1.9 - Consider improvements and strategies consistent with the Lake County 2030 Regional Blueprint Plan.</p>
<p>2. Improve safety conditions on the State highway system serving Lake County</p>	<p>2.1 - Coordinate with Caltrans to identify safety issues, develop solutions and identify funding opportunities.</p> <p>2.2 - Coordinate with local and state agencies on security and emergency response planning efforts, including the identification of key evacuation and emergency access routes.</p> <p>2.3 - Implement traffic calming & safety improvements along sections of highway segments that function as “main street” in communities including Middletown, Lucerne, Nice, and Clearlake Oaks.</p> <p>2.4 - Identify for funding consideration safety projects on all State highways (S.R. 20, S.R. 29, S.R. 53, S.R.175, & S.R. 281) in Lake County.</p> <p>2.5 - Identify for funding consideration safety projects on S.R. 20 consistent with the Highway 20 Traffic Calming and Beautification Plan (where applicable).</p> <p>2.6 - Continue to facilitate implementation of the Highway 20 Traffic Calming and Beautification Plan in coordination with the County of Lake Redevelopment Agency and Caltrans.</p> <p>2.7 - Pursue grant funding for studies and projects to improve pedestrian and bicycle mobility within communities with highway segments that function as “main street.”</p> <p>2.8 - Construct grade separations (interchanges, overpasses, underpasses) as long-term solutions to safety/capacity issues at major intersections on the Principle Arterial System.</p> <p>2.9 - Coordinate with Caltrans to identify issues and provide input on the annual SHOPP Program for District 1.</p> <p>2. 10 - Facilitate community and local agency input to identify and provide information to Caltrans on project needs relevant to the SHOPP Program.</p>
<p>3. Facilitate efficient and safe transportation of goods within and through Lake County</p>	<p>3.1 - Work with the California Trucking Association and other industry organizations to improve safety and address transportation issues that impact goods movement.</p> <p>3.2 - Encourage improvements to State Routes 20 (where applicable) 53 and 29 that facilitate safe and efficient truck traffic.</p> <p>3.3 - When planning and designing road projects, consider the needs of vehicles used for goods movement, including STAA trucks, and vehicles transporting agricultural commodities and products.</p>

ELEMENT: BACKBONE CIRCULATION AND LOCAL ROADS

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

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

ELEMENT: BICYCLE AND PEDESTRIAN

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

Objectives	Policies
1. Design and rehabilitate roads to safely accommodate all users,	1.1 - Plan and design transportation projects in accordance with the Complete Streets Act of 2008 and Caltrans Deputy Directive 64-R1
	1.2 - Pursue funding for bicycle and pedestrian projects in coordination

including motorists, bicyclists, pedestrians, transit riders, children, older people, and disabled people. (Complete Streets Act of 2008)	with state and local agencies
	1.3 - Assist local agencies to develop and revise planning documents, zoning ordinances and policies to meet the objectives of the Complete Streets Act of 2008
2. Develop bicycle facilities in accordance with the Lake County Regional Bikeway Plan, and the Countywide Safe Routes to School Plan	2.2 - Coordinate with other community level plans, such as Redevelopment Agency plans and the Highway 20 Traffic Calming and Beautification Plan, to implement bicycle and pedestrian improvements
	2.3 - Incorporate bicycle lanes, routes, and bicycle signs and markings in coordination with road maintenance and improvement projects
	2.4 - Incorporate bicycle parking facilities into commercial, employment and recreation facilities (destinations)
	2.5 - Fill gaps in existing, planned, or proposed bicycle or pedestrian routes
3. Develop and improve access and connectivity between pedestrian, bicycle and transit facilities and employment, commercial, residential and recreational areas (destinations)	3.1 - Pursue funding to upgrade pedestrian facilities to improve pedestrian safety and encourage pedestrian travel
	3.2 - Coordinate with planning agencies, redevelopment agencies and project developers to incorporate pedestrian, bicycle and transit facilities into commercial and residential projects
	3.3 - Coordinate with other agencies and organizations to pursue funding for planning, designing and/or constructing bicycle and pedestrian improvements and facilities
4. Reduce Greenhouse emissions and Vehicle miles traveled (VMTs) through increased pedestrian and bicycle use	4.1 - Facilitate efforts to increase pedestrian and bicycle use through community outreach in coordination with local agencies, organizations and businesses

**Summary and Evaluation of Projects from the Lake County
2018 Regional Transportation Improvement Program**

Local Agency	Project	PPNO	Goals, Policies, Objectives & Performance Measures	Evaluation/Discussion
City of Lakeport	Lakeport Blvd & South Main St Intersection Improvements	3089	LR Objective 3, Policy 3.1	This project will construct a roundabout, thereby improving the flow of traffic and increasing safety through this busy intersection.
City of Clearlake	Dam Rd/Dam Rd Extension Roundabout		LR Objective 3, Policies 3.1, 3.5, SH Objective 1, Policy 1.5	This project will provide a connection on the local road system that was identified in the SR 53 Corridor Study and will relieve traffic impacts on SR 53.
Lake County	Soda Bay Road Widening & Bikelanes	3033R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.
Lake County	South Main St. Widening & Bikelanes	3032R	O Objective 2, Policy 2.4, LR Objective 1 & 3, Policies 1.1, 1.2, 1.3, 3.1, BP Objective 1 & 3, Policies 1.1, 3.3	Widen and reconstruct roadway, bike lanes to be added in conjunction with roadway widening. Bike lanes on this route identified in 2002 Lake County Regional Bikeway Plan.

Caltrans	Lake 29 Expressway Project (Segments 2A, 2B & 2C)	3100	O Objective 5, Policy 5.2, SH Objectives 1, 2, & 3, Policies 1.1, 1.7, 3.2	Highest priority segment of the expressway project. 60% improvement to safety (current fatality rate is 6 times average). Leverages approximately \$50 mill in other funding. Provide four lane facility, reducing collisions, reducing congestion and delay and improve efficiency of goods movement.
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Key: O = Overarching Policies

LR = Backbone Circulation and Local Roads

SH = State Highway System

BP = Bicycle & Pedestrian

Section 11. Regional and Statewide Benefits of RTIP

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

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

Projects on the local street and road systems will provide both safety and circulation benefits throughout the region. Complete streets and active transportation benefits will be provided through inclusion of bikelanes in the two largest local road projects, the South Main Street and Soda Bay Road Corridor improvement projects. One intersection improvement project is planned which will provide significant improvement to traffic flow and reduction of congestion in a busy commercial area of Lakeport. The Dam Road/Dam Road Extension Roundabout project will relieve congestion which is currently backing up onto SR 53.

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

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

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

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

Infrastructure Condition: The South Main & Soda Bay Road Corridor project will completely reconstruct a length of a busy commercial corridor with a PCI of 44 (as of 2014). Although this roughly 4 mile stretch of road will not make a significant change in the County's overall PCI, it is a significant regional route.

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

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

Section 13. Project Specific Evaluation (Required per Section 19D)

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

E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

For project locations, see maps in the Section 19 Appendix.

AGENCY	PROJECT	COMPONENT	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23
Clearlake	Dam Road/Phillips Ave Extension (DELETE)	E&P	35				
		PS&E			58		
Clearlake	Dam Rd Roundabout	E&P	211				
		PS&E		563			
		ROW			570		
Lakeport	Lakeport Blvd & S. Main Intersection	PS&E				88	
		ROW					106
		CON					700
Caltrans	Lake 29 Expressway 2C	ROW*	231				
		CON	10956				
	Lake 29 Expressway 2A	PA&ED	900				
	Lake 29 Expressway 2B	PS&E	900				
Lake County	South Main Street Corridor Improvements	CON	4369				
	Soda Bay Road Corridor Improvements	CON	662				
APC	PPM		75		46	46	47
	TOTAL PROPOSED PROGRAMMING		18304	563	616	134	853

F. Appendices

Section 15. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section.

Section 16. Board Resolution or Documentation of 2018 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 17. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet)

Section 18. Detailed Project Programming Summary Table (Optional)

Section 19. Project Location Maps



LAKE COUNTY/CITY AREA PLANNING COUNCIL STAFF REPORT

Lake TAC Meeting: 10/26/2017

Agenda Item: #4ai

TITLE: Senate Bill 1 Implementation

DATE PREPARED: October 16, 2017

MEETING DATE: October 26, 2017

SUBMITTED BY: Phil Dow, Transportation Planning

BACKGROUND:

There are 4 new programs created by Senate Bill 1 and another 4 existing programs modified and/or supplemented by Senate Bill 1 that are under CTC jurisdiction. Below is a summary of the status of each of these programs:

New SB 1 Programs

- Local Streets & Roads: Guidelines were adopted in August and Project Lists for new revenues were due in October. New revenues due to loan repayments and new SB 1 revenues for FY 17/18 are approximately as follows:
Clearlake: \$105,094
Lakeport: \$32,375
County: \$965,787
Project Lists were due to the CTC on October 16. The CTC is expected to adopt a list of eligible entities in December with apportionment distribution to begin in mid-January, 2018. Revenues are expected to increase when the program is fully implemented.
- Solutions for Congested Corridors: Work on this program will continue this fall with adoption of guidelines in December. We are not expected to have viable projects within this funding category. Program scheduled for adoption in May, 2018
- Trade Corridor Enhancement: Guidelines for this program are under development with expected guidelines adoption in January, 2018. This is a potential funding source for future projects on the SR 29 widening project. Program scheduled for adoption in May, 2018
- Traffic Congestion Relief Program (TCRP): The Traffic Congestion Relief Program has been available for some time and was winding down as most projects in the program had been completed. SB 1 absorbed this program and is redirecting approximately \$90 million in savings to project amendments or similar TCRP projects. This program is not applicable to this agency.

Existing Programs under California Transportation Commission Oversight

- Active Transportation Program Augmentation: The existing program was augmented with \$100 million of SB 1 revenues. Successful applicants from Cycle 3 were allowed to advance the schedule of approved projects and many quality Cycle 3 projects were funded. Applications were due August 1; no new Lake projects were funded. Lakeport's Cycle 3 (Hartley) project schedule was advanced to an earlier starting year. The Statewide and Small Urban/Rural components are scheduled for adoption October 18-19, 2017. The MPO component is scheduled for adoption December 6-7, 2017. The first workshop to develop guidelines for Cycle 4 is set for October 26.
- Local Partnership Program: This program rewards agencies that have passed transportation sales taxes and incentivizes those agencies that have not. A previous meeting on September 8 resulted in agreement regarding distribution of funds to Self-Help cities. Larger Self-Help agencies will be funded

with 50% based on population and 50% based on revenue generation. Total amount available through the formula program is \$100 million per year. The CTC proposes that all Self-Help cities receive a flat \$100,000 per year under this program. In Lake County only the City of Clearlake is eligible for this program. The final workshop occurred September 25 and guidelines are to be adopted October 18-19, 2017. The program is scheduled for adoption in January 31, 2018.

- **State Highway Operation and Protection Program (SHOPP):** SB 1 adds approximately \$1.9 billion annually to the SHOPP and Caltrans maintenance. The draft interim guidelines for this augmentation to the SHOPP are due May 17, 2018. Adoption of the SHOPP guidelines and Asset Management Plan Guidelines are scheduled June 28-29, 2018. I am participating in development of the California Transportation Asset Management Plan. Local agencies will also be expected to develop asset management plans.
- **State Transportation Improvement Program (STIP):** SB 1 funding is being used to stabilize the inherently unstable STIP program. All of the usual STIP program deadlines are unchanged. Regional transportation planning agencies are to adopt the Regional Transportation Improvement Program by December 15, 2017 with the CTC to adopt the STIP March 2018. Little new funding would have been available to the APC in the 2018 STIP without SB 1 augmentation.

There are also two new planning grants that were made available under SB 1 that are under Caltrans purview. One is an Adaptation Planning Grant and the other is a Sustainable Communities Planning Grant. APC staff has been working with the City of Lakeport to submit a Sustainable Planning Communities Grant for the Eleventh Street Corridor. The application due date is October 20.

ACTION REQUIRED: None.

ALTERNATIVES: None identified.

RECOMMENDATION: None. This is for your information only.



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Regional Transportation Plan Update

DATE PREPARED: 10/17/2017

MEETING DATE: 10/26/2017

SUBMITTED BY: John Speka, Senior Transportation Planner

Lake APC staff has completed a draft of the Regional Transportation Plan (RTP), and will be seeking comments upon its release in the coming weeks. The RTP is a long-term planning document covering a 20-year time span intended to promote a safe and efficient transportation system for the movement of people and goods throughout the region. The primary purpose of the plan is to identify transportation needs and priority projects in all modes of transportation including streets, highways, bicycle and pedestrian facilities, aviation and transit. Updated every four years (previously every five years), the RTP covers present and future transportation needs, deficiencies and constraints, as well as providing estimates of available funding for future transportation projects in the region.

The next step will involve the circulation of the Draft RTP along with its environmental document pursuant to the California Environmental Quality Act (CEQA) in order to solicit public input. Two public workshops will be scheduled during the comment period in Lakeport and Clearlake as one opportunity for community feedback. The documents will also be posted online with hard copies to be made available at public libraries. Written comments will be accepted via email and hard copy mail. TAC members will be provided electronic copies of the Draft RTP once released. Comments will be requested from the TAC prior to the November 16 meeting, at which time a recommendation will be sought regarding APC Board approval of the RTP in December.

ACTION REQUIRED: None, information only.

ALTERNATIVES: None.

RECOMMENDATION: None.



LAKE COUNTY/CITY AREA PLANNING COUNCIL TAC STAFF REPORT

TITLE: Sustainable Transportation Planning Grant Update

DATE PREPARED: 10/17/17

MEETING DATE: 10/26/17

SUBMITTED BY: John Speka, Transportation Planner

Lake APC staff has submitted an application to Caltrans through the Sustainable Transportation Planning Grant program for an Eleventh Street Corridor Engineered Feasibility Study. The added cycle for Fiscal Year 2017/2018 is part of the SB 1 program intended for projects that “encourage local and regional planning that further state goals,” such as those furthering sustainability, mobility, safety, health and greenhouse gas reduction, among others. The request is for the amount \$162,800 and is intended to be used for a study analyzing multi-modal transportation alternatives along the Eleventh Street corridor within the City of Lakeport. Expanding on a recent City prepared right-of-way evaluation, it will examine costs and options related to potential street widening projects as well other bicycle and pedestrian facility improvements. The focus of the study will be on multimodal use and improving safety along Eleventh Street, which is one of the City’s primary east-west arteries to the downtown and lakefront areas.

The application deadline was Friday, October 20, with award announcements to be made in December. Another cycle will follow shortly thereafter with new calls for applications to be released (along with new grant guidelines) on January 2, 2018 and due February 23. TAC members will be reminded at that time to consider new planning projects that fit the grant objectives.

ACTION REQUIRED: None, informational only.

ALTERNATIVES: None.

RECOMMENDATION: None.

Draft 2018 Interregional Transportation Improvement Program (ITIP)



California Department of Transportation
DIVISION OF TRANSPORTATION PROGRAMMING | OCTOBER 13, 2017



Table 2: Carryover 2016 STIP Highway Projects with Carryover Funding Shown

Carryover 2016 STIP Highway Projects with Carryover Funding Shown (\$'s x 1000)																			
Existing																			
Dist	Co	RTE	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW/Sup	Con Sup	Notes	
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	15,700	0	0	0	15,700	0	0	0	15,700	0	0	0	0	0	Cost Increase Shown Below.
01	LAK	29	3100	Segment 2C of the Lake-29 Expressway Project	13,060	900	12,160	0	0	0	0	0	11,160	0	750	150	1,000	0	Cost Increase Shown Below.
01	MEN	101	0125W	Willits Bypass - Relinquishment of Bypassed Route 101	3,096	3,096	0	0	0	0	0	170	2,926	0	0	0	0	0	No Change.
01	MEN	101	0125Z	Willits Bypass - Sherwood Road Geometric Upgrades	3,145	3,145	0	0	0	0	0	170	2,975	0	0	0	0	0	No Change.
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	13,100	1,900	0	11,200	0	0	0	550	10,000	0	1,000	350	1,200	0	See Changes Below
05	MON	156	0057C	Route 156 West Corridor	7,700	7,700	0	0	0	0	0	0	7,700	0	0	0	0	0	No Change.
05	SBT	156	0297	San Benito Route 156 Improvement Project	61,986	32,744	0	29,242	0	0	0	21,808	25,822	3,936	5,450	1,550	3,420	0	No Change.
05	SLO	46	0226J	Cholame	88,000	32,800	0	55,200	0	0	0	22,000	46,000	0	8,400	2,400	9,200	0	Cost Increase Shown Below.
05	SB	101	7101	South Coast 101 HOV Lanes	4,000	2,000	0	2,000	0	0	0	0	2,000	2,000	0	0	0	0	See Changes Below
06	KER	46	3386C	Route 46 Widening - Segment 4A	400	400	0	0	0	0	0	0	0	0	400	0	0	0	No Change.
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	3,488	3,488	0	0	0	0	0	1,850	0	0	1,200	438	0	0	See Changes Below
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	4,337	825	3,512	0	0	0	0	2,900	0	0	825	612	0	0	See Changes Below
08	SBD	58	0215C	Kramer Junction	194,838	117,543	46,700	30,595	0	0	0	18,387	139,427	8,600	8,000	4,756	15,668	0	Cost Increase Shown Below.
09	INY	395	0170	Olancha and Cartago Expressway	11,420	11,420	0	0	0	0	0	5,407	0	2,749	2,051	1,213	0	0	Cost Increase/Other Changes
09	INY	395	0170A	Olancha and Cartago Archaeological Pre-Mitigation	2,000	0	2,000	0	0	0	0	0	2,000	0	0	0	0	0	No Change.
10	MER	99	0161A	Livingston Widening Northbound	2,870	2,870	0	0	0	0	0	10	0	800	2,050	10	0	0	See Changes Below
10	MER	99	0161B	Livingston Widening Southbound	5,000	5,000	0	0	0	0	0	200	0	1,700	3,000	100	0	0	See Changes Below
					434,140	225,831	64,372	73,037	70,900	0	0	73,452	258,010	27,485	33,126	11,579	30,488		

Table 3: Highway Projects with a Cost Increase

Highway Projects with a Cost Increase (\$'s x 1000)																			
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW/Sup	Con Sup	Notes	
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	10,782	2,141	0	0	8,641	0	0	0	6,982	0	1,983	158	1,659	0	Cost Increase (IIP/RIP)
01	HUM	101	2389	Eureka/Arcata Corridor Improvement - Mitigation	11,160	3,589	0	7,571	0	0	0	1,736	6,551	646	956	251	1,020	0	Cost Increase (IIP/RIP)
01	LAK	29	3100	Lake-29 Expressway Project - Segment 2C	1,816	1,310	506	0	0	0	0	1,310	506	0	0	0	0	0	Cost Increase (IIP/RIP)
05	SBT	156	0297	San Benito Route 156 Improvement Project	19,568	4,810	0	14,758	0	0	0	680	7,178	0	2,960	1,170	7,580	0	Cost Increase (IIP)
05	SLO	46	0226J	Cholame	23,021	5,800	0	17,221	0	0	0	15,200	0	5,500	300	2,021	0	0	Cost Increase (IIP)
08	SBD	58	0215C	Kramer Junction	50,098	12,563	37,535	0	0	0	0	6,310	33,203	334	4,580	1,339	4,332	0	Cost Increase (IIP)
09	INY	395	0170	Olancha and Cartago Expressway	6,572	6,572	0	0	0	0	0	4,513	0	999	873	187	0	0	Cost Increase (IIP/RIP)
					123,017	36,785	38,041	22,329	25,862	0	0	14,549	69,620	1,979	16,852	3,405	16,612		

Table 7: Carryover Rail Projects

Carryover 2016 STIP Rail Projects with Carryover Funding Shown (\$'s x 1000)																	
Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
LA		2098	Raymer to Bernson Double Track Project	60,820	0	0	0	60,820	0	0	0	60,820	0	0	0	0	No Change
LA		2106	Burbank Airport and Rail Station Pedestrian Grade Separation	7,000	0	0	0	7,000	0	0	0	7,000	0	0	0	0	See Changes Below
ORA		2107	Laguna Miguel to San Juan Capistrano Passing Siding	3,000	0	3,000	0	0	0	0	0	3,000	0	0	0	0	No Change
SD		2108	Del Mar Bluffs Stabilization Project 4	2,000	2,000	0	0	0	0	0	0	2,000	0	0	0	0	No Change
VAR		2065	Capitalized Maintenance for the Capitol, San Joaquin	6,000	4,000	2,000	0	0	0	0	0	6,000	0	0	0	0	See Changes Below
				78,820	6,000	5,000	0	67,820	0	0	0	78,820	0	0	0	0	

Table 8: Rail Projects with Cost Increases

Rail Projects with a Cost Increase (\$'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	2015 ITSP Ranking	Notes
VAR		2065	Capitalized Maintenance for the Capitol, San Joaquin	16,000	0	0	0	8,000	4,000	4,000	0	16,000	0	0	0	0	0	Increase
				16,000	0	0	0	8,000	4,000	4,000	0	16,000	0	0	0	0	0	

Table 9: Project Deletion and New Rail Projects

Changes to Existing Rail Projects and New Programming (\$'s x 1000)																	
Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
LA		2106	Burbank Airport and Rail Station Pedestrian Grade Separation	(7,000)	0	0	0	(7,000)	0	0	0	(7,000)	0	0	0	0	Delete
LA		2002A	Roscrans/Marquardt Grade Separation Project	7,000				7,000				7,000					New Project
SJ		2191	San Joaquin Corridor 2nd Platforms - express service	36,000					2,000	34,000		34,000	100	1,900			New Project
SD		2190	San Onofre to Pulgas Phase 2	30,040		1,177	28,863					28,863		1,177			New Project
Var		2194	Coast Subdivision Rail Corridor Improvements	20,000			1,000	19,000				19,000	100	900			New Project
SLO		2195	Central Coast Layover Facility	12,500		4,500	8,000					8,000	3,500	1,000			New Project
				98,540	0	5,677	29,863	27,000	2,000	34,000	0	89,863	3,700	4,977	0	0	

Table 10: APDE - New Projects

Advanced Project Development Element (APDE) New Projects (\$'s x 1000)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
01	LAK	29	3122	Lake-29 Expressway -Segment 2A	5,100		5,100		0	0	0	0	0	0	5,100			New APDE (Joint w/ RIP)
01	LAK	29	3121	Lake-29 Expressway -Segment 2B	5,100		5,100								5,100			New APDE (Joint w/ RIP)
04	SM	101	0658D	SM 101 - Managed Lanes	18,000		18,000								18,000			New APDE w/ Local funds
06	MAD	99	6297	South Madera Ave 7 -Ave 12	12,000		3,000		9,000				3,000	9,000				New APDE
06	TUL	99	6369	Tulare City Widening	8,000		2,000		6,000				2,000	6,000				New APDE (Joint w/ RIP)
					48,200	0	33,200	0	15,000	0	0	0	5,000	43,200	0	0	0	

reduce delays for the Capitol Corridor, Coast Starlight and freight trains. Immediate benefits of this track upgrade project will be improved goods movement, reduced fuel usage and the resulting emissions, better passenger rail reliability, improved ridership, and safer operations for passenger and freight rail services. Safety improvements will also accrue at grade crossings. Longer term benefits are that this project starts the process of reducing conflicts between freight and passenger rail services in the East Bay portion of the San Francisco Bay Area in a manner consistent with Capitol Corridor Joint Powers Authority's (CCJPA) Vision Implementation Plan and the 2018 Draft State Rail Plan.

North Coast – Northern Nevada Corridor

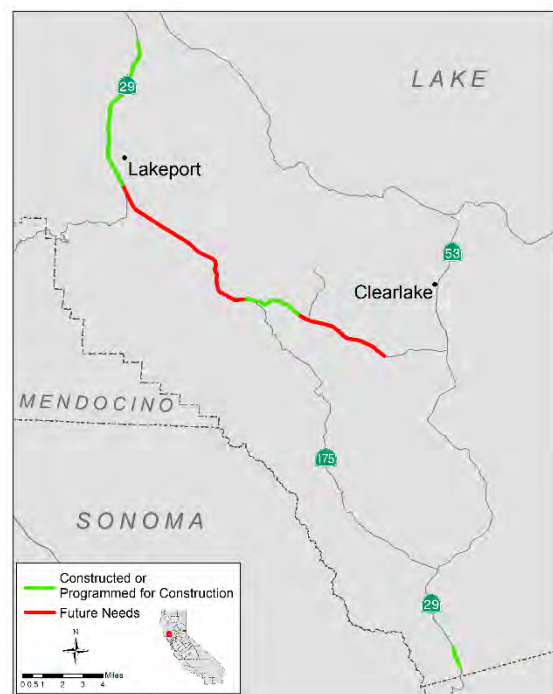
The North Coast–Northern Nevada Corridor consists of two separate east-west northern California highway corridors between the coast to the eastern part of California and Nevada. The first corridor is from Humboldt County to Lassen County and on to Reno and it includes segments of SR 299, 44, 36, and US 395. The second corridor is from Mendocino County to Nevada County and I-80 (portions of SR 20, SR 29, and SR 53). These routes provide access to communities throughout the region, supporting the regional economy and providing connection to emergency services and vital health and human services.

The two major interregional facilities travel through mostly rural areas connecting rural communities, urban areas, and tribal reservations. The interregional facilities provide the corridor with vital connections to the interstate system and the rest of the State, providing access to basic goods and services along with routine and emergency medical services. These routes support the local economy, including freight movement and recreational tourism, and are the major transportation corridors for response and recovery efforts in case of emergencies such as forest fires.

LAKE 29 EXPRESSWAY PROJECT

Segment 2C - The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will provide improved bike and pedestrian facilities by constructing wider shoulders. The project will also help facilitate efficient movement of goods between US 101 and I-5. Over a 40 month period, there have been four fatalities within the project limits making this a high safety priority. Roughly half of the project is SHOPP safety funded, the remainder split closely evenly between Lake County RIP shares and interregional shares.

The environmental for other two Segments, 2A and 2B has already been completed. The 2018 ITIP proposes to fund design for both projects jointly with RIP shares from Lake County.



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/3/17
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID
01	29841	0118000078		3122		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK	29	23.6	26.9	Caltrans		
				MPO	Element	
				Non-MPO		
Project Manager/Contact		Phone		E-mail Address		
Jaime Matteoli		707-441-2097		jaime.matteoli@dot.ca.gov		
Project Title						
Segment 2A of the Lake 29 Expressway						
Location (Project Limits), Description (Scope of Work)						
In Lake County near Kelseyville from ... <add location here>. Construct Segment 2A, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	1	Senate:	2	Congressional:	1	
Project Benefits						
Purpose and Need						
Route 29 is part of a system defined as the Route 20/29/53 Principal Arterial Corridor ("Corridor"), which extends around the south shore of Clear Lake. The elements of the Corridor are National Highway system routes, and the Corridor is classified as a Focus Route in the Interregional Road System. Upgrading the Corridor for future capacity increases, as well as for delivery of goods and services has long been a goal for Caltrans and the RTPA. Segment 2C is 3.3 miles long, located between the communities of Lower Lake and Kelseyville.						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	New roadway lane-miles			Miles	5.09	
ADA Improvements	Y/N	Bike/Ped Improvements	Y/N	Reversible Lane analysis	Y/N	
Includes Sustainable Communities Strategy Goals			Y/N	Reduces Greenhouse Gas Emissions		
				Y/N		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					11/30/16	
Begin Design (PS&E) Phase						07/01/18
End Design Phase (Ready to List for Advertisement Milestone)						01/01/20
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29841	0118000078	3122	
Project Title: Segment 2A of the Lake 29 Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		6,000						6,000	
R/W SUP (CT)							2,000	2,000	
CON SUP (CT)							9,000	9,000	
R/W							12,000	12,000	
CON							65,000	65,000	
TOTAL		6,000					88,000	94,000	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		900						900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		900						900	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		5,100						5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		5,100						5,100	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29841	0118000078	3122	
Project Title: Segment 2A of the Lake 29 Expressway						

Fund No. 3: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							2,000	2,000	
CON SUP (CT)							9,000	9,000	
R/W							12,000	12,000	
CON							65,000	65,000	
TOTAL							88,000	88,000	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29841	0118000078	3122	

SECTION 1 - All Projects

Project Background

The parent project of this proposed EA plans to convert 8-miles of conventional highway to a 4-lane Expressway. The project is divided into three segments in order of construction from north to south: Segment 2C, Segment 2B, and Segment 2A. All three of these segments reached PA&ED in 2016, but only Segment 2C is funded through construction. This document requests funding PS&E for Segment 2A.

Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For TCRP Projects Only

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/3/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
01	29831	0118000079		3121			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK	29	26.1	29.1	Caltrans			
				MPO		Element	
				Non-MPO			
Project Manager/Contact		Phone		E-mail Address			
Jaime Matteoli		707-441-2097		jaime.matteoli@dot.ca.gov			
Project Title							
Segment 2B of the Lake 29 Expressway							
Location (Project Limits), Description (Scope of Work)							
In Lake County near Kelseyville from ... <add location here>. Construct Segment 2B, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.							
Component							
		Implementing Agency					
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	1		Senate:	2		Congressional:	1
Project Benefits							
Purpose and Need							
Route 29 is part of a system defined as the Route 20/29/53 Principal Arterial Corridor ("Corridor"), which extends around the south shore of Clear Lake. The elements of the Corridor are National Highway system routes, and the Corridor is classified as a Focus Route in the Interregional Road System. Upgrading the Corridor for future capacity increases, as well as for delivery of goods and services has long been a goal for Caltrans and the RTPA. Segment 2B is 3.0 miles long, located between the communities of Lower Lake and Kelseyville.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New roadway lane-miles			Miles	5.38	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					11/30/16		
Begin Design (PS&E) Phase						07/01/18	
End Design Phase (Ready to List for Advertisement Milestone)						07/01/20	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29831	0118000079	3121	
Project Title: Segment 2B of the Lake 29 Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total		
E&P (PA&ED)									Caltrans	
PS&E									Caltrans	
R/W SUP (CT)									Caltrans	
CON SUP (CT)									Caltrans	
R/W									Caltrans	
CON									Caltrans	
TOTAL										
Proposed Total Project Cost (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		6,000						6,000		
R/W SUP (CT)							2,000	2,000		
CON SUP (CT)							9,000	9,000		
R/W							12,000	12,000		
CON							65,000	65,000		
TOTAL		6,000					88,000	94,000		

Fund No. 1:	RIP - National Hwy System (NH)								Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Lake County/City Area Planning Co	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		900						900		using the 85/15 IIP/RIP split used on the parent project.
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		900						900		

Fund No. 2:	IIP - National Hwy System (NH)								Program Code	
Existing Funding (\$1,000s)									20.XX.025.700	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		5,100						5,100		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		5,100						5,100		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29831	0118000079	3121	
Project Title: Segment 2B of the Lake 29 Expressway						

Fund No. 3:									Future Need - Future Funds (NO-FUND)		Program Code	
									Existing Funding (\$1,000s)		FUTURE	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency			
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												
									Proposed Funding (\$1,000s)		Notes	
E&P (PA&ED)												
PS&E												
R/W SUP (CT)							2,000	2,000				
CON SUP (CT)							9,000	9,000				
R/W							12,000	12,000				
CON							65,000	65,000				
TOTAL							88,000	88,000				

Fund No. 4:									Existing Funding (\$1,000s)		Program Code	
									Existing Funding (\$1,000s)			
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency			
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												
									Proposed Funding (\$1,000s)		Notes	
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												

Fund No. 5:									Existing Funding (\$1,000s)		Program Code	
									Existing Funding (\$1,000s)			
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency			
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												
									Proposed Funding (\$1,000s)		Notes	
E&P (PA&ED)												
PS&E												
R/W SUP (CT)												
CON SUP (CT)												
R/W												
CON												
TOTAL												

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29831	0118000079	3121	

SECTION 1 - All Projects**Project Background**

The parent project of this proposed EA plans to convert 8-miles of conventional highway to a 4-lane Expressway. The project is divided into three segments in order of construction from north to south: Segment 2C, Segment 2B, and Segment 2A. All three of these segments reached PA&ED in 2016, but only Segment 2C is currently funded through construction. This document requests funding PS&E for Segment 2B.

Programming Change Requested

n/a

Reason for Proposed Change

n/a

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

n/a

Other Significant Information**SECTION 2 - For TCRP Projects Only**Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)**SECTION 3 - All Projects****Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/28/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
01	29821	0114000044		3100			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK	29	28.5	31.6	Caltrans			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
Jaime Matteoli		707-441-2097		jaime.matteoli@dot.ca.gov			
Project Title							
Segment 2C of the Lake-29 Expressway Project							
Location (Project Limits), Description (Scope of Work)							
In Lake County near Kelseyville from 0.6 mile north of the Junction of SR 29/281 to 0.6 mile north of the Junction of SR 29/175. Construct Segment 2-C, an approximately 3.1 mile portion of the 8-mile long, 4-lane Expressway Project.							
Component							
Implementing Agency							
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	1		Senate:	2		Congressional:	1
Project Benefits							
Purpose and Need							
Route 29 is part of a system defined as the Route 20/29/53 Principal Arterial Corridor ("Corridor"), which extends around the south shore of Clear Lake. The elements of the Corridor are National Highway system routes, and the Corridor is classified as a Focus Route in the Interregional Road System. Upgrading the Corridor for future capacity increases, as well as for delivery of goods and services has long been a goal for Caltrans and the RTPA. Segment 2C is 3.1 miles long, located between the communities of Lower Lake and Kelseyville.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New roadway lane-miles			Miles	3.8	
ADA Improvements	No	Bike/Ped Improvements	Yes	Reversible Lane analysis	No		
Includes Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	EIR/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					03/01/2015	11/30/16	
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)					03/01/2017	01/15/19	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)					02/01/2017	12/15/18	
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2019	12/01/22	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)					01/01/2023	09/01/26	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK, ,	29, ,	29821	0114000044	3100	
Project Title: Segment 2C of the Lake-29 Expressway Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	500							500	Caltrans
PS&E	4,000							4,000	Caltrans
R/W SUP (CT)	1,000							1,000	Caltrans
CON SUP (CT)	2,000	2,000						4,000	Caltrans
R/W	5,000							5,000	Caltrans
CON	34,000	22,027						56,027	Caltrans
TOTAL	46,500	24,027						70,527	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	4,000							4,000	
PS&E	6,138							6,138	
R/W SUP (CT)	2,220							2,220	
CON SUP (CT)		9,137						9,137	
R/W	13,318							13,318	
CON		61,200						61,200	
TOTAL	25,676	70,337						96,013	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W	2,000							2,000	
CON		10,867						10,867	
TOTAL	2,900	11,867						14,767	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									based the increase on a 85/15 IIP/RIP ratio
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W	2,231							2,231	
CON		10,956						10,956	
TOTAL	3,131	11,956						15,087	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W									
CON		11,160						11,160	
TOTAL	900	12,160						13,060	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									based the increase on a 85/15 IIP/RIP ratio
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W	1,310							1,310	
CON		11,666						11,666	
TOTAL	2,210	12,666						14,876	

Fund No. 3:		Other State - National Hwy System (NH)							Program Code	
		Existing Funding (\$1,000s)							20.XX.800.200	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	500							500	Caltrans	
PS&E	2,500							2,500		
R/W SUP (CT)	700							700		
CON SUP (CT)	2,000							2,000		
R/W	3,000							3,000		
CON	34,000							34,000		
TOTAL	42,700							42,700		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	4,000							4,000		
PS&E	4,638							4,638		
R/W SUP (CT)	1,920							1,920		
CON SUP (CT)		7,137						7,137		
R/W	9,777							9,777		
CON		38,578						38,578		
TOTAL	20,335	45,715						66,050		

Fund No. 4:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									These changes have been made via an April 2017 PCR.	
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)								
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 07/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29821	0114000044	3100	

SECTION 1 - All Projects**Project Background**

This STIP project is partnered with a SHOPP 010 safety project to jointly fund this 3.1 mile 4-lane expressway project. The STIP parent project was initially programmed in the 1998 STIP as EA 01-2981U for support only. This STIP project planned to convert 8-miles of conventional highway to a 4-lane Expressway. Since its conception, the project went through numerous design iterations and had not been fully funded through construction until 2014. In 2014, the District determined that based on collision history, a safety project was needed in a 3.1 mile segment within the 8-mile project limits. This 3.1-mile segment was then programmed and fully funded through construction using both STIP and SHOPP funds. The project reached PA&ED in November 2016. An April 2017 SHOPP PCR moved the SHOPP delivery year to 18/19 and increased funding for PS&E, R/W Support, Construction Support, R/W Capital, and Construction Capital. The porportion of the cost

Programming Change Requested

Increase Right of Way Capital by \$1.54M, split 85/15 between IIP and RIP.
Increase Construction Capital by \$595k, split 85/15 between IIP and RIP.

Reason for Proposed Change**Delay of Fiscal Year**

In May 2016, the STIP construction funding was delayed from fiscal year 17/18 to 18/19. An April 2017 SHOPP PCR moved the SHOPP funding to 18/19 also. The SHOPP PCR also approved funding 90% of the cost increases discussed below. The porportion of the cost increases provided by the SHOPP was determined after segregating the costs of SHOPP eligible work.

CONSTRUCTION CAPITAL

Capital costs have increased in part because of escalating one additional year because of the delay. This escalation

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

n/a. In 2016, the funds for this project were delayed one fiscaly year as a result of the statewide funding shortage. The delivery year was moved from 17/18 to 18/19. The project remains on schedule to be delivered in 18/19.

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

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

Name (Print or Type)	Signature	Title	Date

Attachments

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

Status of Lake County Projects: As of September 6, 2017

PSR (Project Study Report) Projects										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	PSR Target Date
PSR Complete & Not Yet Programmed (for Design)										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	PSR Target Date
1	LAKE	20	5.84	5.84	110 Bridge Rehab	on Route 20 three miles west of Upper Lake @ Bachelor Creek	Bridge replacement	\$2.00	PSR signed 6-20-16; to be amended into 2018 SHOPP	RTL: 2020 (Prev 2021)
Projects Programmed (in Design)										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion Date Start of Work Date
2	LAKE	20	1.0	46.3	2014 SHOPP 151 Roadway	various locations Rte 20, 29 & 53	culvert rehabilitation	\$4.211	on schedule	Nov 2019 Start Work: Aug 2018 RTL: Feb 2018
3	LAKE	20	5.20	5.55	2016 SHOPP 010 Safety	east of Upper Lake, 0.3 mi west of Witter Springs Rd to 0.02 mi east of Witter Sp Rd	Widen shoulders on both sides of SR 20	\$7.400	on schedule	RTL: 2020
4	LAKE	20	31	32	2014 SHOPP 010 Safety	intersection of SR 20/53	roundabout	\$6.156	on schedule	2020 Start Work: Aug 2018 RTL: March 2018
5	LAKE	20	33.6	46.5	SHOPP 110 Pav Pres	2 mi east of SR 20/53 to the Colusa County line	overlay (pavement preservation)	\$2.500	on schedule	Fall 2018 Start: July 2018 RTL: March 2018
6	LAKE	var	var	var	2016 SHOPP 015 Safety	various on Rte 20, 29, 175	MBGR, widening & rumblestrips	\$3.812	on schedule	RTL: 2019
7	LAKE	29	9.0	20.7	2016 SHOPP 010 Safety	three locations on Route 29 between Middletown and Lower Lake	MBGR, widening and truck climbing lane	\$5.30	on schedule	RTL: 2019
8	LAKE	29	9.6	10.3	2014 SHOPP 010 Safety	Hartmann Rd/Rte 29	roundabout	\$6.017	on schedule	2020 Start Work: Aug 2018 RTL: Nov 2017
9	LAKE	29	12.78	14.35	2016 SHOPP 010 Safety	near Lower Lake, .85 mi N of Spruce Grove Rd-S to .52 mi S of Hofacker Ln	shoulder widening	\$8.10	on schedule	RTL: 2019
10	LAKE	29	28.5	31.6	STIP & RIP & SHOPP	Near Lower Lake - Lake 29 Expressway	upgrade to 4-lane expressway	\$76.600	on schedule	RTL: 2019
11	LAKE	29	34.17	34.5	2014 SHOPP 010 Safety	Cruikshank Rd/Rte 29	NB left-turn pocket	\$1.300	contract awarded 8-25-17	Fall 2018 Start Work: Spring 2018 RTL was May 2017
12	LAKE	29	41.42	41.42	2014 SHOPP 378 Mandates	ramps at Lakeport Blvd overcrossing	upgrade ped facilities to ADA compliance	\$0.763	contract awarded 8-3-17	March 2018 Start Work: Fall 2017 RTL was 3-27-17
13	LAKE	var	var	var	2016 SHOPP 112 Bridge Rail replacement	bridges on 20, 29 & 175	Bridge rail replacement & upgrade - 5 bridges	\$5.884	on schedule	RTL: 2019
14	LAKE	175	0.0	8.2	SHOPP 110 Pav Pres	SR 175/29 South end of Lakeport west to Mendocino County line	overlay (pavement preservation)	\$4.200	on schedule	Fall 2018 Start: July 2018 RTL: March 2018
15	LAKE	175	25	27.5	2012 SHOPP 010 Safety	near Middletown, from east of Putah Cr Bridge to Dry Cr Bridge	Shoulder Widening	\$12.700	on schedule	2020 Start: Fall 2018 RTL: June 2018
Under Construction										
#	County	Route	PM Back	PM Ahead	Program	Project Location	Type of Work	Project Cost (millions)	Status of Project	Estimated Completion
16	LAKE	20	13.5	30.5	2012 SHOPP 361 Mandates	from Lucerne area east to Route 20/53	upgrade 55 curb ramps & sidewalks	\$2.500	100% complete	Complete Aug 2017
17	LAKE	20	13.5	31.4	2012 SHOPP 121 Roadway	from Lucerne area east to Route 20/53	Capital Preventative Maint.	\$25.215	COMPLETE	Complete Oct 2016

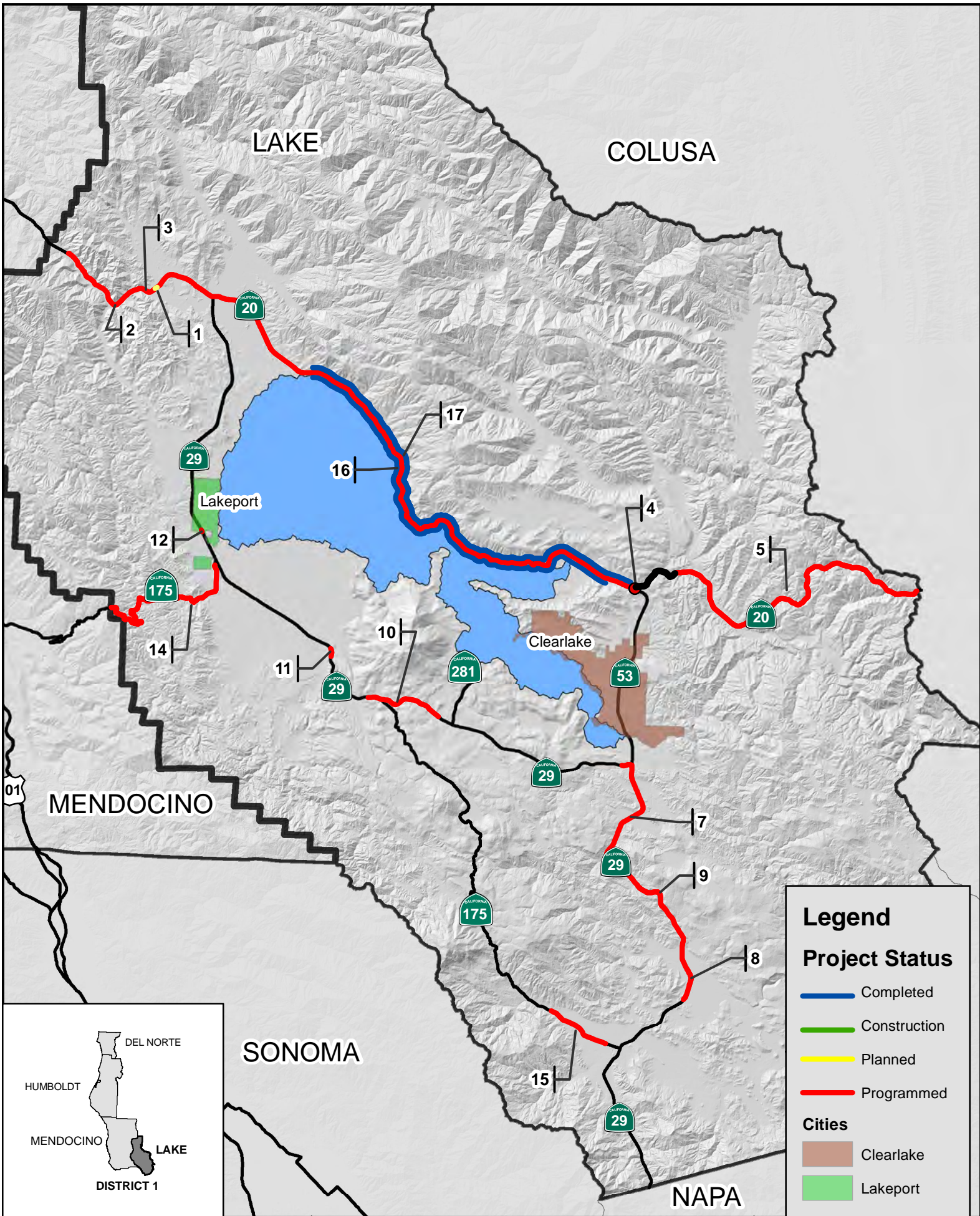
State Route 20 Projects
State Route 29 Projects
State Route 53 Projects
State Route 175 Projects

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

Revised since last report.

y: Reg Plng/Status/Lake/Lake Status Sept 6, 2017.xlsx





Information Packet



LAKE COUNTY/CITY AREA PLANNING COUNCIL

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

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

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

Wednesday, August 9, 2017

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

Present

Jeff Smith, Supervisor, County of Lake
Moke Simon, Supervisor, County of Lake
Russell Perdock, City Council, City of Clearlake
Nick Bennett, Council Member, City of Clearlake
Stacy Mattina, City Council Member, City of Lakeport
Kenneth Parlet, City Council Member, City of Lakeport
Chuck Leonard, Member at Large

Absent

Vacant Position, Member at Large

Also Present

Phil Dow, Planning Staff – Lake APC
Alexis Pedrotti, Admin. Staff - Lake APC
Nephele Barrett, Admin. Staff – Lake APC
Rex Jackman, Caltrans District 1 (Policy Advisory Committee – Teleconference)

1. Call to Order/Roll Call

Director Smith called the meeting to order at 9:04 am. Secretary Alexis Pedrotti called roll. Members present: Smith, Simon, Perdock, Bennett, Mattina, Parlet, Leonard, and Jackman (PAC).

2. Adjourn to Policy Advisory Committee

Director Smith adjourned to the Policy Advisory Committee (PAC) at 9:08 a.m. to include Rex Jackman, Caltrans District 1, and allow him to participate as a voting member of the Lake APC.

3. PUBLIC EXPRESSION

None

CONSENT CALENDAR

4. Approval of June 14, 2017 (Draft) Minutes

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

REGULAR CALENDAR

5. 2018 State Transportation Improvement Program (STIP) Draft Fund Estimate & Guidelines

Nephele Barrett included a detailed staff report discussing the STIP, which is a major capital funding program for the region. A fund estimate is distributed every other year that triggers the start of the STIP process to programming the funds. The current draft fund estimate has been released by the California Transportation Commission (CTC) and is set to be adopted later in August. The current estimate for available funds to the Lake County region over the five-year period to include Fiscal Years 2018/19 through 2022/23 totals \$3,663,000. There is a potential for this amount to increase to reach the maximum target available, which is \$5,258,000. Reaching this maximum would require an advance from the next round of funds in 2020. The Planning, Programming & Monitoring (PPM) allocation of STIP funding will increase slightly to \$139,000, and will be utilized in the Overall Work Program. This helps to conduct various studies and programs requested by the local agencies.

Although the CTC shows the estimate at \$3,663,00, the APC previously set up two reserve project allocation agreements to include \$700,000 to the City of Lakeport for construction on their Lakeport Blvd and South Main Intersection Project and \$149,000 for the City of Clearlake for the Dam Rd Project. After deducting the two dedicated reserve projects, and the OWP Planning, Programming and Monitoring allocation there is actually a total of \$2,684,000 remaining available for programming in this cycle.

Nephele did report there is a new feature in the STIP this year. The program known as the Advanced Project and Develop Element (APDE) allows projects to advance in the Regional Transportation Improvement Program (RTIP, however it will come from the county shares in the next STIP period. This new feature could advance \$782,000 of funding.

The target date to begin the application cycle will be in August at the Technical Advisory Committee meeting after CTC approves the estimate. The APC has already established priorities for regionally significant projects, which include the Lake 29 Expressway Project, County of Lake's South Main Soda Bay Rd Project, and the City of Clearlake's Phillips Dam Road Project. If any of those projects have funding needs, they need to be considered first. If all have funding needs, they will all compete in the competitive application process. APC Staff will need to complete the RTIP and submit it by November 14, 2017. The RTIP will need APC Board approval.

Director Smith was curious on the scoring criteria for the Technical Advisory Committee (TAC) members and the final determination results of the TAC. He was interested if the scores on the final applications could be made available to the Board Members.

Phil Dow commented on the three priority projects, and noted the City of Clearlake has elected to pursue additional funding and move forward on the Dam Road Extension project. The City would like to get this project finished sooner than the STIP funding will likely allow. The first opportunity to get these funds will be four years away. Director Smith was curious about the additional funding available through the APDE, and if that could fit well with the City of Clearlake's plans. Director Perdock did report the City of Clearlake is currently considering other funding sources.

Nephele noted the TAC will be discussing many more details at their next meeting.

6. Discussion of Additional Funding Needs for Lake 29 Expressway

Jamie Mattioli, Caltrans Project Manager presented a slideshow with information pertaining to the Lake 29 Expressway Project. Lake 29 continues to be a priority corridor for the state and region. Improving and expanding capacity on Lake 29 is obtainable, unlike Highway 20. Highway 20 runs as a main street through four communities in Lake County. Completing the Lake 29 Expressway will help to calm traffic on Highway 20. The project length of Lake 29 Expressway is 8 miles.

In 2008 a Value Analysis was completed in an attempt to identify cost savings for the project. It was proven to be very difficult to fund the entire 8-mile project, and discussions of segmenting the project began. There are currently three segments to the project, 2a, 2b and 2c. The 2c segment, is the current segment being funded and scheduled for construction in 2019. The environmental document was completed for all eight miles of the project.

Currently there are limited passing lanes, issues with lineal curve alignments, and limited shoulders. The scope of the 4-lane expressway, will include a full 46ft. median, construction of frontage roads, eliminating dozens of conflict points, and constructing the entire project to current standards, which will also include 10 ft. shoulders on the outside and 5 ft. on the inside. This project meets the Regional Transportation Plan goals and objectives, benefits the region economically and provides an east/west connection for goods movement.

Jamie provided the Board the history of the project and included explanations for the cost increases. To cover the \$22 million in cost increases to Segment 2C was approved for \$20 million in additional SHOPP funds, \$2.1 million of STIP Funds, of which \$1.8 million will be IP funds and \$.32 million from the regional partners.

Jamie discussed the many benefits of completing segments 2a and 2b along with 2c. Caltrans intends to move forward with the pre-construction, and currently estimates \$12 million for the design phase for both segments. With the 85% Caltrans and 15% regional split, that would require \$1.8 million of regional shares from the APC. APDE funds (previously discussed by Nephelē) could be used for this phase of the project, but the remaining needs would come from regional shares.

Reasons for moving forward and continuing with Segments 2a and 2b:

- Improving the ability to compete for other funding
- Balancing for geographical areas
- Environmental Document complete
- This project has been identified in the Statewide Interregional Strategic Plan, Statewide Freight Mobility Plan, Regional Transportation Plan and documented for long period of time
- Cost Savings
- Approaching the full concept

The region has programmed \$18 million towards the project, and \$110 million is committed. Nephelē Barrett reported the APC has had a long-standing commitment for this project. Slowly the APC has put aside our regional shares, but has funded other local requests as well. There was a period where the state was out of funds, and they were going to stop movement on the Lake 29 Project, but the APC knew the value and the time that had been put forth and decided to set aside their shares and commitment to this project. Without that commitment, we wouldn't have had the leveraging capabilities in 2014 when it came down to the completion of the environmental document. Also APC Staff was confident that continuing to ready this project in the other segments could again pay off in the long run, especially when it comes to other funding sources.

Phil Dow came to the agency in 1986, and the Lake 29 was a priority in the RTP then. The 2c segment was identified as the highest priority then due to higher accidents, and that trend has continued. It was a monumental to receive the environmental document for the entire eight mile scope of the project. Phil believes there will be funding opportunities under SB1, that was not foreseen a few years ago. These opportunities could be an opportunity to get the project to completion. Phil appreciates that Caltrans is recognizing there is no way for the smaller agencies to accommodate the higher match of shares, and continues to pursue these projects with lower commitments from the regional partners.

Lisa Davey-Bates and Phil Dow both reiterated how important it is that project has received support from the SHOPP program. While the 2c segment is receiving a lot of money from SHOPP, due to the safety impacts and accidents, it is documented there have not been nearly as many safety concerns in the remaining two segments, 2a and 2b. It is unlikely these segments will receive little to no SHOPP Funding.

Director Smith was curious if the Board could get a breakdown of the costs from the beginning to current, and the potential of spending it on other regional projects. When the Lake 29 project first started it was estimated to cost \$18 million. The environmental process got started and took a substantial amount of time and funding. Director Smith found himself frustrated that the agency might be sacrificing other projects or local roads, while we have been committed to the Lake 29 for so long. He would like to see wildlife cameras at the current wildlife crossings to ensure this cost increase is sufficiently fulfilling its need.

Director Bennett expressed how grateful he was about the project and what is continuing to happen in Lake County. When he was younger Lake County never got any improvements, now things are really coming along.

Jamie responded total costs for environmental were \$15.37 million and \$1.19 million was funded by regional funds. He also noted the wildlife crossing will include fencing that will help guide the animals to the crossing. He also thought it was a great idea to look at history, and he will follow up.

7. Consideration of Extending Professional Services Contract with Smith & Newall for Auditing Purposes

Due to the fact that Lisa Davey-Bates was at a Grand Jury Criminal Hearing, Phil Dow reported on this item. He referred to the staff report with details on the Fiscal Auditor and historical information.

The APC has received a request to extend their Professional Agreement Contract with Smith and Newall for Auditing Purposes. In previous the Board decided to continue services with this auditor. The APC has received a three-year contract again from Smith and Newall, needing approval from the Board. Lisa outlined the alternatives to approving the three-year term in her staff report. The APC has the option to go out to RFP, continue for an additional year contract and go out for RFP next year or approve the current three-year agreement. After reviewing Lisa's recommendations, Phil Dow suggested another option to extend the fiscal auditor contract for two years, which will coincide with the Administrative and Planning Contracts.

Mark Wall gave his perspective on behalf of LTA and their transit fiscal audit, which is included in this contract with APC. Mark has worked with the current Fiscal Auditor, Smith and Newall, and he feels they are very consistent and are very knowledgeable of the unique situations both agencies

have to operate. While Mark and LTA work their way through the RFP process for a Transit Manager, Mark would like to see consistency through the change and maybe for a year or two thereafter. It would help the LTA Board to know how things are running after Mark has retired. He would recommend approving the contract for an additional three-year term.

Director Mattina reported she was ok with an additional three years.

Director Leonard was curious if there was ever a peer review completed.

Director Smith agrees that Smith and Newall are very reputable. He is ok following a year to year basis, but is open to any other options. He does agree, a peer review would be a good idea.

Director Simon felt it was important to have a change, but understands the current situation. He agreed to the staff recommendation of a two-year contract and then going out for RFP process.

Director Perdock agreed to follow staff recommendation for a two-year contract agreement.

Director Parlet agreed to supporting two-years.

Director Simon made a motion to approve a two-year extension of the Professional Services Contract with Smith & Newall for Auditing Purposes, as discussed. The motion was seconded by Director Perdock and carried unanimously.

Roll Call Vote: Ayes (8) – Directors Smith, Simon, Perdock, Bennett, Mattina, Parlet, Leonard, and Rex Jackman (PAC); Noes (0); Abstain (0); Absent (1) Vacant Member-at-Large

8. Discussion of and Recommendation to Join the California Consensus Transportation Investment Principles

It is typical that every few years consensus principles are revised. These principles are considered for federal program reauthorization and how funds are prioritized in the State. The principles are a high-level document produced to get consensus in this diverse state. The agencies are asked to get Board approval at the regional level. A large portion of the principles relate to large metro areas. Agreeing to the principles to join will send the message to Caltrans and CTC that our agency is willing to be a team player.

Phil distributed a revised handout of the draft principles. He noted they are slightly different than the set that was included in the packet. Phil reviewed the principles with the Board, and noted they reflect state priorities, and will have minimal impacts to smaller areas.

There was Board Consensus to support joining the California Consensus Transportation Investment Principles as reported by APC Staff.

RATIFY ACTION

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

Chair Smith adjourned the Policy Advisory Committee at 10:30 am and reconvened as the APC.

10. 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 Simon and carried unanimously.

REPORTS

12. Reports & Information

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

Chairman Smith referenced the Summary of Meetings report completed by Lisa Davey-Bates, showing a list of meetings attended by APC Administration and Planning Staff. There were no comments or questions.

b. Lake APC Planning Staff

1. Regional Transportation Plan (RTP) Update

Phil reported his staff would have the document completed by the end of the calendar year. John Speka has been primarily responsible for updating this RTP. The draft has been presented for Phil to review. The RTP will coordinate with Mark Wall – Transit Manager, the County of Lake, the two cities and Caltrans.

Phil reiterated why the RTP has been shifted to a 4-year cycle, and how this shift helps the local agencies with their housing elements.

2. Senate Bill 1 Process Report

APC Staff noted there was information included in the packet for the Board to review. Phil reported he and Lisa had been attending a number of meetings pertaining to the new program.

Director Smith was curious if the meetings were productive. Phil noted they were moving quickly and needed to attend all the meetings.

3. Miscellaneous – None

c. Lake APC Administration Staff

1. **Next Meeting Date** – September 6, 2017 – Director Smith reported he will not be in attendance. (Lower lake)
2. **Miscellaneous** – None

d. Lake APC Directors

None

e. Caltrans

1. Lake County Project Status Report

Jaime Mattioli, Caltrans Project Manager updated two projects from the list:

1. #1 Lake 20 – Bridge rehabilitation at Bachelor Creek, Jaime announced due to SB1 funding Caltrans can program this project a little earlier. Caltrans will start the environmental in September/October.
2. #14 – ADA portion of the paving project on Lake 20. This project included a number of curb ramps, this project is now completed.

2. Miscellaneous – None

f. California Association of Councils of Governments (CalCOG)

1. CDAC Meeting – September 27, 2017 (Sacramento)
2. CalCOG Directors Meeting – November 27, 2017 (Oakland)

g. Rural Counties Task Force

1. Next Meeting Date – September 22, 2017

h. Miscellaneous – None

ADJOURNMENT

The meeting was adjourned by Chairman Smith at 10:51 a.m.

Respectfully Submitted,

DRAFT

Alexis Pedrotti
Administrative Assistant



SUMMARY



WHAT IS SB 1?

SB 1 is a transportation funding package signed by Governor Jerry Brown on April 28, 2017, with investments primarily targeted towards fix-it-first projects. Among its provisions, SB 1 provides an increase in local streets and roads funding for each city and county; funding for multi-modal improvements and transit operations; and competitive grant programs to provide new transportation improvements. Guidelines for the use and distribution of the funds are under development by the California Transportation Commission (CTC), California State Transportation Agency, California Department of Transportation (Caltrans), the State Controller’s Office, and the California Workforce Development Board.



WHERE WILL THE SB 1 INVESTMENTS GO?

Overall the revenues will fund 65 percent to maintain existing transportation infrastructure, 15 percent for public transit, 12 percent for congestion relief, 4 percent in incentives for local transportation funding initiatives, and 4 percent for sustainability measures. The statewide break-down is as follows:

FUNDING PROGRAM AND PURPOSE	Projected 10-year Funding
Local Streets and Roads (fix-it-first)	\$15 billion
State Highway Maintenance and Rehabilitation (fix-it-first)	\$15 billion
State Highway Bridges and Culverts	\$4 billion
Public Transit Capital and Operations	\$7.5 billion
Trade Corridor Enhancement Program	\$3 billion
Solutions for Congested Corridor Program	\$2.5 billion
State Transportation Improvement Program (STIP) (regional)	\$825 million
STIP (State)	\$275 million
Local Partnership Program	\$2 billion
Active Transportation Program	\$1 billion
Local Planning Grants	\$250 million
Freeway Service Patrol	\$250 million
Parks Funding for Agriculture, Off-Highway Vehicles & Boating	\$800 million
Public University Research	\$70 million
Workforce Development	\$20 million
TOTAL	\$52.49 billion

WHAT ARE THE SOURCES OF REVENUE FOR SB 1?

BEGINNING NOVEMBER 1, 2017

- 12 cent gas tax increase
- 20 cent diesel tax increase
- 4 percent increase in the sales tax on diesel

BEGINNING JANUARY 1, 2018

New transportation improvement fee ranging from \$25-\$175.

BEGINNING JULY 1, 2019

Re-setting of the price-based excise tax to 17.3 cents.

NO LATER THAN JUNE 30, 2020

Complete repayment of \$706 million in transportation loans made to the General Fund;

BEGINNING JULY 1, 2020

\$100 road improvement fee for zero-emission vehicles starting for 2020 model cars and later.

ARE THERE ANY OTHER STIPULATIONS OUTLINED IN SB 1? YES...

- 1 The creation of a Senate-confirmed position of Inspector General within Caltrans, appointed by the Governor, to audit and investigate state and local projects to ensure expenditures are done in conformance with existing law.
- 2 Increased CTC oversight over Caltrans projects within the SHOPP, with additional performance measures.
- 3 The development of an advanced mitigation program for projects receiving state funding.
- 4 A constitutional measure contained in a companion bill protecting new fees from future diversion contained in ACA 5 Chapter 30, Statutes of 2017 (Frazier, D-Oakley).
- 5 Caltrans must implement efficiency measures estimated to generate cost savings of \$100 million annually.



Problem: Without dedicated, accountable funding to fix crumbling infrastructure, California's roads are in disrepair.

48th

California ranks **48th** in the nation in the condition of our highways.

94
million

Californians waste **94 million hours** a year sitting in traffic congestion.

87%

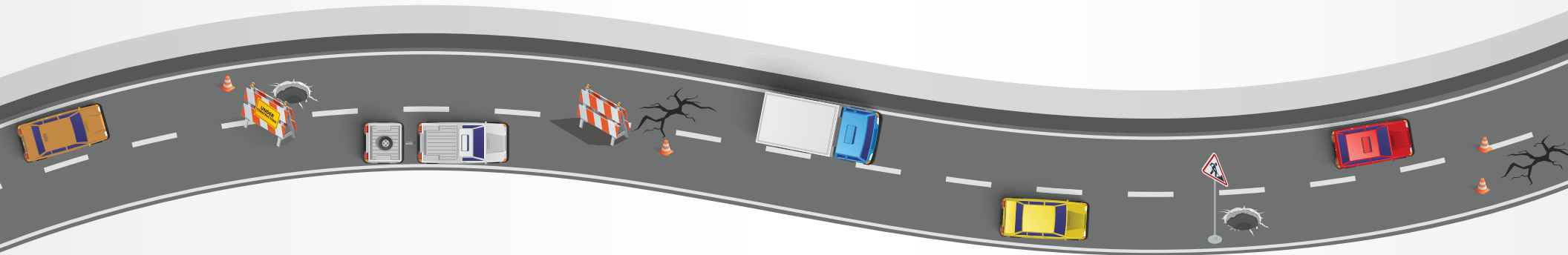
87% of California's counties have an Average Pavement Rating of "At Risk" or "Poor."

\$762

The average Californian spends **\$762** a year on repairs for road-caused damage.

60%

6 of the nation's 10 worst urban area pavement conditions are in California.



70%

14 of the nation's 20 most congested transportation corridors are in California.

55%

55% of local bridges will require rehabilitation or replacement within the next 10 years.

100%

All current gas and diesel tax revenues are spent for transportation purposes.

50%

Because of inflation and increased fuel economy, current gas tax revenue covers **less than one-half** of the costs they covered in 1994. *(when the gas tax was last raised)*

\$300
billion

California needs nearly **\$300 billion** in investment to have our transportation system meet our needs.

SB 1 Fact Sheet



Solution: SB 1 is the “Road Repair and Accountability Act” passed by the Legislature in 2017.



SB 1 provides funding to fix state highways and local roads; and improve public transportation, walking, and biking.



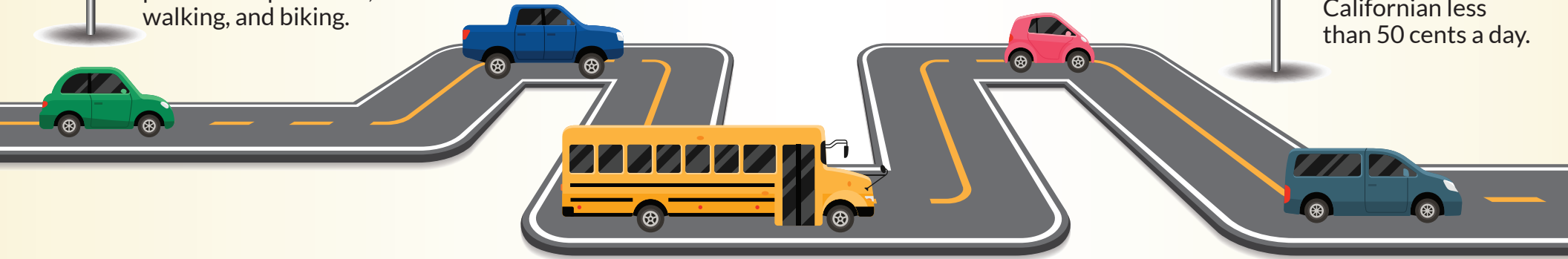
SB 1 will generate 90,000 jobs a year.



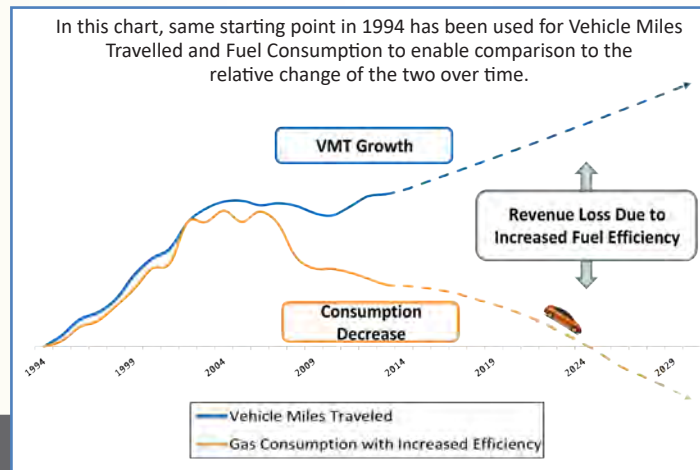
SB 1 has accountability built in and money must be spent on transportation projects and programs.



SB 1 will cost the average Californian less than 50 cents a day.



10-Year Statewide Investment Programs (50%)	
Fix-it-First Highways	\$15 billion
Bridge and Culvert Repair	\$4 billion
Trade Corridor Investments	\$3 billion
Solutions for Congested Commute Corridors	\$2.5 billion
Parks Funding for Ag, Off-Highway Vehicle & Boating	\$800 million
STIP (State Share)	\$275 million
Freeway Service Patrol	\$250 million
California Public Universities Transportation Research	\$70 million
10-Year Local or Regional Investments Programs (50%)	
Fix-it-First Local Roads	\$15 billion
Transit Capital & Operations	\$7.5 billion
Local Partnership Funds	\$2 billion
Active Transportation Program Bicycle & Pedestrian Investments	\$1 billion
STIP (Local Share)	\$825 million
Local Planning Grants	\$250 million
TOTAL	\$52.4 billion



10-Year Revenue Sources	
Fuel Taxes	
Gas Excise	\$24.4 billion
Diesel Excise	\$7.3 billion
Diesel Sales	\$3.5 billion
Vehicle-Based Fees	
Value-Based Transportation Improvement Fee	\$16.3 billion
ZEV Fee Commencing in 2020	\$2 billion
One-Time Repayment of Transportation Loans	
Repaying Outstanding Loans from General Fund	\$706 million
TOTAL	\$52.4 billion

Rebuilding CA - Senate Bill 1

rebuildingca.ca.gov

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REBUILDING CALIFORNIA SB1

REBUILDING CALIFORNIA - Senate Bill 1

ABOUT SB 1

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments. See where the money is going.

SB1 - Rebuilding California

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IMPLEMENTATION

SB 1's investment in transportation is split equally between the state and counties.

CITIES AND COUNTIES: \$28 BILLION

STATE HIGHWAY SYSTEM: \$28 BILLION

INVESTING TO MEET NEEDS

SB 1 provides support for state and local systems to meet four critical needs:

- CONGESTION RELIEF
- TRADE CORRIDOR IMPROVEMENTS
- IMPROVED TRANSIT / RAIL TRAVEL
- PEDESTRIAN / CYCLIST SAFETY PROJECTS

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A BETTER TRANSPORTATION FUTURE

By 2027, Caltrans will repair or replace

- 17,000 MILES OF PAVEMENT
- 65,000 CULVERTS OR DRAINS
- 7,700 SIGNALS, SIGNS AND SENSORS
- 500 BRIDGES

INCREASED ACCOUNTABILITY AND OVERSIGHT

With the creation of an independent Inspector General and additional program oversight responsibilities for the CTC, SB 1's investment is more transparent than ever.

- INSPECTOR GENERAL
- CALIFORNIA TRANSPORTATION COMMISSION

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SB 1 ACCELERATED PROJECT MAP

Find transportation projects in your area that the State and local communities were able to expedite due to expected revenue from SB 1.

View map with project details

The maps and data are made available to the public solely for informational purposes. Information provided in the Caltrans GIS Data Library is accurate to the best of our knowledge and is subject to change on a regular basis, without notice. While Caltrans makes every effort to provide useful and accurate information, we do not warrant the information to be authoritative, complete, factual, or timely. Information is provided.

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